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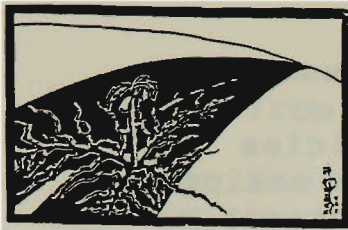
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Ecoso Exchange Newsletter

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Ecological, Social and Political Discourse

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News from the Crow Collection

The main activity for October was the holding of the viewing day and discussion groups on Planning for Elderly People. This was attended by about 40 people. Two pleasing features of the function were the variety of organisations represented and the number of people who were introduced to the Crow Collection (and most probably the VUT) for the first time.

Preparation for this gathering resulted in listing some of the recent documents on ageing in the Crow Collection and thus making them more publicly accessible. (Print outs of these lists and photostats of some of the documents are available from the Collection at a small charge (for copying and posting).

Some general issues discussed were :-

Support for carers of older people (the need for more effective provision of respite care); *overcoming negative media images* (the need to present positive, optimistic views on life in older years); *mental health issues on several fronts* (for example, mental health of older people, themselves, and also those some may be caring for); *de-institutionalisation, without support systems* (resulting in elderly parents being over-burdened with care and in some cases harassed); *loss of equity in home ownership and other problems in changing to more appropriate accommodation* (in particular how this affects older people in "dying" country towns); *specific needs of Kooris* (especially in urban areas); *lack of knowledge of what is available* (especially on housing/community services /opportunities to develop creative capacities); *inadequacies in home help services* (the need to update training of domiciliary workers); *inadequate public transport* (its dehumanising effect) ; *location of age-specific housing* (needs to be near transport/shops).

Some recently emerging issues were also discussed :-

The effect of economic rationalist policies which are resulting in *amalgamations of health centres* making them less accessible to older people, and the *contracting out of municipal services*; premature discharge from hospitals resulting from "*case mix*" practices in health care; *the costs incurred in obtaining official information* (Australian Government Publishing Services AGPS and the Australian Bureau of Statistic ABS are moving to a commercial footing.

A Common Interest in Social Problem Solving.

In introducing the discussion session Sheila Byard (Hon Sec of Crow Collection Association) explained that the people who are in the support network for the Crow Collection have, in common, an interest in social problem solving which is not restricted to the professionally qualified. She said that our commitment to sustainable community life means that we want to find ways of working collaboratively on social problems and believe that this is the only way real solutions will be found.

Here are some quotes from Sheila's introductory remarks.

The reason for the viewing and discussion was to try a little networking of our own at the edge of all this sectoral activity of specialisation and professionalisation. We see great virtue in building bridges into the community so people outside the professional groupings can be aware of what the planners are up to, and we see a great need to assist people "out there" in marshalling their views as a counter-balance to the research grant recipients.

In this University (Victoria University of Technology) the Department of Health Sciences offers an extended care subject and the Department of Physical Education has its graduate certificate of Ageing and Recreation. In the current issue of "Nexus" (the VUT Newsletter Vol. 3, No. 20, 1 November., 1993) describes the Gerontology Review and Planning Project for which Deidre Jones is the consultant for the Faculty of Human Development at VUT.

The Nexus article is republished on page 13 of this Ecoso.

Thanks to Robert Muir for designing a new masthead for our Ecoso Exchange Newsletter.

Gloaming in the Gardens,

Monday, January 17th from 5.30 pm to 8.30 pm, near the kiosk, BYO food, drink, friends, relations, neighbours

Can We Build Better Cities ?

Ideas from Peter Newman, Jeff Kenworthy and Peter Vintila

"Can We Build Better Cities ?" is the title of an article by Western Australian academics Peter Newman, Jeff Kenworthy and Peter Ventila which was published in "Urban Futures" September 1993. Their sub-title is "Physical Planning in an Age of Urban Cynicism". The authors emphasise their belief that cities are strongly influenced by physical planning; stating :-

Physical planning is important if we are to intervene in the problems of our cities; if we are to minimise car use whilst improving access to urban services, and if we are to make cities that are economically viable whilst being environmentally sound and socially cohesive and progressive.

They summarise the three main assumptions of those who reject physical planning :-.

1. Rising incomes and living standards are the cause of car use and declining densities and are impossible to alter without compromising living standards.

2. The price of petrol is the most significant variable in determining the shape of the city and its transport patterns and little else really matters.

3. The self-regulated nature of the city, in particular the dispersal of jobs and homes, will mean that most problems with cars and low density will be sorted out automatically, almost eliminating the need for physical planning.

Ecoso has no space to do justice to Newman's, Kenworthy's and Ventila's rigorous research in finding answers to these three strands of opposition to physical planning. However, a few quotes may whet the appetite to read the whole article.

In reply to assumption 1.

"Many European cities have per capita incomes higher than Australia and yet are four times as dense and two to three times less intensive in their car use.....Toronto demonstrates how a city can stop building freeways, put its priorities on transit and associated compact, mixed housing environments and still thrive".

In reply to assumption 2.

" We do not claim that land use planning should be used by themselves or as an alternative to price and transport network management.... We recognise that the real policy challenge involves the development of a suite of complementary strategiesStrategic pricing...strategic network development and strategic land use planning.

In reply to assumption 3.

"There are those who argue that *choice* and *diversity* should be the key guides to policy making. Given that about 80 percent of Australian housing stock currently takes the form of low density housing one could assume that *diversity* might mean support for more compact housing forms.....The car, together with the influence of town planning that segregated housing from industry, did more to *unmix* the city than anything that went before. The car based city saw residential areas scatter in all directions and employment slowly follow it."

And in the conclusions the following warning is given :-

"What is perhaps the most debilitating part of the debate about which instruments we should be using in our cities is that many contributors believe no significant change or improvement is possible....If their despair prevails, future residents of our cities will look back on their arguments as a new age of urban cynicism."

But, to end on a hopeful note :-

"Surveys indicate that the community is concerned for the common good and is looking for something beyond the dismal *it can't be done*. Better cities and those who believe in physical planning, like ourselves, are trying to provide some of the options for Australian urban dwellers to consider as steps towards a more hopeful future."

The articles a very useful list of references. The full article is available from the Crow Collection.

**Visit of Manfred Max-Neef - Chilean "Barefoot Economist"
Melbourne Meeting On January 24th.**

For some years various groups have been questioning the appropriateness of conventional economic theory, particularly its impact at the local level in Australia. Now, several groups have come together including the Catholic Social Justice Commission, the Economics and Faith Working Group and the Rainbow Alliance and they have invited **Manfred Max-Neef** (the Chilean "Barefoot Economist") to visit Australia. His Melbourne discussions will be held on January 24th.

This gathering will discuss Agenda 21. This is the name of a project for developing more sustainable local communities. The project grew out of the Earth Summit which was held in Rio de Janeiro last year. It specifically identifies the importance of local government in achieving sustainable development.

Agenda 21 is not just another project. Its world-wide aim is to provide means for unifying local government plans on economic, social and environmental policies for achieving a more sustainable future.

A Gift to the Big Developers

The City of Melbourne Bill, 1993.

The City of Melbourne Bill will not only change the boundaries of the Melbourne Municipality but will provide the physical basis for handing over our city's future to the big developers (most of these developers will be multi-national).

This a matter of concern not only for the residents and business people who live or work in the Melbourne Municipality but for every person living in Victoria.

Unique Host Functions of Central Melbourne

The Melbourne Municipality differs from all other local government areas in that it hosts the main administrative, cultural, recreational, religious and commercial functions of the whole state. Most of these hosting functions are unique, for example our Houses of Parliament, State and Federal Government offices, the Arts Centre, the Cathedrals and the Royal Botanic Gardens.

In addition the central city is the chosen location for the head quarters of community organisations ranging from the groups clustered in Ross House to the various clubs for men and for women.

Melbourne's central district has had, and still has the potential to be, the most accessible area for the greatest mixture of people. One of the prime assets of Melbourne is that it has a radial rail public transport system which can make the central area accessible from most parts of the metropolis and in fact (if the country service was maintained) from most parts of Victoria.

These unique assets of the Melbourne Municipality were recognised by the Melbourne City Council in its 1973 Strategy Plan and the updating of this plan in 1985. (The Crow Collection has some of main documents on these plans)

The residents living on the fringe of the city centre (in Carlton, North Melbourne, East Melbourne, Parkville, Flemington, Kensington and South Yarra) have played a vital role in preparing and in trying to implement the Strategy Plan.

Central Activities versus Central Business ?

It is largely through the input of urban action organisations, including metropolitan wide organisation such as the Town and Country Planning Association and the Conservation Council of Victoria that the Melbourne City Council has had policies for developing the central city area as an "activities district" and discarded the idea of it being merely a "business district". (see documents in the Crow Collection)

The phrase "Central Activities District" (CAD) rather than "Central Business District" (CBD) has been in general use by most Melbourne City Councillors and the Council's staff. This choice of words to describe the city centre was coined, in 1975, by the North Melbourne Association.

It is worth noting that City of Melbourne Bill has reverted to using the term CBD.

So, hiving off the some of the residential neighbourhoods will remove some of the watchdog organisations which have had such a significant input into the policies for a mixed city of variety which have been adopted by the Melbourne City Council (but never effectively implemented).

"Walled Cities" and "Gold Mines" for Multi-national Developers

There is a number of prime redevelopment sites within the new boundaries of the City of Melbourne, for example Lynch's Bridge, Jolimont, Bayside and the Docklands. These are gold mines for multinational developers (see : "The Third Wave" by Ted Wheelwright, available from the Crow Collection).

What will these up-market projects be like ?

Sanctuary Cove (in Queensland) could be the prototype for elitist residential areas on these prime sites. Here is an advertisement which was published by the developer Michael Gore in 1988 to advertise Sanctuary Cove :-

The streets these days are full of cockroaches, and most of them are human. Every man has a right to protect his family, himself and his possessions...to live in peace and safety. Sanctuary Cove is an island of civilisation in a violent world, and we have taken steps to make sure it remains so.

In a warning on how Gore's promises of an "island of civilisation" could be transferred to the Melbourne Bayside project Barbara Middoch-Mouy wrote :-

Close scrutiny of these 'cockroach proof' sanctuaries reveals the latent (and medieval) tendencies of planners to build walled cities. Our latter day planners have just been careful to leave off drawing the walls. Instead what we have are landscaped buffers and social barriers that conveniently disguise the desired, but too obvious, high wall. The extent of this 'fortress' (characteristic of the wealthy, propertied class) becomes apparent when you examine more closely the design impulses of planners of Sandridge City (Bayside, Port Melbourne). He too must want to protect *his* possessions, *himself*, and *his* family - the masculinist impulses should not be overlooked here. ("Bayside Views", 1988, available in the Crow Collection).

Will the new developments in the Melbourne Municipality provide for a mixture of income groups ? There are already proposals to reduce public housing on the Lynch's Bridge site.

A very valuable document about the sort of city we can have was prepared in March 1993 by a group which included past and present Melbourne City Councillors, and officers of inner metropolitan councils and was supported by the planning departments of the three inner Melbourne universities (Melbourne, VUT and RMIT). This group is known as Committee for Government Reform in Central Melbourne.

The document is called "*The Future of Central Melbourne*". It is available for reference in the Crow Collection.

Reinventing Planning

The First Women and Planning Conference

In July this year the Federal Department of Health, Housing, Local Government and Community Services held the first national conference on women and urban planning. It was attended by more than 160 participants most of whom were women.

The two main issues raised were :-

- * neighbourhood planning particularly in the outer suburbs and the need for community involvement in the planning process
- * environmental sustainability of urban areas.

Issues around safety and confidence in public spaces were also raised as matters of considerable concern.

Angela Munro gave the closing talk and chose to entitle it "Reinventing Planning". She justified this in these words :-

As is evident from the comments of speakers and participants women have been in the forefront as planners, politician and community activists in attempting to re-invent or transform the nature of planning, both processes and outcomes. Of course women have been out-numbered in the field and their efforts are often individual and informal. This conference offered the chance of a more collaborative and strategic approach.

Angela referred to the marginalisation of women in debate and decision making :-

A final dimension of the commonality emerging in the participant's view was the identification of women's valuable attributes and distinctive contribution. Women were seen to be more inclined to co-operation, to reconciliation and to consultation. Women were seen to be more passionate and hence committed and tenacious.

Proceedings from the conference will be published in "Urban Futures" which will be available from the Urban Policy Section of the Department of Health Housing, Local Government and Community Services, GPO Box 9848 Canberra ACT 2601, telephone (06)289 5671.

Public Transport a Public Asset

Contributed by Julie Statkus

A quality public transport system is essential for a city to be economically successful and environmentally sustainable.

Victorians are being told that world-class public transport is not possible for them because of the "crippling deficit". The reality is that the deficit will only be reduced substantially and sustainably if services are improved and patronage increase. Here are some ideas on alternatives.

Community participation in regard to transport policies has the added value of emphasising that a public transport system is a public asset from which all can benefit.

One idea for implementing such a policy, which appears to be very feasible, is the view put forward by Frank Fisher, a Director of Policy, Department of Geography and Environmental Science at Monash University. His view is that the cost of public transport should be shared by all. Public transport would be paid for by a Public Transport Levy collected through the income tax system. Fisher states *"The cost would be born openly by all instead of being drawn covertly from consolidated revenue."* (Public Transport Users Association newsletter "Transit News and Views", March 1991).

Fisher makes the point that *"Whether we are users of public transport or not, we ALL benefit from those who are, and from the existence of an effective public transport system."*

This levy would remove the view of a transport "deficit" as this sum is now seen as the cost of a public service. The proposal for a levy is a social approach towards long term benefits and costs felt by all those who benefit from it.

Frank Fisher suggests *"appropriate gradations for people such as semi-rural users who have only limited access, and others who have limited capacity to pay. The levy would make public transport free at the point of entry."* This would remove some of the responsibility for a public transport system from the States and place it in the hands of the Federal Government.

An Example from Canada (Toronto and Quebec)

A superior public transport system exists in Toronto. This has been achieved by deliberate policy decisions.

Twenty years ago Toronto cancelled a new expressway and put its money into better public transport and achieved a 75 % increase in patronage. During the same period of time Melbourne public transport patronage decreased by 30 %.

While Melbourne has a larger tram and train network, Toronto has greater patronage. In Toronto it is easier, cheaper and more convenient to catch tram, train or bus rather than to use a car.

Toronto's experiences indicate that, where they have a real choice, most people will use public transport.

The Sandringham Line Example

A local example of how public transport patronage could increase with an improved service was illustrated by an experiment on the Sandringham line in 1992. One extra train was run during morning and evening peaks and there were more frequent trains off-peak. Trains ran faster, more station staff was rostered and the stations and trains were cleaned more frequently.

The Sandringham line experiment proved a success with revenue increasing to \$620,000 over the ten month period. Improvements cost \$580,000. The PTC profited by \$40,000. The experiment was axed when a reduced summer time table was introduced.

The Conservation Council of Victoria estimate that if similar improvements were made across the whole rail network an extra eight million dollars revenue would be generated.

What Sort of City ?

Dr John Whitelegg, (Head of Geography, Lancaster University, U.K.) presented two scenarios when he gave a speech at the Transport in Crisis Conference which was held in Melbourne in 1989. Here they are :-

A city which pursues policies to satisfy the rapacious demands of the car for more road space, more parking space and more decentralisation is on a collision course with extinction. Cities... are sensitive and fragile creations and can become places with no character, places full of fear, places to avoid, places which make you ill and places for "failures" in society to congregate.

or

A community which has good public transport adequate opportunities for walking and cycling and a pollution free and noise free environment is not only a community which will be sought after and be successful as a place for people to live: it will also be making its contribution to the alleviation of real global problems. Local solutions are global solutions no matter how small.

More information about the Public Transport User Association and Dr Whitelegg's paper from Paul Mees, PTUA, Ross House, 247 Flinders Lane Melbourne, 3000, Telephone 650.7898. Julie Statkus's full paper on "Public Transport Alternatives " is available from the Crow Collection.

Disturbing the War - Catholics and Vietnam

Don't miss out on buying Val Noone's book "Disturbing the War". It is published by Spectrum press and costs \$29.95, (phone 429.1404). Congratulations and thanks to Val.

Traffic Calming in Cracow

About four years ago a group of Brisbane community activists published a very practical book called "Traffic Calming". They presented some imaginative alternatives to the proposed freeway system for some parts of Brisbane.

The words "Traffic Calming" have recently been used in an article in the *Urban Futures Journal* (Vol 3. No 1). about radical changes which are being made to reduce road traffic in Cracow, Poland. Here are a few quotes :-

With Poland's economy rapidly deteriorating the communist authorities were forced to drastically reduce most large scale urban projects. Now they had to rely on less spectacular management strategies replacing heavy investment. They soon realised that urban transport traffic calming could become a viable alternative to costly road investments.....

The concept was presented to city authorities in 1986. At first it was given a cool, if not negative reception. Traffic calming was identified with the environment movement ("Greenies") and regarded by communist authorities almost as a part of dissident opposition.

In 1988, after lengthy debates and arguments, the City Council passed a bill introducing, in principle, the Government version of traffic restraint.....

In general and in spite of shortcoming, the experiments seems to be successful...with further necessary improvements and modifications the system will hopefully remain and contribute to Cracow's livability and well being as a modern ancient city.

See "Traffic Calming in Cracow", by Krzysztof Bieda (Assoc Prof. Dept. of Architecture, University of Tasmania) and Andrzej Rudnicki (Prof. Highway Engineering Cracow Uni.), *Urban Futures* Vol 1, No 3.

The New Mutualism

Each for All and All for Each

The most effective way for us to restore certainty to our lives is to take back control of them to the greatest possible extent for ourselves.

These words were the theme song of Race Matthews' keynote speech at a recent conference which was jointly organised by the Latrobe Valley Forum and the Community Development Collective. Here is a summary of his contribution.

The New Poverty and the New Inequality cry out for remedies and solutions which so far have not figured on the agendas of the either government or opposition parties. (R.M's use of initials)

In the nineteenth century Britain faced problems of endemic

unemployment, underemployment, poverty and inequality which - in kind if not in degree - strikingly resembles those in Australia today. The times gave rise to the philosophy of mutualism with a shared, unshakeable belief in "Each for All and All for Each." For example;-

- * the Rockdale Pioneers established co-operative stores providing access to affordable clothing and food.

- * Credit c-ops providing affordable consumer finance.

- * Friendly Societies providing funeral benefits and later sickness and medical care.

- * Processing and marketing co-ops enabling small farmers to participate in the adding of value to their products.

- * Industrial co-ops with work places owned by workers.

Those co-ops that survived were able to skilfully adapt to new challenges. Will a New Mutualism, intellectually revived, its sense of purpose renewed and restated in contemporary terms, be able to build on these solid and long standing foundations? For example, what can we learn from the overseas co-ops?

Race Matthews gave some detailed information about Canadian housing co-ops, especially those in Quebec and Toronto but he gave a much more detailed account of the Mondragon Co-ops in Spain.

The Mondragon Co-operative Corporation

Mondragon is a small town in the Basque region of Spain. It has produced steel since the Middle Ages but its economy was devastated in the 1930s by the Spanish Civil War. Poverty and unemployment were endemic until the mid 1950s when a handful of townspeople established an industrial co-op.

Today, in Mondragon, there are more than 100 manufacturing and service co-ops with a work force of 21,000 members. No Mondragon worker has ever been made redundant and more than a quarter of the group's output is exported.

The success of Mondragon stems in part from the fact that every worker is a stake-holder, who shares equally in profits - and on some occasions - losses. But the key to success is that shortly after the inception of the first co-op they launched a bank. This bank has made the Mondragon co-ops self sufficient and equipped them with comprehensive financial services and skills. It is a "support" or "secondary" co-operative governed jointly by representatives of its staff and affiliated industrial or "primary" co-operatives. The bank in turn has given rise to other support co-operatives. For example a co-op which provides social; security benefits, research and development co-ops, universities co-ops, school co-ops and housing co-ops.

The Mondragon Co-ops have weathered several storms since first

established in 1954. For example, in the mid-seventies the recession resulting from the oil price crisis, and, in the eighties, the continuing financial stringencies. However it has been able to preserve its economic base through continually re-appraising its position and thoroughly restructuring its organisation but preserving in tact its co-operative guiding philosophy, principles and structure.

Mondragon an Object Lesson

The success with which the membership of the Mondragon co-ops has been able to work its way through to agreement on the necessary changes is an object lesson in the capacity of ordinary people to adopt and adhere to difficult decisions which they have been able to understand and own.

In 1988 the book "Making Mondragon : The Growth and Dynamics of the Worker Co-operative Complex" (by Whyte W.F. and K.K., published by Cornell University Press) stated :-

In the discussion of important decisions, the word "equilibrio" appears again and again as the justification for any action proposed. The idea is that life in a co-operative should not be carried on as if it were a zero-sum game in which some win and some lose. There must be a balancing of interests and need; we hear it said that technological imperatives must be balanced with social objectives and that the financial needs of the firm must be balanced with economic needs of members.

Action Plan

How can we harness the world's best practices of the mutualist principles ? It is neither necessary nor desirable for us in Australia to adopt overseas models uncritically or in their entirety. An action plan for the short to medium future might include some of the following objectives and initiatives :-

- * Restore unity and identity of mutualism as a movement
- * Give mutualism a higher public profile.
- * Give more attention to helping members to understand the philosophy of mutualism
- * Seek representation for mutualist bodies on governmental advisory committees similarly to that already given to trade unions (for example the ACTU and Commonwealth initiatives for regional development councils).

Nothing is so powerful as an idea whose time has come (Victor Hugo)

A copy of Race's paper is available from the Crow Collection for a small charge to cover copying. A booklet by Race Matthews "Building the Society of Equals - Worker Co-operatives and the ALP" is available from the Victoria Fabian Society. It is available for reference in the Crow Collection.

Services for aged in short supply

by **Deidre Jones,**
University Gerontology
Consultant,
Faculty of
Human Development



Australia presently has two million people over the age of 65 years. Within 40 years the population will comprise 1.4 million people over 80 years which makes the Gerontology Review and Planning Project being conducted by the Faculty of Human Development, particularly relevant.

The project, which commenced in April this year, is being undertaken to identify the current provision of teaching and research on the aged by the Faculty and by other organisations in the community. A review of existing contributions by staff was carried out and interviews conducted with key people in the

Department of Health and Community Services, managers of aged services in local government, medical practitioners and others with responsibilities for aged services. The findings have revealed a dearth of services and planning for the nation's increasing aged population.

We have identified many areas of unmet needs for educational programs for professionals and members of the community to promote adequate and quality services for older people. According to the Australian Bureau of Statistics (ABS), in the next 10 years, it is predicted that the 40-to-69-year age group will almost double and the 70-plus age-group will double.

Melbourne's western region will be one of the most adversely affected areas by these increases. The west has a heterogeneous population of older adults who differ in ethnic background, culture, health status, availability of family or friends support network

and disposable income levels, from those outside the region.

According to ABS statistics, only 9.6 per cent of the region's populations have professional qualifications; hence the need for training professionals working in the west to understand the cultural contexts of ageing and the perceived health and support needs of its high ethnic population.

In Victoria, most gerontology courses are at graduate level and offered only to the nursing profession. Government and community-based agencies do offer some forms of training but these do not attract an award, tend not to be portable and are offered on an ad hoc basis. The University's Department of Physical Education currently offers one course on ageing, the Graduate Certificate in Ageing and Recreation and the Department of Health Sciences one subject on extended care. Gerontology is also covered in aspects of a wide

range of subjects offered by other departments in the Faculty of Human Development and the commitment is strengthening.

In addition to increasing curriculum content and research at profession-specific and multidisciplinary levels, the Faculty now has an opportunity to offer training to professionals and members of the community. One initiative arising from the project was a one-day conference held last month during National Carers Week for the Carers Association, Victoria. This was developed to help carers to find some of the resources and support they need in their very challenging role.

The key to successful development of future research and gerontology programs lies in the ability of research educators and providers to be in touch with community needs, particularly where the demand for services is outstripping the availability of financial, facility and service-provider resources.

Ecoso Exchange Guidelines

Adopted 1973

1. Ecoso has a value judgement in favour of regeneration and promotion of community participation meaning that it is humanising and enriching for people to relate to each other through one form or another of voluntary participatory activity both on the job and off the job, exercising a measure of control over such activities.
2. A consequent recognition of the necessity for change in life-style and behaviour patterns to one that sees the quality of life as an alternative to consumerism, understood as mass production and consumption of wasteful and unsatisfactory goods and services based on compulsion and manipulation.
3. Accordingly a policy of restricting the use of energy and non-renewable resources per head and hence a planned design of community including size of population, where people can relate to each other and to nature in order to reduce wasteful goods and services and at the same time guaranteeing an adequate minimum subsistence for all, using modern technology to this end.
4. The recognition that such objectives cannot be achieved either on the basis of practical, linear, one-level ecological remedies or with authoritarian and manipulative control of affairs and requires participatory effort to achieve global equilibrium.

(Subscription to Ecoso Newsletter \$10 for 6 issues. Ecoso was first published from 1967 to 1980. It was revived in 1988. The Crow Collection Association was formed in 1990. It has adopted Ecoso as its newsletter. More information about the Crow Collection and Ecoso from the address below.)



Crow Collection Association (Incorp.)
A Living Library to Plan for the 21st Century

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