

## Encouraging Urban Sprawl

"Melbourne is now 43,600 hectares bigger after planning changes that went through Parliament yesterday with the support of the government and opposition. Melbourne is already one of the world's largest cities geographically, stretching 100 kilometres from east to west. While building groups and property developers celebrated the new land for housing in Melbourne west, north and south-east, Casey Council, urban planners and environment groups lamented the expansion. The new land is to accommodate an additional 134,000 homes for Melbourne and provides 20 years of land supply for new housing. Casey councillor Geoff Ablett said the council had been ignored in its pleas to protect the invaluable market garden land. 'You have got to factor in feeding the people. We think the price of food will go up if we have to put food-growing further out'. RMIT associate professor of urban planning Michael Buxton attacked the urban expansion. 'It will entrench two different types of city, one that has poor transport and poor access to jobs and one closer to the CBD which is opposite', he said. ... Greens MP Greg Barber said the expansion was 'bad for farming, bad for transport, bad for water supply and makes it that much harder to reduce greenhouse emissions'." **Ref: Jason Dowling, The Age, 30/7/10**

"Of course, the fringe area expansions will all be 'sustainable' subdivisions with 'integrated' and 'carefully planned' transport & land-structuring. And piggies will fly!" **Ref: Anonymous, 30/7/10**

## Thinking Sustainable Auckland

"The [NZ] Government needs to fast-track the CBD Rail Loop project to meet the needs of a 21st century Auckland. ... Auckland has missed out on having the rail network that it needs ... Rail patronage has been growing at a phenomenally high rate in Auckland; last month ARTA reported the second highest rail patronage on record, after March this year. Growth in the last few years has been over 10% annually, contrasted with declining traffic volumes on many state highway routes around Auckland, including the Harbour Bridge. Speakers at the launch today represented a broad spectrum of political leanings, but were agreed that the CBD Rail Loop was an essential part of Auckland's future transport network, and had the power to transform the city centre. ... 'This project is a win for the economy, the environment, and the future of our largest city, as a broad range of Auckland leaders has demonstrated today,' said Mr [Gareth] Hughes." **Ref: Media Release, Green Party of NZ, 26/7/10**

## Cash for Clunkers

"Germany ... is also the best example to study why 'cash for clunkers' schemes are a piece of economic lunacy. ... Strangely enough, just getting rid of your car was not an option to benefit from the government's generosity. If you decided to stop driving altogether to only take public transport or ride your bike instead, the policy did not deem this worthy of encouragement. Even if the beneficiaries of the cash premium opted for new, fuel-efficient cars to replace their old gas-guzzlers, the environmental effects were questionable. A car's environmental impact does not only depend on how much petrol it consumes. It is also the production of the car itself, which accounts for a big chunk of the energy consumption over its life cycle. Scrapping a car before the end of its useful life therefore necessitates an additional consumption of resources and energy." **Ref: Oliver Marc Hartwich, The Australian, 30/7/10**

"People who drive around in ... bombs generally do so because they can't afford a new car or they can't see the point in paying \$30,000+ for something that will be worth half that within a few years." **Ref: Matt Rose, The Australian, 30/7/10**

"The worst impact of the cash for clunkers programme in the US was that millions of people who were not in debt because they owned their vehicles outright, were suddenly in debt to buy their new car. From the perspective of society as a whole, this was a disastrous idea." **Ref: 'James', The Australian, 30/7/10**

"Journalist George Monbiot ... identified ... flaws: ... First, there's the 'rebound effect'. Typically, gains in efficiency are offset by increased consumption: when driving costs less, people tend to drive further. Any benefit is cancelled out, at



least in part. Second, many people who drive old models would have bought new ones anyway. Under cash for clunkers, they'll get money for nothing. Third, some people who would

**'She's not an old clunker!'**

otherwise have given up their car may decide to buy a new one instead. After all, \$2000 is a hefty incentive to drive. In those cases, the policy will actually increase their personal emissions."

**Ref: Michael Green, The Age, 30/7/10**

## Thinking Sustainable Hobart

*“A Hobart City Council alderman wants three major road works scrapped in favour of environmentally-friendly forms of transport. Greens Alderman Philip Cocker says the State and Federal governments will spend \$90 million on roads this year but the money would be better spent on transport and infrastructure reform. Alderman Cocker says the Brighton, Bagdad and Kingston by-passes should be shelved in favour of introducing non-carbon-based transport systems. ‘From the sort of money that’s being spent we could have continuous electric bus systems running out of Kingston, out of Sorell, out of Brighton. ... For the sorts of money that’s going to be spent on these bypasses we could probably run them free for a number of years’. Alderman Cocker also says the money would be better spent on preparing central Hobart for climate change and to attract up to 20,000 extra residents. ‘Plenty of open spaces I think there’s plenty of car parks that could be used to develop residential sites. ... We’ve still got eight hectares down on the waterfront as well which we should be thinking about but bringing people to live to the city’. He says there also needs to be a focus on food production closer to Tasmania’s main cities to reduce cost and transport requirements.”*

**Ref: ABC News, 12/7/10**

## Thinking Sustainable Wellington

*“Mayoral candidate [for Wellington] Celia Wade-Brown today unveiled plans to roll out a light rail transport network in Wellington by 2020. ... She is proposing a new light rail line that will run from the railway station to Courtenay Place via the Golden Mile, onwards to the hospital and Newtown, through Kilbirnie to the airport. ... ‘We know from overseas case studies that light rail not only improves the transport infrastructure, it also drives good environmental stewardship and economic transformation. In the US and Europe many cities have discovered that light rail improves property values, draws in new businesses, and improves the quality of life for commuters and residents alike. She said that Lambton Quay, Courtenay Place and Adelaide Road will be more vibrant and more pleasant places to live, work and shop as a result of the light rail system, while the trains will be able to carry nearly double the passengers of the existing congested bus network. There will also be significant benefits for Wellingtonians accessing the new Indoor Community Sports Centre, and tourists and business people arriving at the airport will have a fast, convenient and cost-effective way to get into town.”*

**Ref: Trans-Action Bulletin #97, 6/7/10**

## Thinking Sustainable Christchurch

*“The cost of light rail and social housing to revitalise central Christchurch will be assessed for possible inclusion in next year’s city council budget. City councillors yesterday approved an investigation into inner-city rail options, including streetcars, light rail and heavy rail [but] a plan to remove parking spaces on a central Christchurch street has been scrapped after objections from business owners. Christchurch City Council staff had recommended the removal of 15 car parks ... However, councillors yesterday voted 9-3 in favour of retaining the car parks after hearing from business owners who wanted the parks to stay. (No matter how many customers the trams might bring, you still have to have those car parks!!)”*

**Ref: Trans-Action Bulletin #97, 6/7/10**

## Gold Coast Rapid Transit

*“During the next three and a half years, the Gold Coast Rapid Transit project will generate 6,300 jobs. ... Project modelling estimates that by 2016 there will be approximately 7,000 passenger movements per day at the Gold Coast University Hospital Station ... It will open up new parts of the city and encourage residential and retail developments along the line. Importantly, the Gold Coast Light Rail project will support sustainable transit oriented development in areas along the corridor. ... Light rail will connect neighbourhoods, community centres and retail areas – access to these areas will be possible without cars. ... Light rail will be a catalyst for city building, integrated land use and the urban transformation which we will need over coming decades. Importantly, it will give our residents something those in many other cities take for granted – a real alternative to road-based transport.”*

**Ref: Federal, State and Local Government Media Release, 1/8/10**

## Great Cars, Going Deep



**The MV Tricolor, a Norwegian carrier that sank in the English Channel in 2002. It was filled with 2871 Volvos, Saabs and BMWs.**  
Photo: Sydney Morning Herald, 16/7/10

### Georges Pompidou Expressway (Pt 3)

*"To create Paris Plage ['Paris Beach'] the city closed the road 24 hours a day. At a cost of 1.5 million Euros, it brought palm trees in wooden planters, beach umbrellas, beach chairs, a climbing wall, outdoor cafes, refreshment stands, bicycle rentals, and enough sand to create small areas of sandy beaches in addition to the grassy beaches made up of the grassy shoulders of the road. It also planned entertainment, such as clowns, jugglers, and street artists during the day, and concerts with dancing during the evenings. But this would be a beach where no one would go in the water: swimming in the Seine is forbidden because of pollution.*

*"Between July 21 and August 18, 3.8 kilometres (over two miles) of the expressway was closed to create this beach, from the Tuileries west of the Louvre to Quai Henri IV, beyond Ile St Louis. Paris-Plage was more popular than anyone had expected: it attracted*

*600,000 visitors on the first day alone, and it attracted 2 million visitors during the entire time that the freeway was closed and the beach was open. Le Monde commented that the operation 'silenced critics from the municipal right, strengthened the good image of the mayor of Paris, and ... was a true popular success'.*

*"Because of this success, the summer closure of the Pompidou Expressway to create Paris-Plage has become a regular yearly event, and the city government began talking about a complete closure of the expressway. In 2007, Delanoë unveiled a dramatic plan to cut automobile use in Paris by 40% and to reduce the city's greenhouse gas emissions by 60%. This new plan would create a network of 'civilized thoroughfares' that give priority to buses and bicycles, would extend tramways, would create a new suburban commuter train line, and would pedestrianise the banks of the Seine entirely, removing the Pompidou Expressway. .... Given Pompidou's own pro-freeway bias, the final irony would be to remove the freeway and to create a pedestrian waterfront named Pompidou Park."*

**Ref: Preservation Institute, 2007**

[www.preservenet.com/freeways/FreewaysPompidou.html](http://www.preservenet.com/freeways/FreewaysPompidou.html)



**Paris Plage: Enjoying the shade**

Photo: Hank Resnik

### Carshare & High-rise in Sydney

*"Clogged roads have convinced Canada Bay Council to force developers of new high-rise apartment blocks to limit car ownership and provide access to car-share schemes for all residents in the planned high-rise towers. Households in the new developments will be restricted from owning multiple cars, with rules forbidding developers from providing more than one car space for each unit, even those with three or more bedrooms. And residents will be unable to leave their cars on the street, with restrictions preventing everything except for short-term on-street parking. Details of the radical scheme are contained in a new Rhodes West Master Plan*

*covering eight of the 43 hectares that make up the Rhodes peninsula near Sydney Olympic Park. ... Even though Rhodes peninsula is 15 kilometres from Sydney's CBD in an arc of suburbs where multiple car ownership is widespread, the council decided it had no choice but to impose stringent rules or risk constant traffic jams. 'This is fairly avant garde for Canada Bay', the mayor, Angelo Tsirekas, conceded. But he said the 'very heavy car-use ethos' in the area had to*

*change and people would have to cycle, or use trains and buses if they wanted to live there. 'They will need to understand the opportunity to travel by their own vehicle will be limited'. Under the master plan, consent for the new towers will only be granted once developers sign up to a car-share scheme. Cr Tsirekas said developers would be free to run their own schemes or work with an existing provider to establish a scheme in their apartment complex. People buying or renting in the towers would also be required to join the car share scheme as a condition of living there."*

**Ref: Matthew Moore, SMH, 15/7/10**

*"I think if you're putting in high-density apartments you need to limit the parking to far less than one car per unit, otherwise you're contributing to traffic. Perhaps one car space per 10 units would be about right."* **Ref: Comment, SMH, 15/7/10**

*"But I have 4 cars, a boat, and my garage has a home gym in it. If I can afford to own it then I am entitled to park it on a public street. Shouldn't the government sort out all the problems for me?"*

**Ref: Comment, SMH, 15/7/10**

## Business Transport Decisions (Part 4)

*“Your organisation can allow employees to work flexible work hours where practical. This allows members of your team to avoid peak congestion periods on the roads, thereby improving their cars’ fuel efficiency and reducing commuting time and stress. This also benefits cyclists who can travel when there is less traffic, therefore less risk of accidents; and public transport users who can travel in less crowded conditions.*

*“Your organisation should question the need to regularly purchase new vehicles. The decision not to purchase a vehicle could ultimately have the lowest environmental impact from a total life cycle perspective, even if the new vehicle was, for example, to be a hybrid car. The manufacture of any vehicle contributes to environmental degradation by depleting environmental resources and emitting pollution, & reducing the need to purchase new vehicles can contribute to improving your environmental footprint. ...*

*“Adequate vehicle maintenance can have a significant impact on fuel usage and greenhouse gas emissions. Your business’ fleet management practices should incorporate regular fleet vehicle maintenance.*

*“The way people are paid can make a difference to your greenhouse footprint. Provide all employees who currently have a vehicle as part of their remuneration package with other choices. Employees can elect to give up their company vehicle, and receive an equivalent payment to account for the cost of the car, car parking, fuel, etc. This payment could be made in cash or superannuation payments or other benefits. Further, employees could elect to downsize to a smaller vehicle, purchase a bike or purchase a yearly public transport ticket and similarly receive the cost difference in cash or superannuation payments. We recommend that you pass on all cost savings to the employee to avoid employee cynicism and increase support for your organisation’s sustainable transport commitments.*

*“Consider shifting delivery times for freight deliveries to off-peak times, thereby avoiding congestion periods. This can unlock fuel savings and improve your ‘social license to operate’. ... Improved logistics and supply chain management can allow freight loads to be increased, thereby reducing the number of trips required for deliveries. This has greenhouse gas reduction, fuel use and ‘social license to operate’ advantages. However, you should also consider the impact of alterations to supply chains, such*

*as increased storage area requirements. Try to arrange two-way loads to reduce the number of empty trucks on return trips. If you don’t have two-way loads for your business alone, contact local businesses near your common freight drop-off destinations and ask if they need anything delivered along the return route of the truck. It might just save you both some money too!*

### Case Studies:

*“Corporate Express has been thinking inside the box when it comes to corporate stationery deliveries. In 2007 a packaging review revealed that a significant proportion of customer orders were being sent out in half filled boxes – meaning that unnecessary space was being taken up in delivery vans. Based on volumetric data analysis, Corporate Express added an additional baggie size to better utilise the space in the vans and reduce packaging to customers.”*

*“Ferguson Plarre Bakehouses has succeeded in consolidating deliveries to its stores from two to one per day. This has been made possible by its new Bakehouse, which allows [them] to bake larger batches and to bake earlier in the day. This has resulted in the opportunity to change its logistic system, to ensure everything is delivered to its more than 50 stores earlier in the day and to have one daily delivery instead of two. This initiative has resulted in significant diesel fuel use reductions ... and a subsequent reduction in greenhouse gas emissions. It has also resulted in significant savings in driver hours.”*

**Ref: Your Sustainable Transport Guide, 22/3/10**  
[http://www.greenfleet.com.au/library/scripts/objectifyMedia.aspx?file=pdf/9/56.pdf&siteID=1&str\\_title=Sustainable%20Transport%20Guide.pdf](http://www.greenfleet.com.au/library/scripts/objectifyMedia.aspx?file=pdf/9/56.pdf&siteID=1&str_title=Sustainable%20Transport%20Guide.pdf)

### ShiPLY

*“Robert Matthams is the founder and managing director of [ShiPLY.com](http://ShiPLY.com), an online transport marketplace matching people moving goods with delivery companies already making similar journeys. Since launching in June 2008, ShiPLY has saved over 4.8m road miles and 2.2m kg of CO<sub>2</sub>. While still studying at the University of Manchester, Robert ordered a pool table from London and witnessed the driver going back empty of cargo. After researching and finding out how serious the issue was (25% of lorries run completely empty and 50% run only part-full), Robert set up ShiPLY in June 2008. By making use of spare capacity in delivery lorries, ShiPLY helps to cut down on wasteful journeys and CO<sub>2</sub> emissions while at the same time saving the consumer up to 75% on their move. Despite launching at the beginning of the recession, ShiPLY has been widely accepted by both transport companies and consumers, growing incredibly rapidly.”* **Ref: The Guardian, 10/1/10**

## Sustainable Travel Towns (Part 1)

"In 2003 the [UK] Department for Transport invited expressions of interest from local authorities across England wishing to establish a sustainable travel demonstration town. The aim of the project was to demonstrate the effect of a sustained package of smart measures, applied over a five-year period in a comprehensive, intensive and strategic way, together with complementary infrastructure. ... Three towns – Darlington, Peterborough and Worcester [all medium-sized, relatively free-standing towns, located in the north and middle of England] – were chosen to become Sustainable Travel Towns. ...

"The vast majority of residents in all towns (97% in Darlington; 89% in Peterborough and 93% in Worcester) thought car traffic had increased in the last few years and a large majority saw this as negative (94% in Darlington; 80% in Peterborough; 90% in Worcester). ... In Darlington a slight majority (51%) said these consequences were either no longer bearable (22%) or not so bearable (29%). In Worcester 42% said these consequences were either no longer bearable (15%) or not so bearable (27%); whilst in Peterborough, only 30% found them either no longer bearable (11%) or not so bearable (19%).

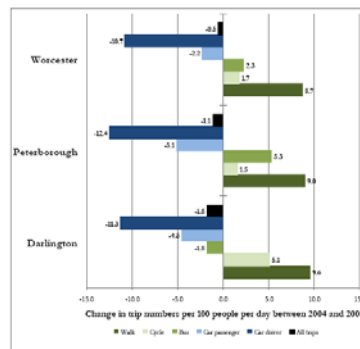
"... In all three towns, a large majority favoured making sustainable transport modes a priority in transport policy (Darlington 85%; Peterborough 94%; Worcester 91%). In general, there was least enthusiasm for putting tighter restrictions on parking with only around a third judging that this would be effective (32% in Darlington; 35% in both Peterborough and Worcester). Limiting car traffic was more widely thought to be effective in Peterborough (60%) than in Worcester (53%) or Darlington (48%). In all three towns, the strategy most widely judged to be effective was further developing public transport (76% in Darlington; 86% in Peterborough; 91% in Worcester) followed by developing bicycle routes (73% in Darlington; 82% in Peterborough; 85% in Worcester). Creating more pedestrian areas was thought to be effective by 64% in Darlington, 52% in Peterborough and 50% in Worcester.

"The survey asked people whether they would support measures which favoured sustainable forms of travel – public transport, cycling and walking – even if they disadvantaged car users. In all three towns and for all three modes a large majority said they would, though support for this view was highest of all in Peterborough. This seems a little surprising given that Peterborough appeared better able to bear its current levels of

traffic than the other two towns, though it could, perhaps, be a reflection of concern about the consequences of a future increase. Looking across the three towns, support was especially high in the case of measures favouring public transport over cars (Darlington 79%; Peterborough 94%; Worcester 87%) and walking over cars (Darlington 85%; Peterborough 93%; Worcester 90%) though there was also strong support for measures favouring cycling (Darlington 78%; Peterborough 88%; Worcester 85%).

"People were asked whether the public transport budget should be reduced in favour of road construction. Interestingly this met with overall disagreement in Peterborough (48% disagreed while 14% agreed) and in Worcester (43% disagreed while 18% agreed), but with marginally more agreement in Darlington (32% agreed and 30% disagreed). This could be partly because of a perception in the town of higher comparative spend on public transport. In all three towns however, around two-thirds of people agreed that politicians should be more committed to public transport (Darlington 64%; Peterborough 64%; Worcester 66%) with only 4-7% disagreeing."

**Ref: Effects of Smarter Choice Programs in the Sustainable Travel Towns. UK DoT, March 2010**  
[www.dft.gov.uk/pgr/sustainable/smarterchoices/programmes/](http://www.dft.gov.uk/pgr/sustainable/smarterchoices/programmes/)



"Overall, the Smarter Choice Programs in the towns contributed positively to objectives of supporting economic growth, reducing carbon emissions, increasing health,

promoting equality of opportunity, and improving quality of life. The estimated outturn costs of the program were £10 per person per year (roundly £11 at November 2009 prices), including both capital and revenue expenditure. We estimate that the cost per car kilometre removed was 3.6 pence (4 pence at November 2009 prices). On conservative assumptions, the implied benefit-cost ratio of the achieved outcome in the three towns, allowing only for congestion effects, is in the order of 4.5. Including environmental, consumer-benefit and health effects on the basis of recent Department for Transport modelling could broadly double the congestion-only figure." **Ref: Effects of Smarter Choice Programs in the Sustainable Travel Towns (Summary Report). UK DoT, Feb 2010**  
[www.dft.gov.uk/pgr/sustainable/smarterchoices/smarterchoiceprogrammes/pdf/summaryreport.pdf](http://www.dft.gov.uk/pgr/sustainable/smarterchoices/smarterchoiceprogrammes/pdf/summaryreport.pdf)

## Noise from Transport (Part 2)

*"The Australian Bureau of Statistics reported in February 2010 (Crime Victimisation, Australia) that dangerous and noisy driving is the crime that is of most concern to Australian communities. 45% of Australians consider these hoon drivers to be the most important criminals in their community - compared with 29% for burglaries and thefts from homes or 13% for sexual and other assaults. This is a clear indication that the problem is a national one and requires political attention."*

**Ref: A Quieter Road, 2010**

<http://beaconsfieldparade.weebly.com/index.html>

*"There are nationally consistent noise level measuring procedures that have been determined jointly by the National Transport Commission (NTC) and the National Environment Protection Council (NEPC). These two statutory agencies wanted to ensure that there were consistent Australia-wide procedures – and there are now detailed procedures common in all states for measuring vehicle noise. This noise emission standard for motor vehicles adopts the UN Economic Commission for Europe (UNECE) regulations for motor vehicle noise and spells out (in decibels) an upper noise limit for vehicle types.*

*"Australian Design Rules (ADRs) specify the maximum permitted noise levels of new vehicles. The latest ADR 83/00 (applicable from 2005) provides that new vehicles introduced into the Australian market must not exceed certain dB(A) decibels when measured with a specified drive-by test. The test consists of measuring the noise level of the vehicle as it is driven under specified conditions on a course of certain specifications. For example, ADR 83/00 specifies that, under this drive-by test, a motor cycle with an engine cylinder capacity of more than 175 cm<sup>3</sup> must not emit a noise of more than 80 decibels.*

*"Once the new vehicle passes its drive-by test, it is then given a specified stationary 'signature' noise level measurement test. This is a test that measures the noise from the stationary vehicle operated at specified engine speeds and using particular sound level measuring equipment at specified distances from the vehicle exhaust. This 'signature' noise level is then easily measured at any later time and this is the rather straight forward and accurate method used when noisy vehicles are referred to testing stations."*

**Ref: A Quieter Road, 2010**

<http://beaconsfieldparade.weebly.com/legislation.html>

## Impacts of Noise Pollution

*"Noise pollution impacts on our general environment and has a negative and objectionable effect on the places where we live, work and recreate. It diminishes the value of our property or requires us to spend money on dealing with it (purchasing sound proofing measures). But it is not just noise pollution's impact on our environment. Of greater concern is the effect excessive noise can have on the physical and psychological well-being of people. Although it is difficult to quantify the effects it has on human health, excessive noise has been shown to cause hearing problems, stress, poor concentration, productivity losses in the workplace, communication difficulties, fatigue from lack of sleep, and a loss of psychological well-being.*

*"At its most extreme, loud noise can cause instant and permanent hearing loss. Normal hearing depends on the three components of the human ear: the outer, middle and inner ear. The inner ear or cochlea is the most susceptible to damage by loud noises. It contains thousands of tiny hair cells that transmit sound impulses to the auditory nerve. Explosive sounds with peak noise levels of 140 dB or more can destroy these cells and cause permanent deafness. Extended exposure to loud noise can lead to long-term hearing loss.*

*"Excessive noise not only contributes to hearing loss, it also affects human health in many other ways. Research has shown that people exposed to noise pollution on a continuing basis have a higher incidence of headaches, take more sleeping pills and sedatives, are more prone to minor accidents, and are more likely to seek psychiatric treatment. Exposure to high noise pollution levels has also been shown to lead to a range of physical symptoms such as accelerated heartbeat, high blood pressure, gastro-intestinal problems and chronic fatigue. Some of these problems are relatively easy to treat medically, but other psychological effects such as insomnia, nervousness, anxiety and depression can be longer lasting." **Ref: A Quieter Road, 2010** See links: <http://beaconsfieldparade.weebly.com/noise-info.html>*

## And Also ...

*"Japanese car maker Nissan has developed an air filter that dispenses vitamin C into a car's cabin, moisturising the skin of its occupants. The mobile spa treatment, developed in-house at Nissan, uses a special air filter infused with a ceramic compound containing vitamin C. The compound is slowly released into the car's cabin and Nissan says that after an hour's driving its more effective than applying moisturising cream." **Ref: The Age, 2/8/10***