

## Sustainable Sydney

Sydney's 10 most important targets for the city to reach by 2030 show how lives would change drastically.

1. Reduce greenhouse gas emissions by 50 per cent compared to 1990 levels.
2. At least 132,000 dwellings, 48,000 new dwellings, for an increased household diversity.
3. Of all city housing, 7.5 per cent will be social housing and 7.5 per cent affordable housing.
4. The city to contain at least 465,000 jobs with an increased share of the finance, education, creative industries and tourism sectors.
5. Use of public transport for travel to work increased by 80 per cent.
6. At least 10 per cent of trips made in the city by cycling and 50 per cent by walking.
7. Every resident within a 10 minute or 800m walk to a main street with food markets, childcare, health services and leisure infrastructure.
8. Every resident within a three-minute walk or 250m of continuous green links that connect to the Harbour Foreshore, Harbour Parklands, Moore and Centennial Parks or Sydney Park.
9. The level of community cohesion to increase with more than 45 per cent of people believing their neighbours can be trusted.
10. Have the capacity to meet up to 100 per cent of the city's energy demand and 10 per cent of its water supply. **Ref: Daily Telegraph 26/3/08**

## German Low Emission Zones

"On 1 January 2008 the cities of Berlin, Cologne and Hanover introduced low emission zones to mitigate air pollution caused by fine particles. In the near future other German cities will follow the example. Low emission zones are identified by traffic signs and additional signs. The Ordinance on the marking of vehicles stipulates that vehicles have to be marked with stickers (on the windscreen inside the vehicle) and lays down the criteria vehicles have to meet for the different kinds of stickers. Stickers are valid for all low emission zones in any city in Germany." **Ref: 21/1/08**

[http://www.bmu.de/english/air\\_pollution\\_control/general\\_information/doc/40740.php](http://www.bmu.de/english/air_pollution_control/general_information/doc/40740.php)



## Sustainable Transport in Action

76% of attendees to the 2008 St Kilda Festival arrived by walking, cycling or public transport, up from 64% in 2007. The total attendance on Festival Day was 380,000. **Thanks to Deputy Mayor Janet Bolitho for this item**

## Sustainable Cities

"The urban environments we design today – our cities, towns and places will significantly affect environmental sustainability in the future. Cities currently are a major contributor to global warming. In the future they must become sustainable. The design professions and especially planners, urban designers and architects need to rethink how to design and manage the built environment more effectively in the context of addressing environmental sustainability." **Ref: Alex Tzannes, Urban Design Forum #80, December 2007**

"Abu Dhabi has started to build what it says is the world's first zero-carbon, zero-waste car-free city. Masdar City will cost \$22bn (£11.3bn), take eight years to build and be home to 50,000 people and 1,500 businesses. The city will be mostly powered by solar energy and residents will move in travel pods running on magnetic tracks."

**Picture: An artist's impression**



**of a Masdar City transport pod**

**Ref: (including picture) BBC News 10/2/08**

<http://news.bbc.co.uk/2/hi/science/nature/7237672.stm>

## Accessible Transport

"People with disabilities have significantly more trouble accessing airline services than five years ago, despite the introduction of a national standard to protect them. The Public Interest Advocacy Centre surveyed 110 people with disabilities, their carers or advocates and found that only 14 had an overall positive experience when dealing with airlines. Its report concludes that there has been 'a systemic failure of airlines to improve access'. ... The report, co-ordinated with the NSW Disability Discrimination Legal Centre, calls for an airline-specific code of practice to be developed in consultation with people with disabilities and administered by a relevant federal transport agency; mandatory reporting requirements, with data released annually; training courses in disability management for all airline staff; and an industry-based complaints process. Ms Banks said that in a country such as Australia, where air travel was an important part of public transport, people with disabilities should not continue to confront accessibility problems." **Ref: Bonny Symons-Brown The Age, 17/12/07**

## Suburban Sprawl and Isolation

*“Early findings from a three-year study by the Brotherhood of St Laurence, Monash University Institute of Transport Studies, Bus Association of Victoria and Department of Infrastructure, reveal poor mobility on Melbourne’s urban fringe cuts residents off from services and activities taken for granted elsewhere. This isolation can lead to poor standards of health, education and employment, which in turn can trigger crime, antisocial behaviour and loss of community cohesion.*

Study co-author Dr Janet Stanley said the outer suburbs’ lack of public transport was pushing struggling families further to the brink. ‘People move to the outer suburbs because there’s cheaper housing but fail to take into account the lack of public transport and that they’re more likely to be isolated and stranded,’ she said. ‘As a result, they’re forced to buy cars they can’t really afford, that cost up to half their income to operate, and have to make sacrifices in other areas of their lives just so they can travel.’

Some of the worst affected areas include the municipalities of Cardinia, Yarra Ranges and Mornington Peninsula. ... Monash University professor of public transport Graham Currie warned climate change would worsen the situation in the outer suburbs. ‘It’s these families who are more likely to be driving cheaper, older gas guzzlers, paying more for fuel and doing more damage to the environment’.

**Ref: Fay Burstin, Michelle Pountney and Jordana Borensztajn, Herald-Sun 14/3/08**

## Green Trams

While trams - and public transport in general - are cleaner than road vehicles, they are far from being carbon neutral because the energy used to power the tram network in Victoria is supplied by coal-fired power stations. Yarra Trams is trialling a green energy source, by powering one of Melbourne’s iconic trams with wind energy sourced from Victorian wind farms. Partners in the demonstration project are Pacific Hydro and Sustainability Victoria. The five-car Combino tram chosen for the trial can carry 180 people, taking approximately 150 cars off the road and saving almost a kilometre of traffic. It will travel on one of Melbourne’s busiest routes - route 96 - which carries approximately 11.5 million people per year. **Ref: Yarra Trams 25/3/08**

## Voting for Sustainable Transport

In recent Queensland local government elections a number of high profile candidates increased their vote on a platform of sustainable transport and cycling. The Lord Mayor of Brisbane, Campbell Newman, with a strong commitment to cycling and new bikeways achieved an increased swing of

11%. *“In four years [the Brisbane] council has spent \$25.9 million on new bikeway infrastructure; improvements to existing bikeways; local green cycle links and safer signage for cyclists. Under the Cycle City Plan the council would spend \$25 million each year on average to build bikeways in key strategic locations, plus build local cycle paths for families to enjoy\*.”* Meantime the former Mayor of Noosa



**‘My government is giving you abundant public transport ... Heh, heh, heh ... Just a little April Fool joke’ to cheer you up.’**

Council, Bob Abbott, received 70% of the vote as Mayor for the new super Sunshine Coast Regional Council on a platform of commitment to sustainable transport. He said: *“It’s my belief that in the long term we can never build enough roads for all the vehicles expecting to use them.*

*Developing a regional transport strategy allows us the greatest potential to carry people around the coast safely, quickly and without congestion. It’s only at the heart of this detailed planning that the local and hinter-regional bus, light rail and bike system will have the potential to develop and grow as the imminent population growth continues. To me, this is the most logical, sustainable way to deal with the movement of people on the coast long term.”* **Thanks to Rosemarie Speidel, Program Director, Cycling Promotion Fund for this information 19/3/08 \*Media Release 18/2/08**

## Obey the Yellow

Melbourne’s new trams are to be equipped with a snow plough-like device at each end, not because of climate change, but to gently nudge away cars that cross the yellow line. Made from heavy duty recycled plastic, the wedged-shaped devices are not expected to cause undue damage to motor vehicles, but should certainly speed up tram travel times and make tram driving more interesting. An added bonus is that up to three bicycles can be carried inside each wedge (at each end). If the trial is successful, the wedges will be rolled out onto all existing trams except the historical W Class.

**Ref: Media Release, 1/4/08**

