

## Vision for Sydney

*"It is time we reclaimed the meaning of vision – as responsiveness, foresight, imagination, courage and action – and put it to work for our city, our state and our society. The late George Clarke prepared the 1969 strategic plan for Sydney. It had four objectives: to improve the city's management, accessibility, diversity and environment. One of its early achievements was the creation of Martin Place from a series of city blocks, lined with handsome buildings but acting chiefly as a traffic funnel to a sunlit space for people to congregate. Naturally, he was howled at: this would make traffic and commerce and the business of the city impossible, the critics said. His belief that people had a right to help shape the future of their city is one that I share, and it informed every stage of the development of our Sustainable Sydney 2030 plan."*

*"Our goal is to produce 100% of Sydney's energy needs locally by 2030 – which is not really so new, since cities as diverse as Copenhagen, Seoul and New York have extensive district energy, heating and cooling systems. In the CBD there are nearly 100,000 car trips and 6000 bus movements each weekday. Cheap, reliable public transport frees up limited road space for people who need to drive. To stop Sydney grinding to a halt, we need investment in light rail, heavy rail, cycling and walking. It is important to give people who live close to the city options for shorter trips, and that is why the city is building a 200-kilometre cycleway network. As Clarke found when he set about creating Martin Place, critics say our cycleways are the cause of the congestion – even though they are being built without the removal of any lanes of traffic, even though bikes have outsold cars for the past decade and even though 85% of people told us they would start riding if we built separated cycleways."*

*"We know cycling is not for everyone, but more people are getting on a bike, and we need to make it safe and viable for those who do. The network is not finished yet but the moment we finish a link, people start using it. Over the past year the number of bike trips has doubled, and on some links tripled. We continue to press the federal government for funds to create an inner-city regional cycle network, covering 15 inner local government areas. Independent research shows it would deliver at least \$506 million in net economic benefits over 30 years – roughly equivalent to a \$4 return on every dollar spent. If we achieve our 10% cycling target (presently just 1% of trips are by bike), the network could reduce traffic by 4.3 million car trips a year. The work we did for Sustainable Sydney 2030 was thorough and founded on the best advice available from local and international experts. It has provided us with a vision for the city that is inspiring action – whether it is with other levels of government or with the private sector. Sydney needs not just the imagination to envision the kind of city we want, but also the continued innovation to develop the projects to achieve it, and the political will to put those plans into action."*

**Ref: Clover Moore, National Times, SMH, 6/4/11**

*"About 70% of residents in Sydney's west currently drive to work. The Western Sydney Regional Organisation of Councils is urging the New South Wales Government to make public transport a more attractive option. 'A lot of people do need that added incentive to get on to a train. People are currently receiving a tax rebate by using their car. Ultimately the higher cost will be the environmental cost from people using their cars when they could use public transport'."*

**Ref: ABC News, 13/4/11**

*"The lack of vision over the choices regarding a second Sydney airport is immensely frustrating. High-speed rail is the answer. Across Europe, short-haul flights of similar duration to the busy Melbourne-Canberra-Sydney-Brisbane corridor are being considered unviable and turned over to the rapidly expanding high-speed rail network. European passengers see rail's lesser carbon footprint as a big positive. Some cross-channel services are advertised as carbon neutral. High-speed rail, being electrically powered, would be quarantined from oil price fluctuations and fuel levies. Most developed nations now possess or are building high-speed rail networks."*

**Ref: Andrew Hayne, SMH, 6/4/11**

**Poll:** Do you think that Sydney needs to invest more on cycle lanes?  
**Yes:** 71%  
**No:** 29%  
**Votes:** 13,439  
**Ref:** National Times, SMH, 6/4/11



**Sydney to Hobart Race 2030**

## Sydney Cargo Bike Library

*"The Watershed Bike Library contains a fleet of specialist cargo bikes and trailers to allow cyclists to carry things that might otherwise require a car – from shopping, to kids, household items and more. The Watershed is a sustainability resource centre in the heart of Newtown. A joint initiative of City of Sydney and Marrickville Councils, it is part of an ongoing commitment to supporting sustainable environments within the urban community."* See:

[www.cityofsydney.nsw.gov.au/Environment/TheWatershed/BikeLibrary.asp](http://www.cityofsydney.nsw.gov.au/Environment/TheWatershed/BikeLibrary.asp)

What a great idea! It reminds me that Going Solar helped pioneer bike trailers at the end of the 1970s. We developed a special pivoting attachment that allowed the bike to turn (and even turn over) without affecting the stability of the trailer. We designed it for produce but we had one 40 (something) woman who used to cart around her 80 (something) mother who sat in the trailer on folding deck chair. We were scared of the legal ramifications and got them to sign a waiver. It showed however the need for transit for people that didn't drive cars. Bike trailers went out of fashion for a decade or so until their return along with cargo bikes.

**Stephen Ingrouille, 20/4/11**

## Fairness in a Car-Dependent Society

*"Over the last one hundred years there has been a revolution in personal travel. This has primarily been associated with the growth in car ownership. The widespread availability and affordability of car travel has brought many benefits for many people. Cars have given the freedom to travel to almost any destination, at whatever time the user wishes, carrying passengers and luggage if necessary and with minimal need to plan ahead. They have made it easier to keep in touch with friends and family and to reach a wider range of job opportunities. As they have become more affordable, they have dramatically increased the travel possibilities available to ordinary families. The car has grown to dominate transport. It has shaped our towns and cities, changed our landscapes and for many it has become an essential they feel they could not do without."*

*"However, for many people the growth of car-dependent lifestyles and the changes they have brought about have created serious and entrenched problems. Local shops and services have moved further away. Children's freedoms have been restricted due to road danger. Many jobs are difficult to access without a car. Where alternatives are lacking, not having access to car transport can lead to serious social exclusion. A range of other serious problems result from car dependency. The most common cause of death for children is being hit by a vehicle. The primary cause of air and noise pollution is road transport. For those that do drive there are the problems of increasing congestion, rising fuel prices and the health impacts of obesogenic lifestyles. ..."*

*"It is the people experiencing the worst access opportunities who also suffer the worst effects of other people's travel. They are both 'less travelled' and 'travelled-upon'. 92% of [UK] domestic transport greenhouse gas emissions come from road transport. Yet from both a national and an international perspective, it is those who have contributed least to climate change through their travel who will experience its worst effects."*

*"We cannot hope to solve these problems by continuing to make incremental changes to our existing transport system. A fresh approach is needed based on long-term systems thinking – in other words a truly sustainable approach. Applying the principles of sustainable development can help generate solutions to all these problems. A sustainable transport hierarchy can guide thinking to ensure that the fairest and most sustainable solutions are prioritised. Issues of social and environmental justice can also be taken into account better in the transport appraisal process. The recommendations in this report are designed to steer us towards fairer decision making in transport policy, helping the poorest and most vulnerable in society first and foremost, but in the process creating a transport system that works better for us all."*

**Ref: Fairness in a Car-Dependent Society, [UK] Sustainable Development Commission, February 2011**

*"The UK is one of the most car-dependent countries in Europe. The distance travelled on our roads has increased tenfold since 1950. Many services are now based on the assumption that users will access them by car. People who do not drive or cannot afford to drive find themselves increasingly trapped in a car-dependent world, unable to participate in the benefits, but forced to endure its costs. Yet,*

*paradoxically, road travel has widened the choice of jobs and opportunities available to many people, liberating them from the constraints of the past. We do not seek here to condemn cars, even less motorists. We simply explore what costs are associated with our car dependency, and who bears them. Many of the lessons apply equally to rail and air.*

*"It is not utopian to imagine a transport system that works better for everyone, without damaging the health of our communities or leaving a legacy of environmental damage for our children. Anyone travelling to the Netherlands will catch a glimpse of how things can be different, with almost 30% of all journeys made by bicycle compared with one or two per cent in this country [the UK]. Worsening congestion, rising fuel costs and continuing concerns about climate change and quality of life all suggest there must be a better way."*

**Ref: Tess Gill, Fairness in a Car-Dependent Society, [UK]**

**Sustainable Development Commission, February 2011** See full report:

[www.sd-commission.org.uk/publications.php?id=1179](http://www.sd-commission.org.uk/publications.php?id=1179)

## An Efficient Form of Transport (Part 2)

*"AusRoads, the association of Australian and New Zealand roads authorities acknowledges the significant benefits of cycling commuting, stating that not only do bicycles impose 95% less traffic congestion than an average car, but if we were to shift a mere 5% of car trips to bicycle, greenhouse gas emission impacts could reduce by up to 8%. Hence the goal of the National Cycling Strategy to double the number of Australians cycling by 2016.*

*"It is true that there are risks involved in cycle commuting, but they need to be considered within context. The above noted Melbourne Uni study also revealed that you're seven times more likely to be hospitalised playing football than riding a bike. In 2008 1,242 Australian drivers, passengers and motor cyclists died in road traffic accidents, compared to 27 cyclists. While there are less cyclists on the road than car drivers, the precise ratio is a hard figure to verify. But as of 2009, bicycles outsold motor vehicles in Australia, a feat they've managed for the previous 10 consecutive years.*



**Cyclists negotiating Sydney traffic, November 2008**

*"That's not to belittle the real dangers inherent in cycling, but it's not as risky as first imagined. If we could safely segregate 14 kilogram bicycles from 1,500 kg passenger cars with more sensibly designed and located cycleways, cycling would be even safer. Yet the Commonwealth's \$40 million National Bike Paths Project Fund runs dry in June 2011. A study commissioned by City of Sydney Council shows that for every dollar spent on an inner city regional bicycle network, Sydney would gain almost four dollars in net economic benefit. A saving of \$506 million over 30 years. Such a network is predicted to reduce Sydney's traffic congestion by 4.3 million car trips a year. Surely a top up is needed for the National Bike Paths Project Fund to free us from our bondage to the automobile and allow the health, environment & economic advantages to unfold."*

**Ref: Warren McLaren, ABC, 17/3/11**

[www.abc.net.au/environment/articles/2011/03/17/3164607.htm](http://www.abc.net.au/environment/articles/2011/03/17/3164607.htm)

*"An inner city regional bicycle network would deliver at least \$506 million – or \$3.88 for every dollar spent – in net economic benefits over 30 years, according to a major ... study. The City of Sydney commissioned study by AECOM found the network would reduce Sydney's traffic congestion by 4.3 million car trips a year. Lord Mayor Clover Moore MP today welcomed the study, saying: 'The study is the first of its kind to comprehensively capture the economic benefits of major cycling infrastructure. For the first time we have an evidence-based report that puts a real value on the health and lifestyle benefits of cycling. We're talking about people living longer, having less chronic diseases and having a better quality of life – just by getting on a bike. What this study has found is that a bicycle network linking Kogarah in the south, with Chatswood in the north and Watsons Bay in the east with Rhodes in the west is economically desirable and viable. We can say with confidence that investment in cycling as a mode of transport will deliver a solid economic return', Ms Moore said.*



*"The study forecasts a 66% increase in bike trips by 2016 and a 71% rise by 2026 if the 284 km network – spanning 15 council areas, 164 suburbs and a population of 1.2 million people – is built at a cost of \$179 million. The proposed project is in addition to the City's current \$76 million works program to build 200km of cycleways in the City Centre and inner city villages by 2017. The benefit in reducing congestion alone is estimated to be worth \$97.8 million or \$4.07 for every commuter switching from a car to bicycle during peak periods.*

*"The study found that building the network would provide \$147.3 million in health benefits for the next 30 years, potentially saving Sydney commuters from a raft of chronic diseases from heart disease to Type 2 Diabetes. 'Sydneyiders' enthusiastic take up of cycling over the past few years has shown us that cycling is an important mode of transport for our future. While the health and environmental benefits have long been acknowledged, the economic benefits have now been revealed', added Ms Moore. 'Cycleways are a real transport solution for our densely populated city. They not only get people around faster, cheaper and more efficiently, but generate substantial economic benefits for the NSW economy. An inner Sydney regional cycle network makes economic sense because it makes bike riding safer, takes cars off the road, reduces obesity and heart disease, brings cleaner air and improves worker productivity', Ms Moore said. The fact is, cycling is integral to Sydney's future transport needs and the Federal Government has a major role to play in funding this future'. The project will generate 70 new jobs a year for nine years."*

**Ref: City of Sydney Media Release, 14/5/11**

## Prius Passes Milestone

*"The Toyota Prius hybrid, once viewed as a science experiment for environmentalists, has become a mainstream vehicle in the United States, with the company selling more than a million of the cars nationwide. Toyota announced on Wednesday that it had passed the million sales milestone, helped by brisk sales recently as US petrol prices continued to rise toward \$US4 (\$A3.88) per gallon or \$A1.02 a litre. The Prius, which is powered by both a petrol engine and an electric motor, gets an estimated 22 kilometres per litre in the city and 20 on the highway. Aside from electric vehicles, it is the most fuel-efficient car in the US, according to the Environmental Protection Agency. 'Prius paved the way for hybrids', Bob Carter, Toyota Division group vice president and general manager in the US, said in a statement. Toyota began selling the Prius 11 years ago when [petrol] prices were low. At first it was a car for the environmentally conscious, but as [petrol] prices spiked during the decade, its popularity increased. In the first quarter of this year, Toyota already has sold nearly 43,000, which is 52% more than at the same time last year, according to Autodata Corp. ... Prius sales worldwide topped two million last year, and Toyota said its total global hybrid vehicle sales passed the three million mark last month."*

**Ref: AAP, Ninemsn, 7/4/11**

## Prius vs LandCruiser

*"The home of the Prius is the environmentally progressive Tsutsumi plant, which sports extensive solar panels, a series of CO2-offset measures – including plants that absorb CO2 – and numerous other energy-efficient practices. LandCruiser is made at Toyota's Tahara plant, which doesn't benefit from similar green initiatives. The materials used heavily dictate energy cost in car production. In the Prius, Toyota has explored plant-derived bio-plastics combining kenaf and ramie plants with cellulose derived from wood or grass. The plant content means this trim material is less CO2 intensive than petroleum-based plastic, although, generally, trim only accounts for about 5% to 6% by weight so the saving, though commendable, is small. High-energy materials such as aluminium and steel (about 75% of an average car by weight) are also highly recyclable and their energy cost drops considerably in their second and third lives, highlighting the importance of using recyclable materials in cars.*

*"In a per-car value equation, the LandCruiser uses more CO2 to make (unless the metals were recycled) but would be more valuable to a scrapyard simply because, at twice the weight of a Prius, it contains much more recyclable metal. With a big grey area covering everything from the transportation of raw materials to exactly how much will be recycled, it's a win to Prius for lower production costs and to LandCruiser at end-of-life salvage rates, both based on sheer volume of metal. The final verdict comes down to the context. Drive a LandCruiser in the city by yourself and it's a clear environmental loser. Leave the city, pack it to the gills, scrap it responsibly and it's closer than you think."*

**Ref: Sally Dominguez, The Age, 8/4/11**

## New Double Decker Buses for London

*"Boris Johnson, the mayor of London, unveiled a red, life-size, mock-up of the New Bus for London [designed around] the much-loved Routemasters with cutting-edge design and technology. The first working buses would probably be on the capital's streets by the end of [2011] or early 2012, Johnson said. ... [He] praised the environmental advantages of the new bus, saying it would emit 40% less carbon dioxide than a regular diesel double decker and 15% less than the current generation of hybrid technology buses, which make up part of London's fleet. Fuel consumption would fall in line with emissions. ... Important features of the bus will be two internal staircases and three sets of doors, facilitating rapid exit and entrance of passengers, one of the advantages of the articulated 'bendy buses' which Johnson has been phasing out since his election. Johnson confirmed that the new bus would also have a conductor on board some of the time. Peter Hendy, Transport for London commissioner, ... and Johnson explained that the rear platform could be kept open during journeys with a second staff member present, enabling passengers to 'hop on and hop off' between stops. However, with only a driver present the rear platform would be closed off between stops with an automatic door, operated by the driver."*

**Ref: David Hill, The Guardian, 11/11/10**



**Mayor Boris Johnson  
and a mock-up of the Bus**  
Photo: Linda Nylind for the Guardian

## On Perth

*"Perth's population today is 1.7 million, the fourth-biggest city in the nation, and this will double over the next four decades. A busy urban centre, high use of cars and relatively low use of public transport have led to a growing level of congestion. Congestion is now costing Perth families and businesses at least \$1 billion each year. If nothing is done, this will rise to \$2.1bn by the end of the decade. Put simply, commuters are spending too long idling in city traffic, while businesses are finding growth is constrained by congestion on road and freight lines and at our air and sea ports. When this [Federal Labor] government was elected in 2007, Australia ranked 20th out of 25 OECD nations in investment in public infrastructure as a proportion of national income. We were determined to change this dire position and in early 2008, we embarked on the largest nation-building program in our history. ... A successful city is assessed on its productivity, sustainability and liveability – and these mean roads that allow commuters and businesses to move safely and smoothly, public transport that is regular and reliable, and replacing big trucks wherever possible with freight rail."*

**Ref: Anthony Albanese, Minister for Infrastructure and Transport, 31/3/11**

## More on the Clem-7

*"RiverCity shareholders may be able to launch a class action against the company responsible for traffic projections for Brisbane's Clem7 [road] tunnel. Transport planning firm AECOM forecast the tunnel's traffic flow would be more than 90,000 vehicles per day, but the most recent figures say it is closer to 24,000 a day. ... An AECOM spokesman said in a statement that 'the product disclosure statement clearly described the project risks, assumptions and indemnities'."*

**Ref: ABC News, 14/4/11**

## And Also ..

*"An employee of New South Wales' railway authority RailCorp has lost an appeal against his dismissal for spending too much time running no less than five other small businesses, and devoting too little time to his role as a rail clerk. ... In addition to this role at RailCorp, the claimant's other business interests were an insulation business, a travel agency, an interpreting service, a migration agency and rental property management. ... The employee had previously been counselled by RailCorp regarding his business interests [and] how these interfered with his work. Commissioner Peter Connor of the Transport Appeals Board stated that while he admired the man's initiative, the evidence suggested he dedicated more time to his small businesses than to his employment with RailCorp, and upheld his dismissal."*

**Ref: Alexandra Marriott, VECCI Blog, 9/3/11**

## The GM1: 'Robert Gordon Menzies'

*"Built in 1951, GM1 was the first mainline diesel locomotive in Western Australia and the first interstate diesel in Australia. Its entry into service marked the beginning of the modernisation of our nation's interstate rail network. Indeed outside of North America, Australia was one of the first countries in the world to embrace diesel technology on its railways."*

*"Owned by the former Commonwealth Railways, GM1 clocked up over eight million kilometres operating mostly on the trans-continental railway, a visionary piece of nation building infrastructure built almost a century ago by the Fisher Labor Government."*

*"During its five decades of almost continuous service, [the GM1] could often be found heading the world renowned Indian Pacific passenger train on its regular 4,000 kilometre journey between Sydney and Perth."*

**Ref: Federal Government Media Release, 8/4/11**

## Getting to School (Part 2)

*"I vividly recall the daily pilgrimage; walk the one mile to the local train station, travel two stops, walk up the hill to school, do the return journey at day's end. Eleven years later, when my sister started first form (Year 7) she also started being driven there and back! I wouldn't trade my experience for anything; I walked, I thought, I moved myself. And, best of all, this instilled a sense of responsibility and discipline that has stayed with me since."*

*"Having lived in Copenhagen, Denmark, for the past 2 years there is one clear fact: Australia is so far behind Denmark with regards to commuting on bicycle. When I grew up in Sydney I walked the 1km to primary school, then walked or road the 3-4km to high school. Now living in Copenhagen I cycle the 14km to work everyday...and no I'm not the exception to rule. Copenhagen is a bicycle city. The roads are designed for cycling with two wide and separate bike-lanes on both sides of the road, the culture encourages cycling, and the government prioritises bikes over cars in the city. You need to remember that it is often -5 to -10 degrees here in winter, and yet the Danes still cycle. Yes, summer in Australia is hot, but winter is perfect cycling weather. Why are Australians and Australian cities so far behind?"*

*"There is no way my kids are walking to school. It is deadly out there. Chances are they'd get run over by those insane cyclists that pop out from nowhere. I bought my Audi SUV for one reason, to protect MY family. That's my right. If bikes were tested as strictly as cars they'd be banned from the roads because the occupants aren't protected. Drive to school, at least they're in one piece." [Dave]*

*"Personally I bought my armoured personal carrier for the same reason you [Dave] bought your SUV, so next time you dart out of nowhere in your itty-bitty little Audi watch out lest I crush your insignificant family beneath the reinforced steel treads of my oh so much more important one! Seriously though I suspect the most dangerous part of getting to school is dodging the cars at the gate."*

*"Nice one Dave. If you got your car off the road in the morning the risk of a kid getting hit reduces by one car. If 50% of kids currently driven to school walked or rode, the risk of a vehicle accident reduces by 50%. But of course you aren't going to do that are you, because ... it reduces your opportunity to show off that nice Audi SUV."*

*"The reason that parents don't let their kids don't ride to school is simple – road safety. Even adult cyclists with road experience struggle with Sydney traffic and are at significantly increased risk of serious injury. Can you imagine children riding to school on roads populated by people with attitudes such as SUV Audi driving David (what is he compensating for I wonder...) and his like minded mates? I think that it is a shame but in most parts of Sydney riding is simply not a safe option for children."*

**Ref: Readers' Comments, The Age, 15/3/11**



**The historic diesel locomotive – the GM1 'Robert Gordon Menzies' – will soon be making tracks to its new permanent home Rail Heritage WA, in Bassendean near Perth**

Photo: Federal Department of



## SUVs and Driveway Deaths

*"Big cars are involved in more than three quarters of all household driveway fatalities involving small children, figures released by the Victorian Coroners Court show. Thirteen children have died in residential driveway-related fatalities in Victoria since 2000, including three who have died since December last year. A four-wheel drive, 4WD-utility or truck was involved in 77% of all the driveway deaths reviewed and children aged between one and three accounted for 69% of child driveway deaths. ... The study also found that many of the deaths occurred during busy periods of the day when families were leaving the house for school and work or in the evening when they were returning home."*

**Ref: AAP, The Age, 1/4/11**

## And Also ...

*"Mercedes-Benz's military-inspired G-Wagen off-roader lands in showrooms with choice of supercharged V8 or diesel. ... The entry-level G350 CDI Bluetec comes into Australia priced from \$161,680 plus on-road and dealer costs, pushing it to the premium end of the luxury off-roader market."*

**Ref: Barry Park, WA Today, 9/3/11**

*"Perfect for dropping of the kids at school."*

*"Sorry, how much? Holy crap."*

*"My bet is that this article won't attract half of the 'dinosaur' comments that every single article about Falcon/Commodore does."*

*"Dinosaur."*

*"A perfect symbol of what is so disgusting about our consumption of resources, guzzling of oil and destruction of our environment. And that's before we consider why we need to be driving army sized tanks to do 60kph in our residential streets and reverse over children in drive-ways. I suppose we are free to make these choices."*

**Ref: Readers' Comments, WA Today, 9/3/11**