



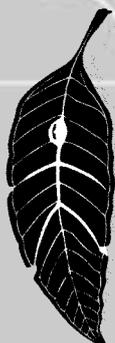
BUSTERS UPDATE

quarterly newsletter of Smogbusters Queensland

December 2001 Issue Number 27

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Queensland
Conservation
Council

Integration or Dis-Integration?

Pat Bostock, a Smogbuster who is sick of ever-increasing public transport fares, discusses two new Smogbusters reports about integrated ticketing and the SE Busway.



Motor vehicles are a major source of air pollution in our cities. They create 72% of all emissions in South-East Queensland (SEQRAQS, 1999), and Brisbane City Council estimates that vehicle exhaust adds around \$300 million a year to public health costs in Brisbane (TravelSmart Strategy, 1995). Despite this, most Brisbane commuters continue to drive single-occupant motor vehicles.

In attempting to encourage alternatives, governments and transport administrators have concentrated on high-cost infrastructure. This focus on monuments over services has resulted in:

1. Separate railway, busway and motorway running parallel out of the Brisbane CBD towards the Gold Coast, while residents who can't walk or cycle to the rail or busway have few (let alone co-ordinated) links to these super structures.
2. On the western side of Brisbane an extra transit lane on Coronation Drive will cost taxpayers millions and will take passengers from the high-quality rail link it will parallel.
3. Fare structures and timetables which encourage the use of a single transport mode to avoid the cost, time and perceived inconvenience of transfers.
4. Minimal public transport available between 6pm and 6am weekdays, and severely reduced services on weekends and public holidays.

The Integrated Ticketing Project

"It is planning and politics, including the professional politics of transport planners, and not urban form, which have prevented ... Australian cities from having European-style public transport... Infrastructure and technology fetishism will have to be abandoned ... the most necessary change is not to public transport itself, but to transport politics" (Paul Mees, *A Very Public Solution*, 2000)

(Story continues on Page 5)

Upcoming Smogbusters Events

21-22 February 2002

Smogbusters National Speaking Tour comes to Brisbane, featuring Professor John Whitelegg, UK transport expert and activist

Wednesday 20 March 2002

4th Annual National Smogbusters Day

See page 2 for more information



Editorial Notes

Life has been very busy in Smogbuster-land! In recent months we've held two special Action Group meetings, produced one Vision Statement and nearly completed another, and begun a national Way to Uni scheme. Details of these initiatives are provided in this 27th edition of the Update.

But things won't slow down as we head into 2002. Plans are currently shaping up for our second national speaking tour and our fourth national Smogbusters Day, so there will be plenty of opportunities for you to get involved.

Throughout 2001 the Smogbusters Action Group has continued to be a great way for community members to learn about air quality and transport issues, and even better, to become active in their communities, schools, universities and workplaces. The first Action Group meetings of 2002 will be Wednesday, 6th and 20th February, and then every 1st and 3rd Wednesday of the month.

I would like to extend a special thanks to Pat, Paul, Matt, Robyn, Kenneth, Vaun, Adam, Kate, Libby, Brian, Michael, Amy, and the many others who have championed clean air and sustainable transport along with Smogbusters this year. Keep up the great work - you inspire me!

Happy Smogbusting,
Eric Manners (Chief Smogbuster - Qld)



Natural Heritage Trust

"Smogbusters is a joint initiative of the Qld Conservation Council and the Federal Government through the Natural Heritage Trust."

"The views expressed in this publication do not necessarily represent the views or reflect the policies of the Federal Government or Environment Australia."

Smogbusters News

Smogbusters Day, 20 March 2002

It's nearly time for another Smogbusters Day, your chance to get creative and have some fun promoting green transport!

Smogbusters Day 2001 was a huge success. In total, 23 different events were organised resulting in 2000 free trees for green commuters and a huge amount of print, radio and television media coverage.

Smogbusters on the Sunshine Coast showed particular dedication. One highlight was the Ride to Work Breakfast organised by Noosa Shire Council with the help of the Sunshine Coast Environment Council. In addition, the Sunshine Coast Commuters Association recruited MPs Peter Wellington and Carolyn Male, and Caloundra Mayor Don Aldous to reward train commuters with free trees.

On Smogbusters Day 2002, schools, universities, workplaces, community groups, local councils, government departments and green travel champions across the country will be organising Smogbusters Day events with the help of Smogbusters.

Think about what you can do in your local community, with the help of a few friends. If you

need some good ideas, just have a look at the Smogbusters Day page on our website:
<http://www.qccqld.org.au/smogbusters/sbday.htm>

Smogbusters National Speaking Tour, 21-22 February 2002

The National Smogbusters Project Team are excited to announce that Professor John Whitelegg will be touring Australia in February 2002 for the second Smogbusters National Speaking Tour.

Prof Whitelegg is the Professor of Environmental Studies in the School of the Built Environment at Liverpool John Moores University, as well as a number of other honorary posts. He is Editor of the journal "World Transport Policy and Practice", and has consulted on transport issues in Germany, Denmark and India, for the European Commission, and in the private sector.

His eight books include "Transport for a sustainable future: the case for Europe" (Wiley, 1993); "Traffic Congestion: is there a way out?" (Leading Edge Press, 1992); "Critical Mass: Transport, environment and society in the 21st Century" (1997); and "Greening the Built Environment" (Earthscan, 1998).



Smogbuster Profile: Matt Burke

If you skimmed through the *Courier-Mail* on the 5th of October, or the *South West News* on the 4th, you would have seen Smogbuster Matt and his wife Leona walking to work for Walk to Work Day.

But Matt does more than just walk for clean air. He is also one of the most dedicated Smogbusters in Queensland, is currently completing a PhD about "The Travel Behaviour Impacts of Gated Communities", and is casual lecturer in transport and infrastructure planning at the University of Queensland.

What started Matt's life as a Smogbuster? He says, "Catching the train for 70 minutes each way to Melbourne High School made me question urban sprawl and car use."

His recent Smogbusting achievements? He presented a paper at the "Australia: Walking the 21st Century" Conference in Perth in February, has another paper forthcoming in *World Transport Policy & Practice* (a journal edited by John Whitelegg, coming to Brisbane in February 2002), and recently helped found and was "somehow" voted president of PedBikeTrans - the Pedestrian and Bicycle Transport Institute of Australasia. (For information about their e-newsletter "PedBikeNews", and to subscribe for free, see page 7).

"But my number one achievement was definitely getting married, and getting rid of my crappy old smoky car. What a relief!" The sale may not have boosted Matt's wallet much, but he says he has cut down his "personal vehicle kilometres travelled (vkt)" by 8,000 km during 2001, and no more petrol and maintenance costs. What a champion!

Smogbuster Matt leaves us with these inspirational words: "Working with Smoggies is one of the only ways we in Queensland can seek to effect change and to achieve sustainable transport outcomes. And besides, where else will you find a more amenable bunch of people to hang out with!"

Professor Whitelegg is also founder and editor of the journal *World Transport Policy and Practice*, which can be accessed free of charge online at:

<http://ecoplan.org/wtpp/>

Events will be held in Brisbane, Sydney, Canberra, Melbourne, Adelaide and Perth. Smogbusters are currently finalising details and seeking sponsorship.

Tele-conferencing options are also being explored. If you would like to organise a "virtual" presentation for your regional centre, please contact Eric.

Smogbusters Way to Uni gets bigger

Universities are doing some great things to promote clean air and sustainable transport - we think! But very soon we will know for sure.

Smogbusters have compiled a list of Good Transport Practices for Universities and have sent them to all Queensland universities in the form of a Way to Uni questionnaire. When completed, the results will be compiled into a website showing which universities have which practices in place, along with links to help all universities implement as many good transport practices as possible.

A recent conference paper on the Way to Uni as well as the Good Transport Practices Questionnaire can be downloaded from the Resources page of our website. If you work or study at a university and would like to get involved (even outside of Queensland), please ring or email Eric.

Letters to the Editor

Feedback on the SE Busway

Although the SE Busway is in some ways convenient, I am greatly concerned by safety issues at the isolated, underground Buranda station. Passing road or pedestrian traffic cannot see you, and the platform is often deserted, even in peak hours. At dusk the stairways are dark as well, and I often feel quite unsafe. If anything untoward were to happen, there would be no one to help and nowhere to go. Who knows if security cameras are really constantly monitored; my fear is that they are only useful to provide grainy images of perpetrators of crime AFTER the act has been committed. If the busway is to be the public transport system of the future, people need to be encouraged to use it instead of using

Smogbusters Action Group - Brisbane

The Action Group ended 2001 with two consecutive Special Meetings.

On Wednesday, 21 November, the topic was "Bus Drivers and Cyclists Sharing the Road". Brisbane City Council's cycling (and pedestrian) officer Shane Hackett and Queensland Transport State Cycle Unit representative Kayleen Pottinger were in attendance, and the Action Group compiled a submission to Council on how a more harmonious road environment can be created through changes in signage, driver behaviour, community education and road design.

Then on Wednesday, 5 December, Professor Rodney Tolley from the Centre for Alternative Sustainable Transport (CAST) in the UK gave us the honour of a presentation on walking and cycling issues in the UK and around the world, at Wesley Hall. His talk was inspiring, but left no doubt that we've got a lot of work to do if we hope to see increased walking and cycling, the only truly sustainable modes of transport.

To start off 2002, the first Action Group meeting will be held on Wednesday, 6 February, and will be another Special Meeting! Scott Losee and Danielle Wyatt, from Brisbane City Council's air quality section, will give the Group an overview of the recently released draft Brisbane Air Quality Strategy. Submissions are due on 15 February, so this is your opportunity to find out what's in the strategy and then have your say.

After that, normal meeting dates will resume, i.e. every 1st and 3rd Wednesday evenings of each month, 6pm at QCC. Hope to see you there!

polluting cars. If the stations are not staffed and safe, they will not be used.

Cathy Stephens, Buranda Qld

Fortunately a happy ending

No one should have to put up with fumes and/or noise from diesel trucks - particularly when this problem is in one's own home, from a close neighbour.

For so long my family and I have had to put up with a Wanless diesel truck parked at my next-door neighbour's place. On the side of the truck were the words "Creating a better environment". The noise was infuriating, the fumes toxic and carcinogenic, with particles imbedding deeply in the lungs, aggravating respiratory disease, and even affecting the central nervous system. I contacted Pine Rivers Council, sending them data on the

Anecdotal Evidence

Cyclist, bus passenger, or both?

A cyclist recently reported a bus driver for driving dangerously close behind him as he cycled up Given Terrace, Paddington. That was Monday. Then on Thursday, on the Great Circle Line headed to Mt Coot-tha, the cyclist recognised his driver as the same one he had reported three days earlier. They had a good chat. Small country town...

Asthmatics told to leave

In a notice to Bribie Island residents informing them of controlled burn-offs from 6-17 August (*Caboolture Shire Herald*, 7 Aug 2001), the Department of Natural Resources & Mines advised "any persons with respiratory problems ... to leave the area or take adequate precautions to ensure their respiratory function is not adversely affected". Surely there must be a more humane way of managing fire risk?

Patient motorists? Can't be!

Thanks to the patient driver of the Holden ute who helped one pedestrian (the editor) cross Jubilee Terrace recently. The absence of pedestrian crossings anywhere near Kennedy Tce and the constant flow of peak hour traffic can leave pedestrians stranded at the centre line. But this driver slowed to create a gap and then signalled me to cross. Didn't lose him any time in the bumper-to bumper traffic, but it saved me about a kilometre of hilly walking!

effects of diesel emissions, as did the groups ASEHA (Allergy, Sensitivity & Environmental Health Association) and the Australian Chemical Trauma Alliance. The Pine Rivers Council could do nothing about the truck in question as it was parked within the property boundary. The EPA didn't want to know about it either. In desperation I called Smogbusters who suggested I contact Barry Wilson (Rivermouth Action Group). He contacted Wanless direct and at last the truck was removed.

Wanless eventually got the message, due only to the intervention of the Rivermouth Action Group! One wonders how many others are having similar problems and why it is that state and local authorities are apparently failing to act on them.

Di Buckland, Kallangur Qld

The Coalition Page

UNEMPA campaigns for public transport concessions for the unemployed

by Ron Baker: Vice President of the Unemployed Persons Advocacy (UNEMPA) and Campaign Director with the National Organisation of the Unemployed (ANOU).

Searching for a job is difficult enough even with adequate money for transport. The conditions imposed by "mutual" obligation and the Activity Test, force job seekers to commit up to \$40 per week to public transport costs. This represents 20 to 40% of income just to comply with conditions imposed by Centrelink.

Queensland is the only state that does not provide public transport concessions to unemployed people. The Commonwealth Government sets the level of social security payments and compliance conditions but a national agreement requires State Governments to fund fare concessions for unemployed people.

Eight months of lobbying by UNEMPA has resulted in an impasse, neither level of government is willing to fund bus fare concessions for unemployed Queenslanders. Unemployed people who choose to perform voluntary work receive no government assistance with travel costs and many

organisations do not reimburse fares. Without the contribution from the unemployed, voluntary organisations would be in crisis and social services would collapse. Fifty percent of all volunteers are unemployed people who contribute an average of 12 hours unpaid work a week. At just \$15 per hour, the value of this work is \$13.5 billion per year, almost double the annual average social security benefits paid to all job seekers.

The amount that job seekers are forced to spend on public transport makes a four cylinder car a viable alternative. How many of Queensland's unemployed are running poorly maintained older model cars? Concessions would provide an incentive to change to public transport resulting in reduced air pollution, road congestion and pressure on infra-structure and costs related to traffic accidents.

In Queensland, unemployment is 30% above the national average and Centrelink breaches and fines are twice the national rate. The inability to afford public transport costs must be a factor influencing this situation. Government and business are responsible for a labour market where 7 out of 10 job vacancies are filled by people already in work and only 1 job in 10 goes

to a long-term unemployed person.

The 12.5% bus fare increase on the BCC 2001 budget produces an aggregated increase of 50% since July 1998. During the same period, unemployment benefits have risen by only 11%.

UNEMPA is conducting a "Fair Fares" campaign requiring the Queensland Government to meet its obligation to provide bus fare concessions to the unemployed.

One letter from the campaign:

To: Hon. Steve Bredhauer MP
Minister for Transport & Main Roads
27 August 2001

**"Enough Workers to start a colony"
(*Courier-Mail*, 8 August 2001)
The Queensland Government recruits
500 staff for its Fire Ant Control
Centre (FACC).**

Dear Minister,

The 500 new jobs are welcomed. Hopefully more than 3 out of 10 positions will be filled by unemployed job seekers. The circumstances requiring the establishment of the FACC could not have been predicted or allocated a funding budget. In just a few months the Government has approved \$15 million in funding and structured and staffed a specialist task force. Swift and decisive action to address a problem with known serious effects for the whole community.

Now that we have a fully funded plan to put ants out of work, it must be time to assist the humans trying hard to get into work. Providing fare concessions to the 165,000 unemployed Queenslanders who will not be hired by the FACC is a good start to tackling a whole community problem long overdue for serious attention.

Yours sincerely,
Ron Baker

Issues Forums with Queensland Transport

Smogbusters have joined with other public transport user groups via the Public Transport Stakeholders group convened by the Qld Council of Social Service. After an initial meeting with the Executive Director of Public Transport Division of Qld Transport and senior staff from his Division, it was quickly realised that each meeting in the future should focus on one key transport issue. With concern from all forum members on current Public Transport Fares this was selected as the key issue for the August meeting.

Issues discussed included

- A uniform basis for fares and concessions especially related to social justice concepts
- The logic behind fare decisions
- Concern on Government funding priorities with ongoing road funding and little funding for public transport services

- Funding for Public Transport should consider the full cost/benefits including cross portfolio savings
- Relationships between fares and concessions and transport service levels
- Role for external stakeholders in the ongoing integrated ticketing / transit development issues

The meeting was informative and positive with specific agreement to follow up with joint work towards the development of a policy framework for fares and concessions.

Public Transport Stakeholders Group convened by the Qld Council of Social Service (QCOSS):

- regular "issues" meetings
- monthly e-bulletins
- quarterly meetings with Queensland Transport

Integration or Dis-Integration?

Continued from Page 1...

Smogbusters Queensland have recently published a Vision Statement entitled "A Ticket to Ride: Getting passengers on-side and on-board with Integrated Public Transport Tickets". The paper examines the history and current requirements of integrated ticketing and contains the following recommendations:

- A zone-based fare system comprising a minimal number of zones (preferably 3) for the SE Queensland area
- Overlapping zone boundaries
- A "short trip" single adult fare
- All tickets except the "short trip" should be time-based, meaning they are good for unconditional free transfers within the specified zone(s) for periods of 2 hours, 1 day, 1 week, 1 month and 1 year

This will create a simple, equitable, user-friendly transport fare system for all of SEQ. There will be little need for ticket inspectors and \$150 fines.

Within the Brisbane area there would be only 1 standard fare. Tourists will no longer delay buses while determining what fares they need to pay. Where a transfer is suitable it can be done without adding to the total cost of the trip. The paper also recommends a simple and equitable concession scheme encompassing all school children and all Health Care Card-holders. This would cover low-income tertiary students, but further consideration should be given to a concession for all tertiary students.

We need to provide incentives for Queenslanders to use the infrastructure that currently exists.

"A Ticket to Ride" can be downloaded free of charge from the Resources page of the Smogbusters Queensland website.

The SE Busway

On September 8th 2001, a serious accident occurred on the SE Freeway. The event closed the freeway for many hours. Some motorists claimed that the Government should have opened the busway to private vehicles. But for those travelling on the busway the incident indicated another reason to use public transport and highlighted the benefit of having separated transport lanes for private and public transport.

Smogbusters have long questioned Brisbane's busway strategy, which will establish a separate bus network to compete against our internationally-renowned (and very environmentally-friendly) CityTrain network. Of all forms of motorised transport, electric rail produces the least amount of air pollution and should be the preferred mode for all long-distance, "line-haul" public transport. Buses should only be used to bring people from their front doors to a train station. But the South East Busway is here, for better or for worse, and people are using it. However, Smogbusters believe that a number of very small improvements in security, access to the Busway, information and service coordination will greatly improve patronage of the Busway. We are currently producing a Vision Statement outlining our recommendations.

While governments enjoy spending millions on infrastructure, the concrete and bitumen must be made user-friendly before people will switch to public transport. For example, even if you know which platform you are looking for in the Myer Centre bus station, how can you find it? You just have to know. While information on the Busway is already better than at the Myer Centre, planners must recognise that only very helpful and clear signage and information will be able to compete with the ease of jumping into a car and driving there.

Smogbusters have spent some time travelling on the busway and our recommendations will cover:

- Walking, Cycling and Bussing to the Busway
- Busway Stations for People, not just Buses
- Fine-tuning Busway Operations
- Long-term Vision for the Busway.

The SE Busway Vision Statement will be available from the Smogbusters website soon.

The History of Dis-Integrated Ticketing

March 1970 Wilbur Smith & Associates - SE Qld Brisbane Region - Public Transport Study A single fare for multi modal transport

1976 Wilbur Smith - Literature Review of Fare Systems for Public Transport Services The brief for this report was to aid in the decision process relative to a fare system for unified services (applicable to the Brisbane Region).

1976 - Metropolitan Transit Authority Formed in Oct. 1976 to develop an integrated and efficient system of public transport in the declared region.

1979 Review of the Brisbane Fare System - The need for integrated services ... requires the adoption of a totally integrated fare system A firm commitment to integrated ticketing was requested by early 1980 to allow the system to be implemented prior to the 1982 Commonwealth Games.

1991 - South East Queensland Passenger Transport Study(SEPTS) The 21-month study ... 49 recommendations. ... including integrated ticketing. This year, \$500,000 is being spent on the development of integrated ticketing arrangements (Mr Hamill).

1997 Integrated Regional Transport Plan, SEQ (25 year plan) has a major goal of increasing the proportion of trips by PT by 50%, from 7.0% to 10.5% of all trips.

July 1997 Qld Parliamentary Public Works Committee Inquiry into the SE Transit Project Recommended that QT establish an integrated ticketing system, and that the system be operational within 12 months.

1998 BCC Brisbane Corporate Plan 1998-2002 Introduce an integrated ticketing system for buses, ferries and trains together with Qld Rail by December 2000.

1999 BCC Brisbane Corporate Plan 1999-2003 Integrating bus/rail/ferry services by December 2002.

1999 Qld Environment Protection Agency: SEQ Regional Air Quality Strategy Action TSP 5.5 - ... the development of integrated multi-modal ticketing. (Start: 1999. Duration: Ongoing)

2001 Transport 2007 Integrated ticketing, fares, information and branding of the public transport network

2001 Seven Themes of Liveability by BCC An integrated public transport system with a single ticket will let us travel easily, quickly and cheaply

Current Impact of the Busway

The addition of more road space will encourage additional car use rather than public transport use.

New corridors remove buses from existing roads where they would be closer to shops, homes and people.

Buses will never be as energy and air pollution efficient as rail-based vehicles.

Nearby residents face inequitable social and health costs during and after construction.

The busway network competes against the existing rail network, rather than complementing and integrating with it.

Recent Headlines

Transport in New York City

from the Victorian Transport Policy Institute

This newsletter was originally scheduled for distribution on September 11, the day the terrorist attacks occurred in New York and Washington DC. We deferred it a week in response. We share grief, sorrow and frustration from this event, and would like to express sincere condolences to everybody who suffered from this tragedy. ...

These events and society's responses can be viewed from many different perspectives. Here are some implications with regard to transportation policy.

The damage and confusion in downtown New York City illustrates the value of having a diverse and robust transportation system that functions under unexpected or extreme conditions (what engineers call "resilience" and economists call "option value"). Walking, cycling, public transit, taxi service and telecommunications tend to be particularly important during a major disaster or other unplanned event. For discussion see the "Evaluation Transportation Choice" chapter of our Encyclopedia at <http://www.vtpi.org/tm/tm65.htm>

Restrictions on Vehicle Entry to Manhattan

and from the New York Mayor Rudolph Giuliani, http://www.nyc.gov/html/dot/html/get_around/emergencyinfo.html#restrictions

To help improve traffic flow in New York City, effective Thursday morning, September 27th single occupancy vehicles are barred from entering Manhattan via the following East River crossings -- the Brooklyn Bridge, the Manhattan Bridge, the Williamsburg Bridge, Queensboro Bridge and the Midtown Tunnel between 6 am and 12 noon on Monday through Friday. Effective Friday morning September 28th, the ban will also apply to the Lincoln Tunnel.

In addition to carpooling, all commuters are urged to consider subways, buses, ferries and bicycles and even walking at some points during your commute to combat the massive gridlock occurring throughout our entire city.

Climate change: Tuvalu islanders plan escape from rising sea levels

*Source "Climate Change", Oct 15, 2001
Anna Reynolds Climate Action Network Australia*

The people of Tuvalu, a Pacific nation of nine islands, plan to start leaving in 2002. They say the sea levels, already too high, are destroying their islands, and they blame climate change. The first group to leave, from a total population of around 10,000, will resettle in New Zealand, which has agreed to accept an annual quota of Tuvaluans. This may continue over the next twenty to thirty years.

In addition to drought and coastal erosion, the islanders endured an unusually high number of tropical cyclones during the 1990s. Increasing salt-water intrusion is affecting their food crops. "Perhaps the most pronounced effect of climate change that we are actually seeing is the flooding of low-lying areas," said Mr. Paani Laupepa, Tuvalu Ministry of Natural Resources, Energy and Environment. The islanders are fiercely critical of nations that do not support the Kyoto Protocol, which they believe might perhaps have saved their country. <http://www.climateaustralia.org>

Paris Cycle Lanes 'Will Make Life Hell' for Drivers

from BFA-Oz email discussion list 23/08/2001, by Patrick Bishop in Paris

A new revolution swept through Paris yesterday as draconian measures aimed at driving motorists off the road took effect. "It's only by making life hell for motorists that we will force them to give up their cars," said Yves Contassot, the Green deputy mayor, who rides a bicycle.

Stops pulled out for buses

from the Courier-Mail, 19 October 2001, by Lachlan Heywood

SOMEONE forgot to tell Queensland Transport that busways need bus stops.

Only two bus stations are likely to be operating when the \$150 million Inner Northern Busway between the City and Royal Brisbane Hospital at Herston opens in 2003.

Stations will be built at Roma St and Queensland University of Technology campus at Kelvin Grove, but four other proposed stations along the 4.7km first-stage route - including stops at the Normanby Fiveways, Royal Children's Hospital

and Royal Brisbane Hospital - have been put on hold until funding becomes available.

The project has had a troubled history, with a key tunnel between Queen and Roma streets scrapped because Brisbane City Council demanded \$25 million for the loss of the lower section of the King George Square car park.

UK Best Practice Guide on Quality Bus Partnerships

Improvements in bus services can be cost effective

Every dollar spent on basic bus service enhancements can deliver \$2.00 to \$3.50 of increased revenue, suggests a UK best practice guide commissioned by the Department of Environment Transport and the Regions. The guide is designed to create successful quality bus partnerships between local authorities and bus operators.

Simple service improvements that can deliver real benefits include:

- improved timetabling and routing - \$3.50 revenue for every \$1 spent
- promotion and service branding - \$3.00 revenue for every \$1 spent
- high quality signage and information - \$2.50 to \$3.00 for every \$1 spent
- bus stop improvements - \$2.00 revenue for every \$1 spent.

The guide is available at: <http://www.tas-passtrans.co.uk/qbp-gpg.htm>

Traffic Hell Not Relieved by Roadbuilding

Environment News Service (ENS) <http://ens-news.com>

WASHINGTON, DC, May 7, 2001 (ENS) - Los Angeles maintains its number one ranking as the city with the most hellish traffic congestion because its residents suffer from both major congestion and have relatively few ways to avoid it, according to a new study by the Surface Transportation Policy Project. The analysis finds that places adding roads most aggressively over the past 10 years have had no greater success in fighting congestion than those not adding roads.

Get the full report, "Easing the Burden", from the STPP website: <http://www.transact.org/Reports/tti2001/>

Woodsmoke Pollution and Health

WWWbsites

Dorothy L Robinson of the Armidale Air Quality Group writes about the stoves that can out-smoke even the worst car or bus.

Anyone who thinks that cars are the worst polluters should read further and think again. If a vehicle exhaust smokes for 10 seconds, we could phone the smoky vehicle hotline and the owners would be asked to get it fixed. Smoky chimneys, on the other hand, can belch out hundreds of times more pollution hour after hour, week after week, month after month. If neighbours get sick and complain, the usual response by local councils, who deal with the issue, is that "wood heaters are legal, so there's nothing we can do."

The American Lung Association weighed up the evidence and recommends that individuals should not burn wood, if less polluting alternatives are available. Christchurch, NZ, tried to regulate wood heaters by requiring a strict emission standard of 1.5 g of particulates per kg of wood burned - substantially lower than the Australian standard of 4 g/kg introduced in July 2001. However, total emissions even from these new heaters were considered too harmful to health, so Christchurch intends to phase out even 1.5 g/kg heaters over a period of 15 years.

The latest research continues to implicate very fine particles less than 2.5 microns (millionths of a metre) in diameter as the most damaging pollutant in our air. These particles (called PM2.5) are so small they evade the body's defences and penetrate deep into the lungs where they cause inflammation, increasing the risk of heart attacks, respiratory disease and premature mortality. The World Health Organisation states "There is no safe level of fine particle pollution."

New wood heaters are described in sales blurbs as clean and efficient, or EPA certified 'low emission'. But they are nothing of the kind. A brand new AS4013 wood heater, operated as carefully as in the lab tests for just 24 hours, emits as much PM2.5 pollution as driving a new car 15,000 km. If carelessly operated, it can emit as much PM2.5 pollution in a single day as in the entire lifetime of a new car.

Ames tests on bacteria and tumour initiation tests in mice showed that woodsmoke is 12 times as carcinogenic as cigarette smoke. A carefully operated new wood heater will emit as much carcinogenic material in 24 hours as in the smoke from 100,000 cigarettes. If carelessly operated, it can produce as much carcinogenic material as

in the smoke from a million cigarettes.

Cigarette smoking was also considered romantic before we started to understand the effect on our health. Nowadays, there are many clean, efficient, renewable, environmentally forms of home heating including solar energy and heat transfer systems. Those who understand the dangers of PM2.5 pollution and that using a woodheater for 24 hours produces as much PM2.5 pollution as driving 15,000 km will surely want to follow the advice of the American Lung Association and not burn wood.

For more information, visit our website:
<http://ozemail.com.au/~airqual>



New SEQ community group works to reduce residential wood-burning

In response to increasing concern about smoke and toxic emissions from wood heaters and the rapidly growing number of new installations, a group of informed people have formed an alliance (CABRA) to raise community awareness about this health problem.

CABRA stands for "Raising Community Awareness about the health effects of Burning wood in Residential Areas". To contact the group, please write to P.O.Box 74 Cleveland QLD 4163.

New PedBikeNews from PedBikeTrans-Australasia

'PedBikeNews' brings you news about Pedestrian and Bicycle activity in Australia, as well as featuring the latest in new research, resources and policy announcements both throughout Australia and abroad.

'PedBikeNews' is an initiative of the not-for-profit Pedestrian and Bicycle Transportation Institute of Australasia, known affectionately as PedBikeTrans-Australasia.

Draft Brisbane Air Quality Strategy

www.brisbane.qld.gov.au (then click the "Air" picture, then "Brisbane's Air Quality Strategy", and then "Download the Strategy")

Have your say about the air you breathe. Submissions due 15 February 2002.

"Physical Activity Facts"

www.health.qld.gov.au/phs/sphun/9211_dmp.htm

Produced by Queensland Health and Active Australia, this booklet is full of facts and information, for people with an interest in physical activity

Every Trip Counts

www.everytripcounts.net.au

"An exciting way to learn about public transport and its benefits."

The Car EcoMeter

www.motoring.racv.com.au/service/environment6.cfm

This site, developed by the Royal Automobile Council of Victoria (RACV) and EPA Victoria, can estimate a vehicle's emissions and fuel consumption and compare up to four cars at a time.

Transport Action CleanUp (UK)

www.cleanup.org.uk

This organisation works to reduce emissions from older London buses as well as to get new cleaner bus technologies like hydrogen fuel cells onto London's roads.

New Smogbusters Queensland Reports

www.qccqld.org.au/smogbusters/resources.htm

We have just uploaded PDF versions of our research papers on "Public Transport Stop Information" and "Demand Responsive Public Transport". The research was funded by Queensland Transport. While you're there, check out our Integrated Ticketing paper.



Queensland
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Smogbusters Events

6 Feb 2002 - SB Action Group Special Meeting: Brisbane Air Quality Strategy (with guests from Brisbane City Council. Our first meeting of 2002)

20 Feb & 6 March: Smogbusters Action Group - Brisbane (meets every 1st & 3rd Wednesday of each month at QCC)

21-22 Feb 2002 - Smogbusters National Speaking Tour w/ UK Prof John Whitelegg (5-19 Feb in other cities)

20 March 2002 - 4th annual National Smogbusters Day (Wednesday)

Other Upcoming Events

3-6 March 2002 - Sustaining Our Communities: Local Government Sustainability, Adelaide,
www.adelaide.sa.gov.au/soc

20-21 March 2002 - NSW Rail Summit 2002, www.ibcoz.com.au/nswrail

26 August to 4 September 2002 - UIN World Summit on Sustainable Development, "Rio + 10", Johannesburg, South Africa,
www.johannesburgsummit.org

Helpful People

Allergy, Sensitivity & Env Health Association
Dorothy Bowes, asehaqld@powerup.com.au
Tel/Fax 07 3284 8742, www.asehaqld.org.au

Armidale Air Quality Group
Dorothy Robinson, drobinso@lash.une.edu.au
Tel 02 6773 3209, www.ozemail.com.au/~airqual

Bicycle Queensland
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Brisbane Region Environment Council (BREC)
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Capricorn Conservation Council (CCC)
Trevor Afield, Tel 07 4927 8644, Fax 07 4927 8279
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Feet First: Advocates for Pedestrian Access
Malcolm Campbell, Tel 07 3846 2114

Fresh Air Brisbane
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Friends of the Earth Brisbane
Tel 07 3846 5793, foebribsane@uq.net.au
Bicycle Revolution Co-op Tel 07 3342 7829
294 Montague Rd, West End 4101

Paraplegic & Quadriplegic Assoc Qld
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PedBikeTrans-Australasia
Matt Burke, Tel 07 3365 3836
matt.burke@uq.edu.au

Public Transport Alliance
Michael Yeates, Tel 07 3371 9355
m.yeates@mailbox.uq.edu.au

Rivermouth Action Group
Barry Wilson, Tel 07 3399 6204
activist@rag.org.au, www.rag.org.au

Government Resources

TransInfo - SEQ bus, train & ferry timetable info
Tel 131 230, www.transinfo.qld.gov.au

Brisbane City Council / Brisbane Transport
Tel 07 3403 8888, enquiries@brisbane.qld.gov.au
GPO Box 1434 Brisbane QLD 4001
www.brisbane.qld.gov.au

Local Government Association of Qld (LGAQ)
Tel 07 3000 2222, www.lgaq.asn.au

Queensland Government - 07 3227 7111

Queensland Transport - 07 3834 2011
www.transport.qld.gov.au
Smoky Vehicle Hotline 13 20 19

Queensland Environment Protection Agency
EPA Advisory Service: Tel 1800 501 087
Naturally Qld Info Centre: Tel 07 3227 8197
www.env.qld.gov.au/environment/science/air

Qld Office of Sustainable Energy
Tel 1300 369 388, enwise@dpi.qld.gov.au
www.dme.qld.gov.au/sustainable_energy

Environment Australia - www.ea.gov.au
Community Information Unit 1800 803 772



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