



BUSTERS

UPDATE

official newsletter of Smogbusters Queensland

February 2002 Issue Number 28

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Queensland Conservation Council

Is Australian Transport Planning stuck in the 1900s? *UK Professor John Whitelegg brings 21st-century solutions*

Eric Manners tells why he's so excited about the upcoming Smogbusters National Speaking Tour 2002.

Australia is in for a treat as UK Professor John Whitelegg comes to Australia to ask some challenging questions of our transport planners and decision-makers, and to inject fresh inspiration into the campaign for clean air and sustainable transport.



Professor John Whitelegg, Liverpool John Moores University

Prof Whitelegg will speak at a public forum on Thursday, 21 February, 6-8pm, at Tara House, Brisbane. The forum is entitled "All aboard or 21st Century Transport ... But is Australia being left behind?"

But truly, you might say, our society's transport woes require more than just "inspiration". I mean, for every Australian who does the right thing and walks, cycles or catches public transport instead of driving, there are several new drivers out there supplementing existing smog levels, contributing to congestion, making the roads more dangerous and increasing health costs.

But yes, it's true. We at Smogbusters don't actually think things are quite that depressing. In fact, we think we can isolate two key discussions that need to be had in Australia - two questions that hold the key to turning around all of this car-based madness.

(Story continues on Page 5)

Bonus Inserts this Issue:

- **Public Forum: UK Prof John Whitelegg, Thursday, 21 February 2002**
- **4th National Smogbusters Day - Wednesday, 20 March 2002**
- **"Clear Views" - National Smogbusters Newsletter**



Editorial Notes

Since 1994, the National Smogbusters Program has worked to promote clean air, and to provide more Australians with viable alternatives to the motor vehicle.

Smogbusters have educated, formed partnerships, and encouraged community, industry and government to work together to find clean air and sustainable transport solutions.



In the next six weeks, Smogbusters will deliver two of our biggest ever national events: Professor John Whitelegg's Smogbusters National Speaking Tour 2002 (4-22 February), and the 4th National Smogbusters Day (20 March 2002).

We hope that these events will raise the profile of clean air and sustainable transport issues - but more importantly, we hope that they give Australians an opportunity to learn how our transport problems can really be solved, and how they can be a part of that process.

And we hope that you will join us, for these upcoming events and on into the future!

Eric Manners
Smogbusters Queensland Project Officer



Department of the Environment and Heritage



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

Update: Integrated Ticketing and the TravelSafe Committee Inquiry into Public Transport

In early 2000, the Queensland Parliamentary Travelsafe Committee began an inquiry into Public Transport in South East Queensland. Smogbusters Queensland made a submission, which can be linked from our website.

Then late last year the Committee released "Issues Paper No. 6 - Public Transport in South East Queensland - Interim Findings". It can be downloaded from the TravelSafe Committee site: <http://www.parliament.qld.gov.au/committees/TSAFE/TSAFEOtherPublications.htm>.

On the paper's release, the *Courier-Mail's* front-page headline read: "TravelSafe Committee blasts SEQ public transport system" (13/12/01). We applauded the committee for their comprehensive analysis of the present difficulties with public transport in the region, but we were concerned about a few key points and brought these to the Committee's attention through another submission last month.

First, we are concerned about the Travelsafe Committee's findings regards Integrated Ticketing. They have recommended that integrated ticketing be implemented as soon as possible, but made no effort to push Queensland Transport, Brisbane City Council and other operators towards implementing a paper-based ticket - an interim system - as soon as possible. Smogbusters are aware that an interim system could have been enacted as early as January 2003 were the appropriate decisions taken. We are highly concerned that delays are occurring that may even further impede the introduction of such a necessary system for South East Queensland.

Second, the Committee did not seem to appreciate that the goal of integration needs to be applied not just to tickets, but also to services. The dis-integrated nature of current services, notably the bus/rail/ferry networks, is well understood. Yet not one Committee recommendation related to this fundamental flaw of existing operations. Making 'agencies and operators more accountable' and 'decision making processes more transparent' may not be the most important element in improving institutional arrangements.

Third, Smogbusters was concerned at the report's omission of travel demand management schemes such as the TravelSmart or TravelBlending programs. These schemes have produced significant changes in travel behaviour away from private cars and towards public transport travel through the individualised marketing of public transport services to householders. Perth's recent success with a well-funded TravelSmart program shows that the costs of such a program are more than offset by savings in road construction, congestion and environmental costs.

Fourth, the Committee identified that there are serious funding problems for public transport in South East Queensland with an annual shortfall

"TravelSafe Committee blasts SEQ public transport system"

-Courier-Mail headline, 13/12/01

for all transport in the region of \$500 million. The consequences of not adequately funding further development of public transport services are a decline

in patronage, higher traffic congestion, more air pollution and decreased livability. While a number of potential solutions to the funding shortfall are identified, the Committee gave very little critical inquiry into the such matters as:

- reducing the 8-cent-per-litre fuel subsidy that operates in the SEQ region (note, this subsidy costs Queensland taxpayers around \$300 million per annum);
- increasing parking charges in the Brisbane CBD and in other centres - especially through a levy on subsidised corporate car parks;
- more aggressive infrastructure charges for developers - especially where developments are not supported by existing public transport services; and
- the transferral of this revenue towards improving both public transport services and the physical environment of the CBD and other key areas for pedestrians, cyclists and public transport users.

The Committee will be assessing our submission and others over the next few months. We await with interest the final report of this important inquiry hopeful that it will lead to improved public transport in the region.

Smogbusters Day 2002

More trees eager to start sucking smog

Smogbusters Day participants from the past three years already know how much fun it can be to get involved in Smogbusters' big annual event.

Smogbusters Day is a great opportunity for green transport champions to show their stuff and get their friends, colleagues, classmates and neighbours to join in the sustainable transport movement.

If you don't yet know how it works, basically:

- Smogbusters provide some gifts like free



trees, stickers and magnets to reward people who walk, cycle or catch public transport. (We are also hoping to provide t-shirts for volunteers as we have in the past);

- Community members organise their own events in their workplaces, schools, universities and elsewhere (with the help and resources of Smogbusters); and
- Volunteers gain skills, sustainable transport gains profile, air pollution is reduced, and we go out to dinner to celebrate!

Organising an event is easy. The enclosed blue leaflet contains a bunch of ideas that might work for you, and there are always others. Ring us for some creative inspiration, and check out our website for other helpful resources.

The Smogbusters Day "Politicians' Green Transport Challenge"

After a resounding success of last year, the "Politicians' Green Transport Challenge" is back. We've invited many local councillors and state and federal MPs in Queensland to take up the challenge and leave their cars at home on Smogbusters Day.

And if they're really keen, we've suggested they work with local schools, universities or community groups to increase local awareness of Smogbusters Day and the solutions to air pollution.

So as a community member, please do not hesitate to contact your own elected representatives to see if you can get them involved in your Smogbusters Day activities.

How to organise your own Smogbusters Day Event

1. **REFLECT:** Think about what you can do to reduce air pollution at your workplace, school, university or wherever. For a start, look over the "Ideas for Smogbusters Day 2002" section of the enclosed blue flier - but feel free to come up with your own ideas too.
2. **REGISTER:** Fill out the enclosed blue Smogbusters Day flier and fax or post it to us as soon as possible.
3. **RECRUIT:** Gather up Smogbusters Day volunteers from among your workmates, classmates, club members, neighbours, elected government representatives etc, to help you plan and carry out your event.
4. **RELATE** (in the PR sense): Publicise your event in local newspapers, shops, on noticeboards and by email to let people know what you're up to. Smogbusters can help by providing a sample media release and A3 posters. Also, let us know if a media skills workshop would be of use to your group.

If you're still feeling uncertain but are keen to help make this Smogbusters Day even bigger than last year, please ring us on (07) 3221 0188 or email smog@qccqld.org.au.

Letters to the Editor

High cost for increased community awareness of cycling dangers

Recent press reports and editorials after the tragic death of triathlete Luke Harrop have highlighted the problems cyclists face daily on the road. The initial reaction from the Queensland Police Service has focused on the dangers of cycling and the need for separate bikeways, but fortunately other viewpoints have since been highlighted with the Premier asking "police to crack down on any 'hoons' who harassed or endangered road cyclists".

According to the *Sunday Mail* (27 Jan 2002), "He (Mr Beattie) would ask Police Minister Tony McGrady to discuss the issue with the Police Commissioner. He said any drivers

who harassed cyclists on the road would face serious criminal charges."

Statistics show that currently only 2% of Queensland trips are by bicycle. However, Brisbane City Council, the Queensland Government and the Federal Government, as well as other local councils, have all set ambitious targets to increase cycling over the next five to ten years.

Cycling improves health and saves money over car use, and one less car on the road reduces traffic congestion and makes everyone's air cleaner.

So I hope you'll all please follow our Premier's request and "Share the Road".

Pat Bostock, Moggill Qld

(See related news clippings on page 6.)

SE Busway security assurance

In response to your reader's concerns about Busway security ("Feedback on the SE Busway", *SB Update* Dec 2001, p.3), please be assured that closed-circuit TV provides coverage of every Busway station, and is monitored 24 hours a day. There are patrols on the Busway at regular intervals, and we are currently installing emergency call points. In fact, every lift has an emergency phone which connects directly to the Busway Operations Centre.

We at the Busway would be happy to show the Busway, the Operations Centre and our security procedures to any Smogbusters who are interested. Please ring us on 3435 4405.

We want to encourage everyone to enjoy the Busway, without fear.

Ray Donato, Manager, Busways

Local Smog to Global Heat

Brisbane City Council takes draft Air Quality Strategy to the community

Barbara Downs, from Brisbane City Council's air quality section, writes about the extensive consultation Council has undertaken for their new policy.

Brisbane City Council has released the draft Brisbane Air Quality Strategy for public consultation and comments are being sought from the community.

Four public meetings have been arranged to provide residents with information on air quality issues and Council's proposed actions. The aim is to enable residents to make more informed comments on the draft before the document is finalised later in the year.

The first of these meetings was held on Monday evening, 4th February at the Mt Ommaney library, with a second planned for 7th Feb at Chermside. There was an encouraging turn-out

of residents and some of the issues raised at discussion included:

- How to deal with nuisance from quarry dust
- Planning to reduce the exposure of residents to pollutants
- Social equity in the implementation of vehicle emissions testing programs and
- Parking strategies and road-pricing options to encourage public transport patronage

Details of the remaining meetings are provided in the box to the right, for anyone who would like to participate.

Free copies of the draft strategy can be obtained by ringing 3403 8888, or can be downloaded from the Council website at www.brisbane.qld.gov.au (then click the "Air" picture, then "Brisbane's Air Quality Strategy", and then "Download the Strategy").

The due date for submissions has been extended to 22 March. Please ring Council for more information.

Remaining Public Consultation Meetings:

BCC Brisbane Air Quality Strategy

Monday, 18 February

Paloma Reception Centre, 121 Mains Rd, Sunnybank

Monday, 25 February

Colmslie Hotel - Chandalier Room, Cnr Junction and Wynnum Rds, Morningside

"Implications of Climate Change for the Commonwealth":

International Forum, 26 February 2002

Roshini Mohan gives us the scoop on an upcoming forum not to be missed by anyone concerned about global warming.

Climate change will soon have a great impact on Commonwealth countries, if it is not already. By the end of this century, Commonwealth membership is expected to shrink as two or more countries will disappear due to rising sea levels.

With Commonwealth leaders meeting for the Commonwealth Heads of Government Meeting (CHOGM) at Cooolum, Queensland, this March, climate change and its impacts need to be addressed urgently.

A forum on the "Implications of Climate Change for the Commonwealth" will be held in Brisbane to highlight the responsibility of Australia and other Commonwealth nations to respond to the threat of climate change. Speakers from the Pacific Islands and Asia, scientists and environmentalists will explore the roles that Commonwealth countries should play in dealing with this issue.

Prof Ian Lowe will chair the forum. Ms Patrina Dumaru of the Pacific Concerns Research Centre, Fiji; Ms Neelam Singh of the Centre for Science and Environment, India; Mr Yin Shao Loong of Third World Network, Malaysia; Dr Jon Barnett of the University of Melbourne; and Dr Clive Hamilton of The Australia Institute will present papers at the forum.

The speakers will discuss a wide range of issues from impacts of climate change to the vulnerability of island states and climate justice.

The Queensland Conservation Council, The Australia Institute, Climate Action Network Australia and the Australian Conservation Foundation invite you to use this opportunity to learn more about climate change, get immersed in the public debate, network with other Commonwealth organisations and NGOs, and ensure climate change is high on the CHOGM agenda.

When: 26 Feb 2002, 10am - 3:15pm

Where: Queensland Museum Theatre, cnr Grey & Melbourne Streets, South Brisbane

Forum Program

Forum Opening

Chair: Professor Ian Lowe

Climate Change and The Commonwealth

Dr Clive Hamilton, The Australia Institute

Climate Change and Island States

Ms Patrina Dumaru, Pacific Concerns Resource Centre, Fiji

Climate Change: A Developing Country Perspective

Ms Neelam Singh, Centre for Science and Environment, India

The Vulnerability of Commonwealth Countries to Climate Change

Dr Jon Barnett, University of Melbourne

Climate Justice

Mr Yin Shao Loong, Third World Network, Malaysia

Morning tea and lunch will be provided.

To register, please call Roshini on (07) 3221 0188 before 22nd February.

John Whitelegg National Tour

Continued from Page 1...

Please consider these two questions:

- Traffic Congestion: Is it inevitable, and can it actually be a good thing?
- and...
- As congestion can never be "relieved" but can only be "managed", then shouldn't we be managing demand for travel, rather than building more and more roads?

Here's the explanation. In our seven or so years of Smogbusting, we've done a lot of watching, and a lot of reflecting. We've achieved many small, local initiatives to promote alternative modes of travel, and we've increased awareness of the need for a move away from car dependence. These achievements are not to be belittled. BUT...

"If you build it, they will come"

Every time a new freeway is opened, or an arterial road is widened, more motorists materialise instantly out of thin (dirty) air. And where do these new motorised monsters come from? They are people, almost just like you and me, who used to walk or cycle, or used to use public transport, or used to travel on different roads at different times, or used to travel far less, but who now have taken to the roads because ... with the new road, traffic moves so much more smoothly than it used to!

Countless studies have proven the phenomenon of "induced traffic" - that an increase in road space will always lead to an increase in road use. Or as Don Chen put it, with a more Hollywood tone, "If you build it, they will come." Of course the transport planners aren't yet convinced, and will probably remain unconvinced even well after the 8-lane Pacific Motorway and the 6-lane Inner City Bypass have returned to pre-construction levels of congestion.

But induced traffic is really rather simple. Congested roads used to make car travel slow and painful, at least at peak times. So at least for peak-hour commuters it used to be impractical to drive instead of catching a train that could travel over or under the congested streets, or catching a bus that could use bus lanes or transit lanes to bypass all the SOVs (single-occupant vehicles). Even cycling and walking become competitive with the car in an adequately congested road environment.

But this all changes once we attempt to relieve congestion by building roads. After all, increased road space means cars can travel faster, so alternative modes can no longer offer competitive speed or convenience.

Sure, "smoother traffic flow" may provide a marginal reduction in air pollution for a short time, but before long the cars again sit idling in bumper-to-bumper traffic - only this time there are, say, eight lanes of stinking cars instead of four! And in addition, millions that could have been invested in improved public transport services and making cycling and walking safer has been squandered on roads.

With the principle of induced traffic in mind, it is possible that nothing can actually relieve traffic congestion. In fact the only thing that can control or limit congestion is to provide good quality, convenient, safe and attractive alternatives like public transport, cycling and walking. That way when the congestion reaches a threshold level, the motorists will start fleeing to more sustainable transport modes.

Put another way, congested roads are not a sign that more roads are needed - they show that adequate alternatives are not provided.

Despite the futility of road-building, it still enjoys a certain popularity, while the real solution, Travel Demand Management, is yet to catch on.

Professor John Whitelegg

John Whitelegg is Professor of Environmental Studies in the School of the Built Environment at Liverpool John Moores University.

His books include:

- Traffic Congestion: Is there a way out? (1992)
- Transport for a Sustainable Future (1993)
- Critical Mass: Transport, environment and society in the 21st Century (1997)
- Greening the Built Environment (1998)

He is also editor of the journal *World Transport Policy and Practice*, which can be accessed online at:

http://ecoplan.org/wtpp/wt_index.htm

Travel Demand Management (TDM)

Travel Demand Management, or TDM, is simply any measure that reduces car use, and can take many forms. The "carrot" end of the spectrum begins with education and information programs promoting sustainable transport at workplaces (e.g. Way to Work), schools (e.g. Way to School), universities (e.g. Way to Uni) and neighbourhoods (e.g. the TravelSmart program in Perth). And on the "stick" end of the spectrum we find the stricter TDM approaches such as road pricing schemes to pass on to motorists the full costs of their travel choice, or removal of road space to limit traffic flow and discourage car use.

Why Professor John Whitelegg?

Smogbusters believe Travel Demand Management may be the best solution for Australia's transport planning challenges. Professor Whitelegg has been involved in many forms of TDM and is a leading transport expert from the United Kingdom, the country that may very well lead the way in TDM.

Professor Whitelegg comes to Australia on the second Smogbusters National Speaking Tour, following the success of the first national tour in February 2000 with Don Chen of the Surface Transportation Policy Project in the USA. Your best opportunity to catch the Brisbane leg of Professor Whitelegg's tour is at the Smogbusters public forum, Thursday 21 February, 6-8pm. Please see the enclosed leaflet for more details.

Public Forum:
All Aboard for 21st Century Transport...
But is Australia being left behind?

Smogbusters National Speaking Tour 2002

Featuring: Professor John Whitelegg,
Liverpool John Moores University, UK

When: Thursday, 21 February, 6pm - 8pm

Where: Tara House, Qld Irish Association
175 Elizabeth St, Brisbane

Cost: Free

RSVP: Not required

For more information:
Please see enclosed leaflet,
or ring Ann or Eric on 07 3221 0188,
or email smog@qccqld.org.au

Recent Headlines

Cool it! - Hot-head motorists warned over wave of attacks on cyclists

from *Sunday Mail*, 27 January 2002, p.7

Hot-head Queensland motorists who target cyclists have been put on notice by Premier Peter Beattie. With cyclists complaining of drivers pelting them with bottles, syringes and garbage, ramming their bikes and spitting on them, Mr Beattie said he would ask police to crack down on any "hoons" who harassed or endangered road cyclists.

Driver harassment of cyclists endangered lives, he said. If a cyclist was killed as a result of someone else's dangerous driving that driver would be charged with manslaughter and face a long jail term.

"We're prepared to throw the book at them," Mr Beattie said.

Rising death toll sparks pleas for cyclist lanes

from *Courier-Mail*, 19 January 2002, p.15

More than 8000 cyclists have been killed or injured on Queensland roads during the past 10 years, prompting calls for dedicated bike lanes on major arterial roads.

Police yesterday backed a call for bike lanes and better driver awareness by the cycling community, still reeling from the death of triathlete Luke Harrop. He died after a hit-and-run accident at Robina on the Gold Coast last Saturday.

Cyclists who spoke out this week said they faced a daily risk of injury, with some drivers deliberately swerving at elite cyclists.

Queensland Transport figures show 112 cyclists were killed between January 1992 and December 2001, with almost 2500 cyclists admitted to hospital and another 4000 cyclists requiring medical treatment.

State traffic support branch Superintendent Grant Pitman said police statistics showed cyclist fatalities had increased in the past three years. There were 15 deaths last year compared with six deaths in 2000 and nine in 1999.

[See related Letter to the Editor on page 3.]

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www4.law.cornell.edu/uscode/17/107.html

Streets abandoned, metro packed in Italy car ban

Reuters News Service, Italy, 15 January 2002

MILAN - Four million people swapped cars for alternative transport in Italy's Lombardy region the weekend during a 12-hour ban on private vehicles to ease soaring pollution levels.

The streets of Italy's financial hub of Milan were deserted during the first ban of 2002 as residents crammed into the metro and train systems and in some cases hit the streets on foot and by bicycle. More than a month of blue skies in often rainy and foggy northern Italy has pushed pollution to a critical level. In some areas, no rain has fallen in 80 days.

In Milan, the ban did little to reduce the thick grey-brown pollution haze which stretched all the way to the mountains in the north, but the metro was as busy as rush-hour on a work day.

"The car ban doesn't solve anything in the long term, it might clear the air for one day, but pollution will come right back the next," said one commuter, 35-year-old David Massironi. "The only solution is to really improve public transport."

High pollution levels across Italy due to the unseasonably dry weather also prompted shorter car bans in other big cities like Turin and Florence.

Trucks Take Over the U.S.

Car Busters Newsletter No. 31, January 2002,
www.carbusters.ecn.cz

The U.S. car market has officially gone truck. Data from Ward's AutoInfo Bank indicates that 2001 sales of light trucks - SUVs, minivans and pickups - will top cars for the first time. (Final sales figures for the year are expected in January; sales of light trucks exceeded those of cars for the first 11 months of 2001.) The increase in SUV sales has fueled a growing dependence on foreign oil and exacerbated global warming.

Light truck sales have increased by 270 percent over the last 25 years while car sales have increased by 5 percent. With light trucks now accounting for more than half of all vehicles sold, the average new vehicle travels less on a gallon of gas than it did in 1980. This is because regulatory loopholes allow light trucks to meet an average fuel economy standard of 20.7 miles per gallon rather than the average of 27.5 mpg for cars.

How Climate Change Could Affect Our Health

Best Five Minutes newsletter, eanat@environs.org.au

A UK Department of Health funded study into the impacts of climate change on health in the UK was published in early 2001. Produced by the Expert Group on Climate Change & Health and believed to be the first of its kind in Europe, the report concluded that while climate change would have a significant effect on health, early action could mitigate many of the possible negative effects.

Copies of the full report are available from www.doh.gov.uk

Children would rather walk - UK study

Sustainable Transport Network Newsletter, February/March 2002

Eight out of 10 children driven to school by their parents would prefer to walk, according to a survey presented at the Royal Geographical Society/Institute of British Geographers conference in Belfast last month.

John Barker, of Brunel University, Uxbridge in west London said the survey of 600 children aged from 7 to 11 showed that children felt their freedoms had been limited by the morning car journey and would rather be with their friends. They were also aware of the pollution and congestion caused by traffic. Some 45 per cent of children in the area surveyed in Buckinghamshire - the county with the highest car ownership in the country - were taken to school by car.

Extensive interviews of children between the ages of 7 to 11 show that while 55% are allowed to walk an average of one mile to school, 80% would like to do so. Instances of poor weather drop the figure to 75%. Speaking at the annual conference in Belfast, Mr Barker explained the desire to walk: "Many children said it was the only freedom of this kind (to make friends) they had and they valued it highly."

Parents gave traffic danger and "stranger danger" as the reasons for driving. Mr Barker said that they should involve their children in the decision of how to get to school. "There are a lot of innovative ways for children to get to school. There is the walking bus where children are walked to school by a supervising adult, or there is the cycling bus where they go supervised on their bikes."

For more information visit:
<http://www.brunel.ac.uk/news/jan02/barker.html>

PedBikeTrans Seminar Series 2002

International travel behaviour change guru comes to Brisbane

The Pedestrian and Bicycle Transport Institute of Australasia (PedBikeTrans) begins an impressive list of seminar presentations with Werner Brog, who will visit Brisbane from Germany on 6 March.

Werner has successfully applied his travel behaviour change



programmes in more than eighty large scale projects in Germany, Austria, Sweden, Switzerland and Australia. He has undertaken research and consultancies for ministries, public bodies and transport authorities in Germany, various European countries,

Israel, Australia and the USA.

In 2000, his programme IndiMark® won the Best Practice Award of the OECD in the category Communication and Awareness Raising.

Other PedBikeTrans seminars for 2002 include consultants, government planners, researchers and even the Police. See the seminar program below for details.

Taking the "other path": PedBikeTrans Seminar Series 2002

The Pedestrian and Bicycle Transport Institute of Australasia (PedBikeTrans) is an association for professionals wanting to share best practice, exchange ideas and techniques, and promote excellence in the emerging field of bicycle and pedestrian transportation. These seminars delve into the detail of good bicycle and pedestrian planning practice. Come along and learn, contribute and network.

All Seminars: 5.45pm for 6.00pm

Venue: Brisbane City Council Library
Theatrette, Lower Ground Plaza, cnr Adelaide and George Streets, The City

Cost: \$10 waged/\$5 unwaged or PedBikeTrans member; or join PedBikeTrans (\$20 individual membership) and receive free entry to one seminar.

1. Gated communities, bicycle route choice models, pedestrian audit tools: a selection of new research at the University of Queensland

Wednesday 13th February 2002

Presenters: Matthew Burke, UQ; Neil Hutchinson, Brisbane City Council; James Lillis, GHD Consultants, and Sam Pourouradian, Humphries Reynolds Perkins.

2. Individualised Marketing Brisbane: successfully changing travel behaviour

Wednesday 6th March 2002

Presenter: Werner Brog, Director, Socialdata
(Proudly sponsored by Queensland Transport)

3. Infrastructure Charges Plans for Bikeways

Wednesday 10th April 2002

Presenters: Jon Honey and Stephanie Oldroyd, Gutteridge, Haskins and Davey Pty Ltd (Proudly sponsored by GHD)

4. Crime Prevention Through Environmental Design (CPTED)

Wednesday 8th May 2002

Presenter: Snr Const Paul Robinson, Queensland Police Service

A training session proudly sponsored by PedBikeTrans

5. Queensland Place: An urban design perspective

Wednesday 12th June 2002

Presenter: Brent O'Neill, Senior Urban Designer, Urbis (Proudly sponsored by Urbis)

6. The Queensland Cycle Strategy

Wednesday 10th July 2002

Presenter: Bronwen Thornton, State Cycle Unit, Queensland Transport (Proudly sponsored by Queensland Transport)

*For more information on any of the seminars, contact Robyn Davies:
Phone (w) 3253 4196, or
E-mail Robyn.C.Davies@transport.qld.gov.au*

WWWbsites

Megway TH (Transport Human)

<http://web.0sil8.com/episodes/megway/home.html>

If you thought the Segway "scooter" (www.segway.com) was remotely useful, wait until you see "Megway"...

Geography Module - "Planning for Sustainability: A Transport Example"

<http://www.gu.edu.au/school/evp/SchoolsGeographyModule/geogmodule.htm>

This site, developed by the Griffith University School of Environmental Planning, provides secondary school teachers with teaching and resource material to get students not just learning about planning, but actually planning.

Walking School Bus Guide for Parents And Teachers

<http://www.pinnacleresearch.co.nz/wsb.htm>

A new guide for parents and teachers with step by step instructions on how to set up walking school buses in communities.

Bioenergy Australia

www.users.bigpond.net.au/bioenergyaustralia

A good source of information on renewable energy. Also, subscribe to their free e-newsletter.

Public Debate Australia

<http://www.publicdebate.com.au/>

Should more of the petrol excise be dedicated towards finding renewable energy sources? Should scooter-users be required to wear helmets? Should container deposit legislation be introduced nationally? Check out these debates and many more, as well as voting results so far.



Queensland
Conservation
Council

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cartoon by Les Robinson

Smogbusters Events

21 Feb 2002 - Forum: "All aboard for 21st Century Transport..."

Smogbusters National Speaking Tour 2002 w/ Prof John Whitelegg, 6-8pm, Tara House, Brisbane (See pages 1 & 5, and enclosed leaflet)

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

(See page 3, and enclosed blue leaflet)

20 Feb, 6 & 20 March, 3 & 17 April -

Smogbusters Action Group Brisbane (meets every 1st & 3rd Wednesday of each month at QCC)

Other Upcoming Events

26 Feb 2002 - Forum: "Implications of Climate Change for the Commonwealth"

10am - 3:15pm, Qld Museum Theatre, South Brisbane, 07 3221 0188 (see page 4)

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 - UN 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

Ben Wilson, Tel/Fax 07 3844 1144
bqinfo@bq.org.au, www.bq.org.au

Brisbane Region Environment Council (BREC)

Mick Petter, Tel 07 3901 5577, Fax 07 3899 1953
info@brec.ozecol.org

CABRA (Community Awareness of health effects of Burning wood in Residential Areas)

PO Box 74, Cleveland QLD 4163

Feet First: Advocates for Pedestrian Access

Malcolm Campbell, Tel 07 3846 2114

Fresh Air Brisbane

Brian Clark, Tel 07 3391 4160
clarkba@powerup.com.au

Friends of the Earth Brisbane

Tel 07 3846 5793, foebrisbane@uq.net.au
Bicycle Revolution Co-op Tel 07 3342 7829
294 Montague Rd, West End 4101

Paraplegic & Quadriplegic Assoc Qld

John Mayo, Tel 07 3391 2044
mayo@pqaq.com.au, www.pqaq.com.au

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

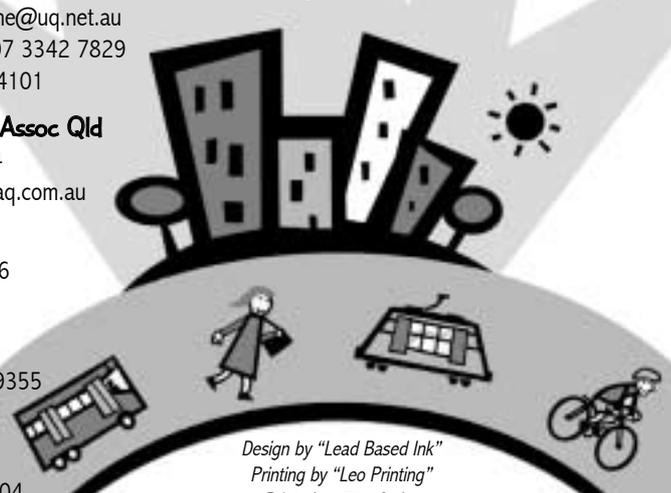
EPA Advisory Service: Tel 1800 501 087
Naturally Qld Info Centre: Tel 07 3227 8197
www.env.qld.gov.au/environment/science/air

Qld EPA - Sustainable Energy

Tel 1300 369 388, enwise@dpi.qld.gov.au
www.env.qld.gov.au/sustainable_energy

Environment Australia - www.ea.gov.au

Community Information Unit 1800 803 772



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