

5.0 GETTING AROUND:STREETS WHERE THE CAR IS A GUEST, AND PEOPLE MAY SAFELY ENJOY THEMSELVES

A sustainable village grows conversations in the street. Talking in public is an essential ingredient of village life.

Trial demonstration projects are proposed for:

- *shared zone, walking speed for whole suburb;*
- *cool street;*
- *pop up cafés, pop up roundabout;*
- *self-irrigating pop up median strips;*
- *trial, volunteer weekend lane closures;*
- *incentives to encourage people to use car share services;*
- *engagement of the community with garbage collectors, parking inspectors and rangers with road gardening and maintenance.*



Existing Cycleways

- Council Cycleways. On Road
- Council Cycleways. Off Road
- University of Sydney Cycleways
- Footpath

Proposed Cycleways

- Cycleway/Road Shared Zone.
- Cycleway
- Future Path Subject to Future Crossing
- Cycleway Implementation. Bike Only Lane

Intentions for Bike Only Lane along Abercrombie Street.



The Sustainable Streets and Community Plan aims to create a suburb where pedestrians and cyclists can safely travel.

Without a transport plan the suburb will not be sustainable. Air pollution from vehicles will continue at unhealthy levels, obesity will increase with significant health and cost burdens for the residents and businesses, and the village amenity will continue to be eroded. A transport plan can both prevent these problems increasing and support the 2030 Vision.

A self-irrigating, trial pop-up median strip is proposed for one city block in Myrtle Street, from City Road to Rose Street. The trial will use a wide range of options and test them for effectiveness, cost and community support. One goal is to see whether it is possible to quickly cool a street and the adjoining buildings by using modular, off-the-shelf materials and products which are well-known to road engineers and designers. Another goal is to achieve a very low cost outcome so that the roll out of the trial, if successful, may be extended to other roads in the suburb at an affordable cost. Built from modular, easily-assembled and dis-assembled parts the trial pop-up median strip offers an affordable option for cooling the city, increasing tree canopy and harvesting stormwater.

Preliminary estimates indicate the pop up median strip may be built in about three days. Much of the landscaping may be carried out by the community. The median strip uses readily-available crash barriers which both store water and function as large pot plants in which advanced native trees and plants are grown. The plants will be chosen and planted with Aboriginal knowledge and by the local community.

Relevant objectives and actions in the 2030 Vision adopted in this Plan include:

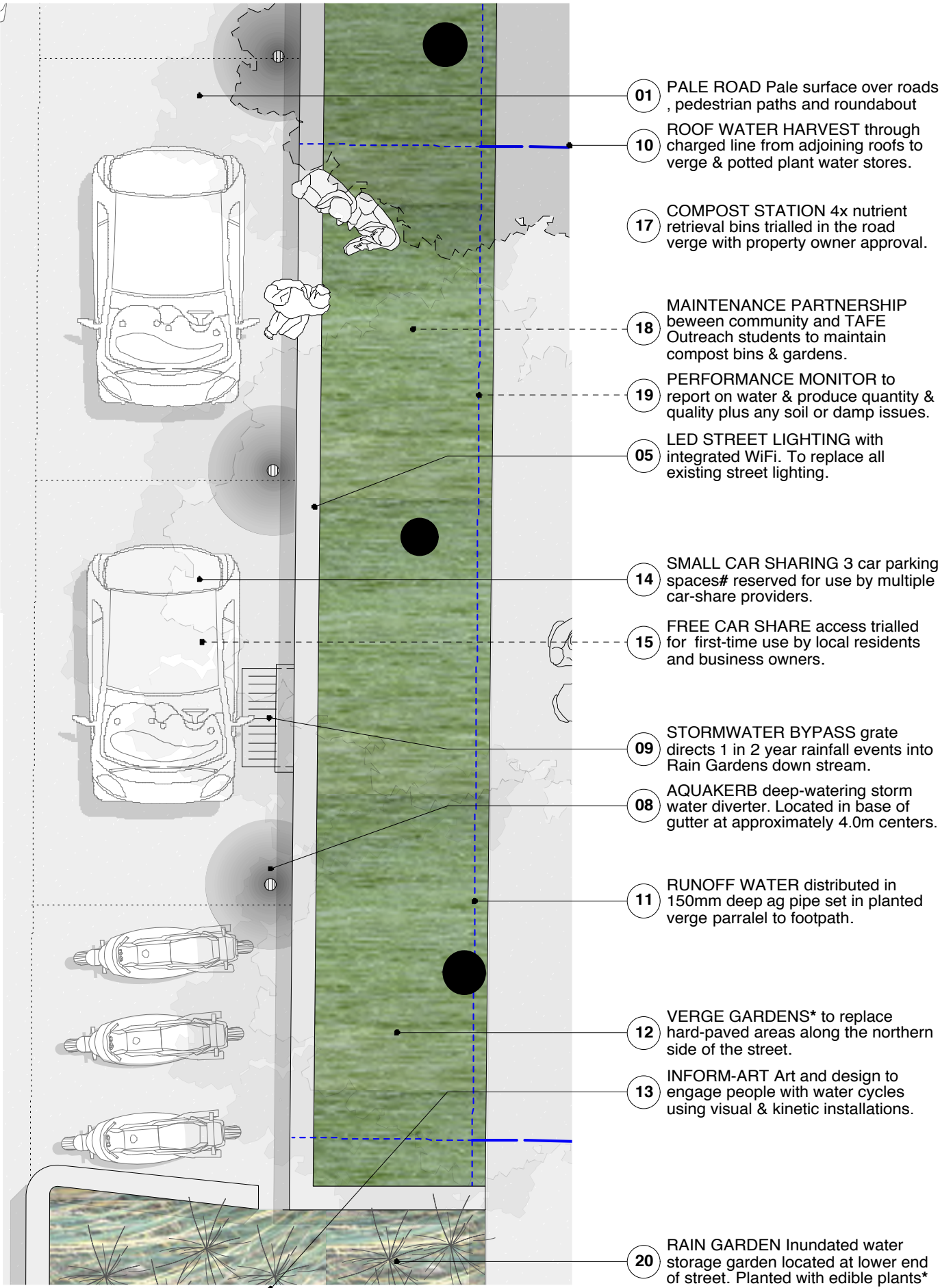
2030 Vision

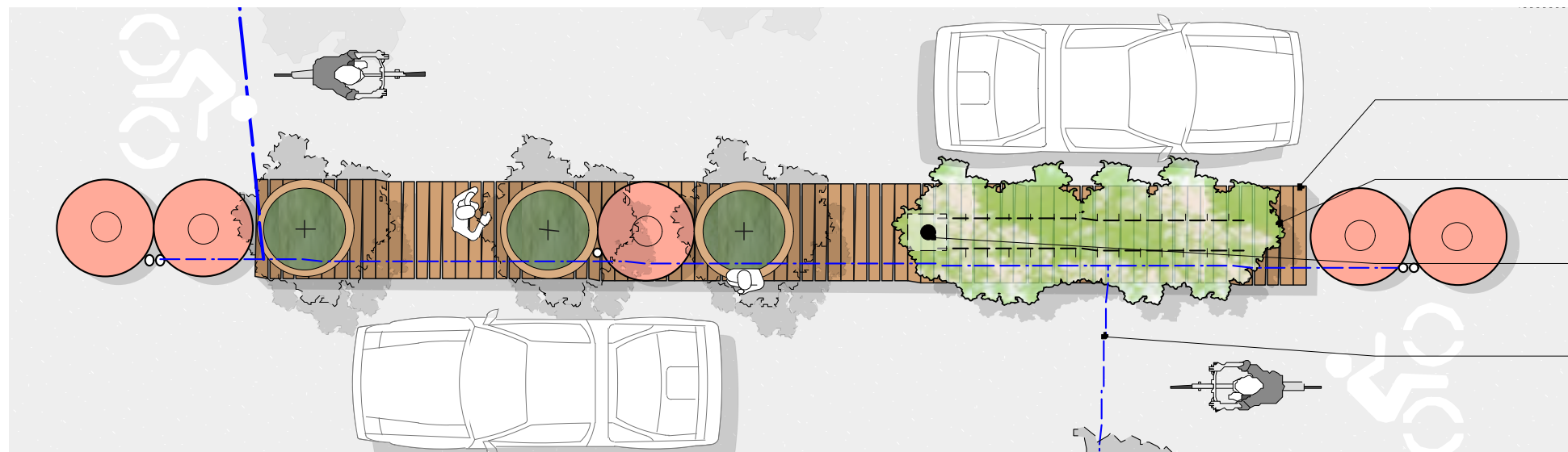
OBJECTIVE 4.3

Promote green travel for major workplaces and venues in the City.
Action 4.3.3 Provide bike parking, showers and change facilities for walkers and cyclists at approved City of Sydney buildings.

Walking, bicycling and public transport are priorities in the 2030 Vision. They use less energy, cause less pollution, increase human health, and are more affordable than travelling by privately owned car.

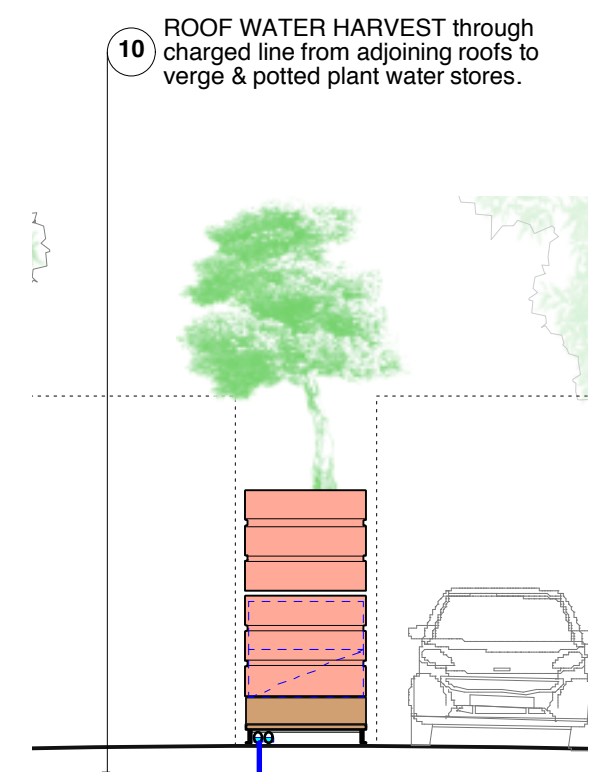
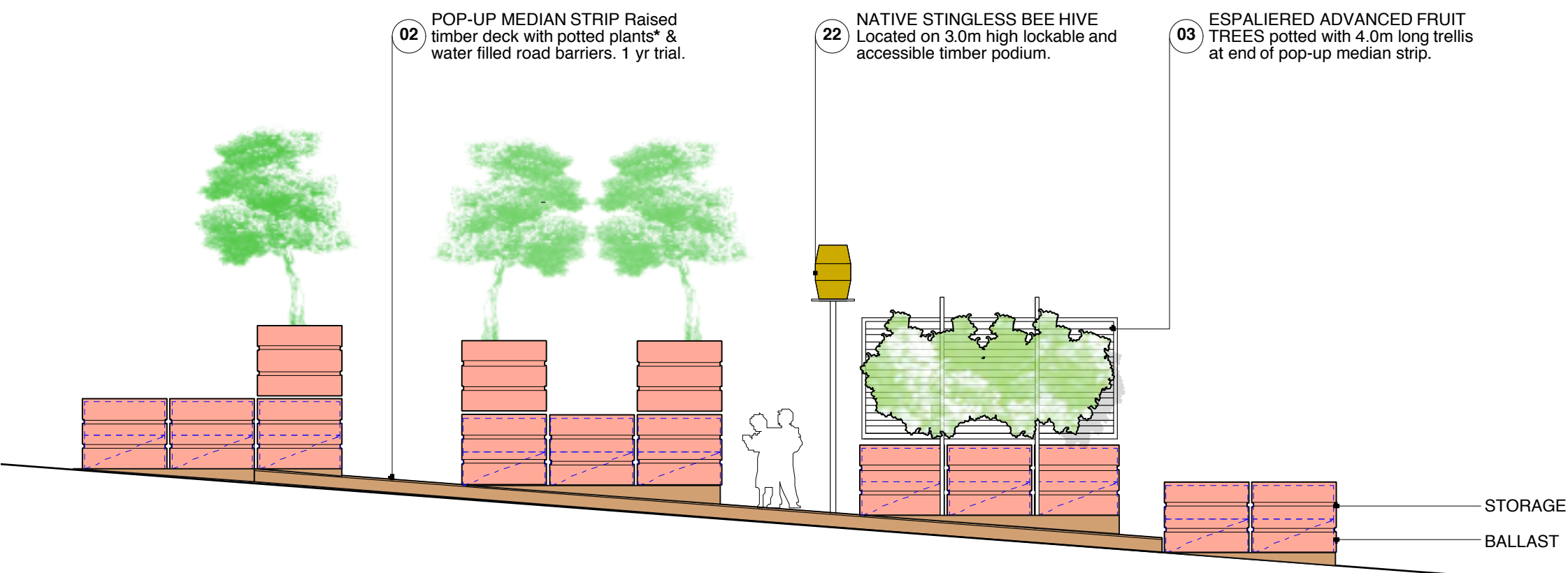
This Plan aims to make the car a guest in Chippendale's streets. The suburb will be transformed into a place where children and adults may from January 2012 safely garden, walk and cycle.





- 02** POP-UP MEDIAN STRIP Raised timber deck with potted plants* & water filled road barriers. 1 yr trial.
- 03** ESPALIERED ADVANCED FRUIT TREES potted with 4.0m long trellis at end of pop-up median strip.
- 22** NATIVE STINGLESS BEE HIVE Located on 3.0m high lockable and accessible timber podium.
- 10** ROOF WATER HARVEST through charged line from adjoining roofs to verge & potted plant water stores.

POP-UP MEDIAN STRIP PLAN



POP-UP MEDIAN STRIP ELEVATION

POP-UP MEDIAN STRIP SECTION

Making the new speed limit work with Pace Cars



The Neighborhood Pace Car

Residents with a traffic problem in their street are encouraged to sign the Pace Car Pledge. They promise to drive within the speed limit, stop to let pedestrians cross and minimize their car use. They put a Pace Car sticker on the back of their car so that the motorists behind know why they are driving courteously. When there are sufficient Pace Cars on the street, traffic is calmed citywide. Pace Cars are ‘mobile speed bumps’ that get out of the way of emergency vehicles.

The Pace Car is a very important part of an overall strategy to make streets safer and to increase the vitality of neighborhood life. It calms drivers rather than streets and thus reduces the propensity for drivers to take risk. (The Pace Car sticker is an essential element as it informs the drivers behind why the car is being driven within the law. This reduces the chances of them becoming agitated and is part of an awareness raising process.) The Pace Car helps create an environment where adults and children are more likely to walk or use their street for play and socializing.

Engwicht - Intrigue & Uncertainty – Version 2.1 p25

The four strategies are to:

- make walking and cycling in Chippendale more attractive and practical than using a privately owned car;
- increase the places where people may walk and bicycle and where trees may be planted;
- reduce the number of cars owned and leased in Chippendale and therefore lower the demand for parking spaces inside buildings and on roads; and
- work in partnership with government and agencies to amend road design standards where they prevent the old, inner city streets of the suburb – built before the car was invented – being used to achieve a safe and healthy village.

WALKING ZONE

This plan creates a walking zone with a maximum vehicle speed limit of 15 kilometres per hour for all the roads within the project area, and a 5 kilometre per hour zone for laneways which have no footpath and where the pedestrian has right of way over the cyclist and car.

CAR PARKING

Three small car parking spaces are to be marked in each block in Myrtle and Meagher Streets from City Road to Regent. This will create an additional 12 car parking spaces.

As the concept is new successful trialling of it requires focussed enforcement and compliance from rangers upon commencement of this Plan to prevent use of the spaces by over-sized vehicles.

INCENTIVES TO REDUCE CAR OWNERSHIP

This plan has incentives to encourage residents and businesses to give up their cars, to walk and to use bicycles. They include:

- Any person or business surrendering a car parking permit will be given a two-year free car share membership up to a minimum value of \$6,000 per permit.
 - Any household that surrenders two car parking permits, or a business that surrenders a car parking lease in a building for one car space, will be given a two-year car share membership up to a minimum value of \$10,000.
 - Any household that surrenders one of two car parking permits (one of which need not be in use) will be given a free visitors’ pass to give to visitors entitling the visitors to park for a maximum of 12 hours (two parking infringements will void this entitlement).
- Any person in a residential units block or commercial building who leases their car space to a car share scheme will be given a free car share membership for a car share car located in Chippendale and paid for by Council up 2015 when this incentive will be reviewed.
- Any business that takes a car share membership from July 2011 to June 2012 will be given a free visitors’ pass entitling a visitor to the business to park for a maximum of 2 hours in the streets of Chippendale (two parking infringements forfeit this pass).
- Any business that provides a free clean towel service for employees who cycle to and from work may claim a rate rebate of \$500 a year and where the business is a tenant the property owner may claim on behalf of the tenant who provides the service only if the owner passes on the rate rebate to the tenant by reducing the rent by \$500.

The aims of these incentives are to:

- increase the level of car share use from its present levels by over 20 per cent for both residents and businesses by 2015;
- reduce per capita car ownership;
- build on successful trials of similar initiatives elsewhere; and
- collect data on outcomes.

What does ‘pop up’ mean?

‘Pop up’ in this Plan means: a temporary trial, or something which may be quickly put up and taken down. For the least cost an idea, design, structure, incentive or installation may be ‘popped up’ and tested. For example, New York City uses pop up art, cafes and other installations to quickly and cheaply install cafes in the road or other works (see www.nyc.gov/html/dot/html/sidewalks/popupcafe.shtml).

If the project has merit then, after the trial it, or a variation of it, may be constructed using permanent materials, and as far as possible the temporary elements are reused in the permanent project or elsewhere. It allows the idea to be tested, reviewed and understood, all for affordable, least costs.

A ‘pop up’ median strip or roundabout may be built in a couple of days, is modular, reusable, removable and temporary.

LIMITED OFFER

This offer of transport incentives is limited to a trial period of two years or the expenditure of \$90,000 of Council funds, whichever occurs first.

The trial's purpose is to investigate options for achieving the goals of the **2030 Vision** and this Plan. Data about take-up and effectiveness will be reviewed and reported to Council in March 2012 and March 2013. Recommendations will then be made about the utility and value of the trial.

Funding for trial incentives will be sourced from car parking infringements within the project area (income from which presently grosses over \$30,000 a month) and, if necessary, from general revenue.

CONDITIONS OF ELIGIBILITY

To be eligible for a car share rebate or a visitor's permit residents or businesses will need:

- proof of residency or employment in the Chippendale project area;
- proof of membership of one or more car share service providers in the area; and
- agreement to provide full details of actual car share use including of any car space within a residential units car park which the Council will publish but will keep confidential the identities of every participant.

An application form is available from Pine Street Creative Arts Centre, any Council office and on Council's website (<http://www.cityofsydney.nsw.gov.au>).

TRIAL CAR SHARE PROMOTION

Two (or more) events – to be held by Council before March 2012 – will promote car share and bicycle use. The Plan intends that each of these events will attract at least 50 new car share memberships by residents and at least 10 by local businesses. Council will invite all car share service providers in Australia to participate and Council will invite each to provide free trial membership enrolments on the day so people can 'learn by doing' and trial the car share service at the events.

SHARED ZONE

The Plan from December 2011 creates a trial shared zone for streets and lanes for the whole project area using least cost design and maintenance

San Mateo, US, car registration fees pay for green stormwater projects



Slow It, Spread It, Sink It

Estuary News, August 2009:

In San Mateo County, motorized vehicles are beginning to pay for their impacts on water quality, in six pilot 'green stormwater' projects that will slow, spread, and sink urban runoff into rain gardens, swales, and green streets and parking lots. In 2005, the state legislature authorized up to \$4 in increased registration fees for vehicles in San Mateo County.

'It was important to us to have a nexus with the automobile,' says City/County Association of Governments of San Mateo County's (C/CAG) Executive Director Richard Napier. 'Why not have the autos that are putting the brake pads, the copper, the oil into the Bay pay for the programs that are trying to address their impacts?'

While other counties had attempted to get similar legislation passed, Napier says his agency's bill's success was due to the fact that it was pitched as a pilot project with a clear end date and involved a nominal amount of money. Plus, then-Assembly member Joe Simitian went to bat for the fee, says Napier, 'and we had some luck.'

After C/CAG proved to the Governor's office that they were doing good work as a result of the initial bill, says Napier, the legislation was extended until 2013.

options; that is, within the area bounded by Broadway, City Road, Cleveland and Abercrombie Streets.

Within the area bounded by Broadway, City Road, Cleveland and Abercrombie streets the roads will be shared by cars, bicycles and pedestrians with all vehicles limited to a walking speed and a maximum speed of 15 kilometres per hour for cars and trucks. Cars must give way to pedestrians.

TRIAL VOLUNTARY WEEKEND LANE CLOSURES

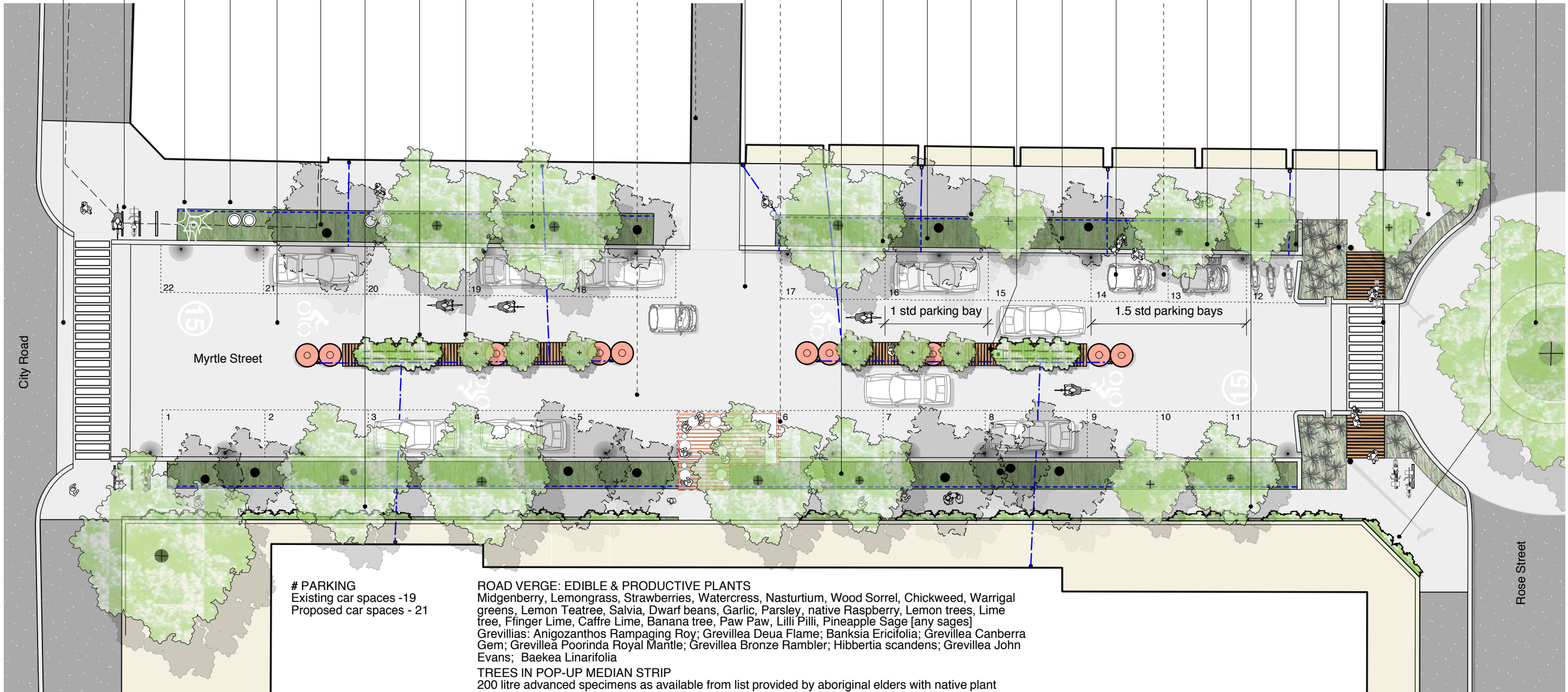
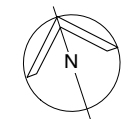
The Sustainable Streets and Community Plan trials weekend lane closures in some streets of Chippendale. On weekends during the year ending June 2012 the lanes shown on the plan (page 5.2) may be closed to all vehicles, except residents and businesses whose properties adjoin the closure.

Any business or resident whose property adjoins the lane closure and displaying a resident parking sticker or an access sticker issued by Council may drive their car there during the closure if access is essential for emergency, health or an urgent business purpose which can only be met during the lane closure.

The closures for participating lanes commence at 5 pm on Fridays and cease at 9 am on Mondays by which times the temporary closure devices (witches hats and barriers) must be installed and removed. Witches hats, temporary road barriers and other equipment will be stored at the Pine Street Creative Arts Centre and managed by two representatives of the lane who volunteer to close the lane.

Residents and businesses can initiate lane closures for lanes adjoining their properties. Such closures are Pre-approved where they meet the following conditions:

1. Agreement by over 50 per cent of property owners may initiate weekend closures in the lanes shown in this Plan. They may do this by submitting a letter to Council four weeks before the proposed closure which includes the following:
 - a. Nomination of at least two property owners to be the contact point and responsible for the closing and opening of the lane;
 - b. Signatures of at least six property owners confirming they have attended a road closure workshop provided free of charge by Council and providing instruction in how to close and open a lane, how to place, remove and store witches hats, temporary road barriers, how to circulate letters of information about the land closure;
 - c. An undertaking to carry out the lane closure after Council has published the proposed land closure and obtained a response;
 - d. Council undertakes in this Plan to publish such notice within 14 days of receiving the letter from the residents and businesses;



- 04 FOOTPATH THRESHOLD set at top of kerb height with marked crossing. Water directed to road verge.
- 07 BICYCLE RACKS Secured bicycle hoops located in clusters at cross streets and intersections.
- 13 INFORM-ART Art and design to engage people with water cycles using visual & kinetic installations.
- 17 COMPOST STATION 4x nutrient retrieval bins trialled in the road verge with property owner approval.
- 06 CYCLE LANE connecting Glebe, Newtown, Ultimo and Camperdown through Victoria Park.
- 21 ADVANCED NATIVE Trees nominated & positioned by aboriginal elders & planted by community.
- 25 POP-UP VERTICAL GARDENS* Strip planting along blank Nth facing wall. Deep root access at path edge.
- 03 ESPALIERED ADVANCED FRUIT TREES potted with 4.0m long trellis at end of pop-up median strip.
- 02 POP-UP MEDIAN STRIP Raised timber deck with potted plants* & water filled road barriers. 1 yr trial.
- 18 MAINTENANCE PARTNERSHIP between community and TAFE Outreach students to maintain compost bins & gardens.
- 10 ROOF WATER HARVEST through charged line from adjoining roofs to verge & potted plant water stores.
- 19 PERFORMANCE MONITOR to report on water & produce quantity & quality plus any soil or damp issues.
- 26 VOLUNTARY LANE CLOSURE on weekends by adjoining land owner
- 01 PALE ROAD Pale surface over roads, pedestrian paths and roundabout
- 16 POP-UP CAFE relocatable. 2x gas points. Trial for community planting day and other local events.
- 23 UNDERSTORY PLANTING Edible and productive planting* along Myrtle street verge.
- 08 AQUAKERB deep-watering storm water diverter. Located in base of gutter at approximately 4.0m centers.
- 21 ADVANCED NATIVE Trees nominated & positioned by aboriginal elders & planted by community.
- 11 RUNOFF WATER distributed in 150mm deep ag pipe set in planted verge parallel to footpath.
- 22 NATIVE STINGLESS BEE HIVE Located on 3.0m high lockable and accessible timber podium.
- 12 VERGE GARDENS* to replace hard-paved areas along the northern side of the street
- 14 SMALL CAR SHARING 3 car parking spaces# reserved for use by multiple car-share providers.
- 15 FREE CAR SHARE access trialled for first-time use by local residents and business owners.
- 09 STORMWATER BYPASS grate directs 1 in 2 year rainfall events into Rain Gardens down stream.
- 25 POP-UP VERTICAL GARDENS* Strip planting along blank Nth facing wall. Deep root access at path edge.
- 20 RAIN GARDEN Inundated water storage garden located at lower end of street. Planted with edible plants* of street. Planted with edible plants*
- 05 LED STREET LIGHTING with integrated WIFI. To replace all existing street lighting.
- 04 FOOTPATH THRESHOLD set at top of kerb height with marked crossing. Water directed to road verge.
- 07 BICYCLE RACKS Secured bicycle hoops located in clusters at cross streets and intersections.
- 25 POP-UP VERTICAL GARDENS* Strip planting along blank Nth facing wall. Deep root access at path edge.
- 24 CROSS-ROAD TREE nominated by aboriginal elder to replace existing palm tree. Maximum canopy cover.

PARKING
Existing car spaces - 19
Proposed car spaces - 21

ROAD VERGE: EDIBLE & PRODUCTIVE PLANTS
Midgenberry, Lemongrass, Strawberries, Watercress, Nasturtium, Wood Sorrel, Chickweed, Warrigal greens, Lemon Teatree, Salvia, Dwarf beans, Garlic, Parsley, native Raspberry, Lemon trees, Lime tree, Finger Lime, Caffre Lime, Banana tree, Paw Paw, Lilli Pilli, Pineapple Sage [any sages]
Grevillias: Anigozanthos Rampaging Roy; Grevillea Deua Flame; Banksia Ericifolia; Grevillea Canberra Gem; Grevillea Poorinda Royal Mantle; Grevillea Bronze Rambler; Hibbertia scandens; Grevillea John Evans; Baekea Linarifolia
TREES IN POP-UP MEDIAN STRIP
200 litre advanced specimens as available from list provided by aboriginal elders with native plant knowledge and specified in tree and plant section of plan. Successful tree transplanted in stage 2.

MYRTLE STREET - STAGE 01 FRAMEWORK PLAN

- e. An undertaking to provide a report on Council's website on the impacts of the closure upon access to the properties affected by the closure within one week of the closure(s) being carried out;
- f. A plan showing the area to be closed and the location of the witches hats and temporary road barriers;
- g. An emergency passage of at least 2.5 metres width shall be maintained for the whole of the length of any lane closure.

This plan implements weekend lane closures in the first year and further weekend closures subject to review of the trial.

TRIAL POP UP MEDIAN STRIPS AND ROUNDABOUTS

A pop up median strip will be trialled in Stage One (by June 2012) as shown in the drawings in this chapter. In Stage Two (July 2012 to June 2013) trial pop up median strips may become permanent, and other pop up median strips may be trialled in the suburb.

A pop up roundabout will be trialled in Stage One at the intersection of Shepherd and Daniels streets as shown in the drawings.

STREET CLEANERS, PARKING INSPECTORS, RANGERS AND THE COMMUNITY

Changes in the Plan to roads and Peace Park require us to re-visit the roles, powers and duties of citizens and Council.

Parking inspectors, street cleaners and rangers work in the city's streets. Thus, the streets are the front office of the Council and these workers are key ambassadors; the eyes, ears and face of Council. These workers have the potential to significantly support this Plan. If the Plan is to be successful it's essential to review these roles within a consultative process with the following goals included. By October 2011 the Plan aims to:

- increase levels of engagement, understanding and cooperation between the community and garbage collectors, parking inspectors, street cleaners and rangers, and any contractors working in the streets and parks;
- prevent the theft and damage to fruit trees and road verge gardens;
- promote harvesting of road verge produce by garbage collectors, parking inspectors, street cleaners and rangers;
- achieve joint planting days in road gardens;
- achieve the recycling of leaves and fallen branches to local road compost and mulch bins;

- see published results of Council imposing fines for parking in car share parking places and small car car parking spaces; and
- have a mechanism whereby the General Manager collects data on outcomes for these goals and publishes them in the General Manager's annual report about the Plan. This annual report is due to Council commencing February 2012 and annually thereafter.

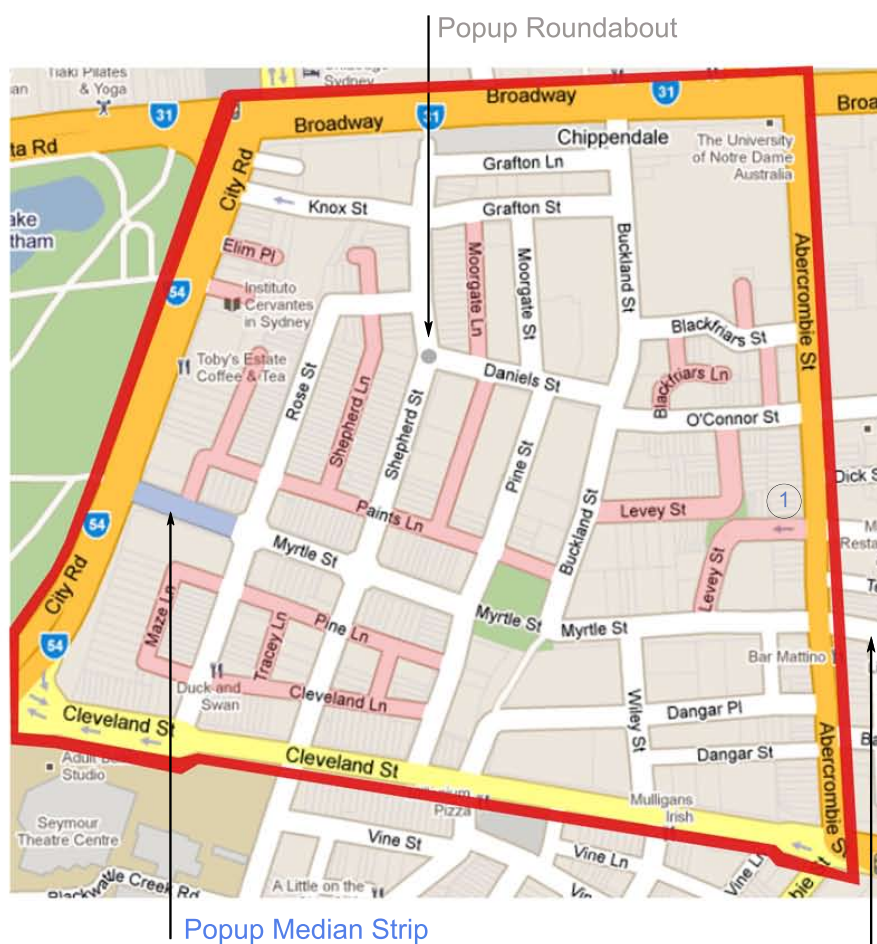
POLLUTION LEVY

The following initiatives will be explored with the state government and solutions implemented in Year Two (2012–13).

CAR REGISTRATION FEES TO PAY FOR CAR POLLUTION OF WATER AND LAND

Car owners will pay for vehicle pollution via a \$5 fee for vehicles registered in Chippendale. This will be matched by proportional state funding for bus pollution from state transport agencies.

Commencing October 2011 the registration fees so raised and the proportion of the state's contribution will be paid quarterly to the Council for the purposes of this Plan except where the state first publishes an account



Chippendale Area:
Bounded by Broadway, Abercrombie Street, Cleveland Street and City Road

Getting around

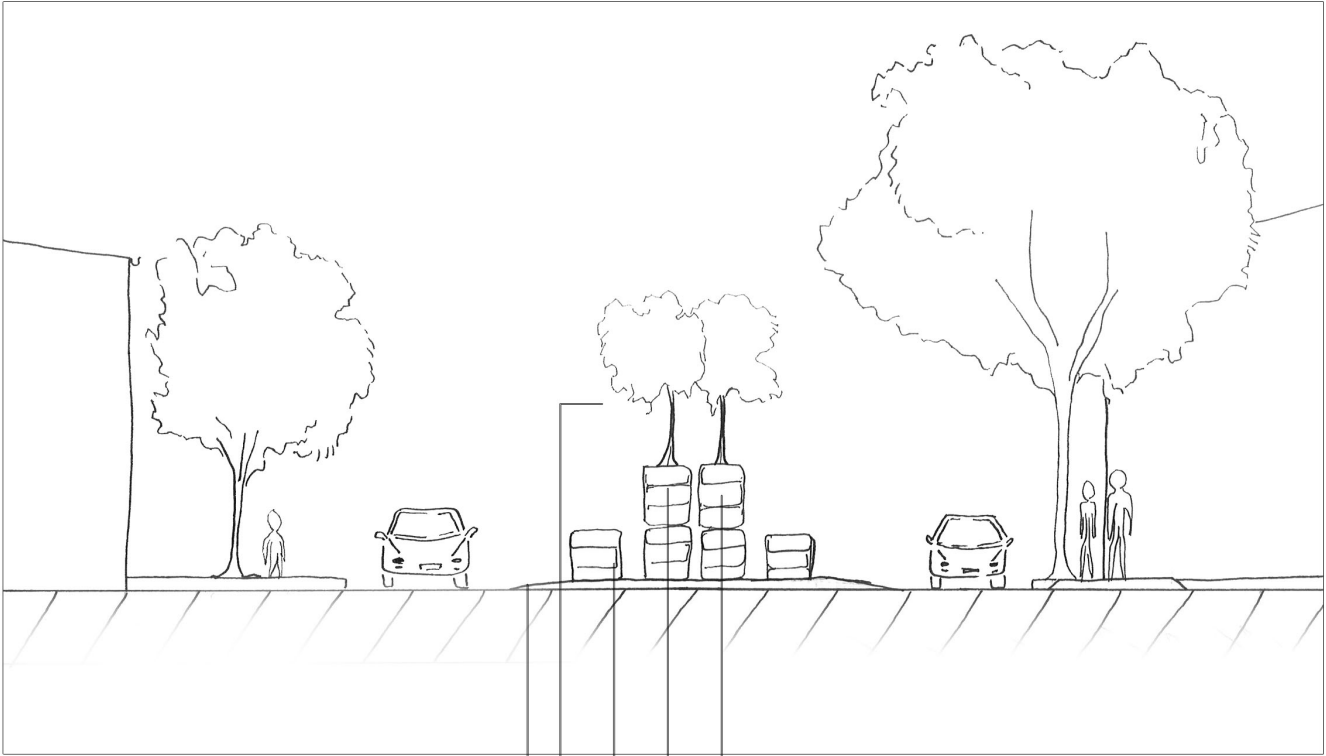
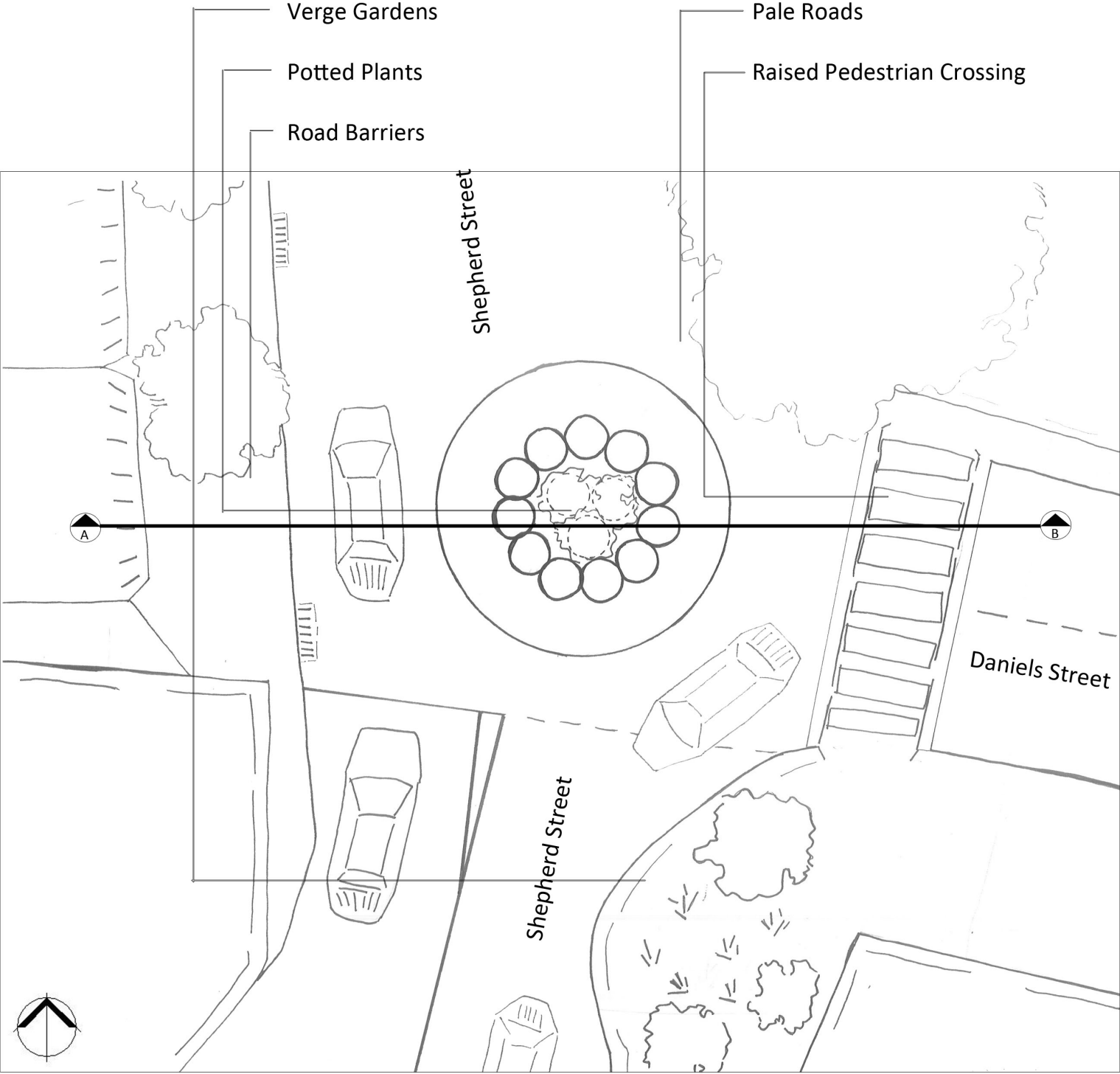
- Voluntary Lane Closures
- Shared Zone for Pedestrians, Cyclists, Cars
- Cool Streets in Summer: Pale roads, more tree cover, pale roofs.
- Trial Bicycle Lanes and Routes
- Car Spaces Reserved for Small Cars

Trials

1. Popup Cafe - 7m long, 1.5 m wide: Levey Street and Abercrombie Street and as part of pop up median strip trial in Myrtle Street from City Road to Rose Street
2. Shared Zone: All roads and lanes in the whole of the area to which the Plan applies. Maximum speed limit 15 kph; cars give way to pedestrians
3. Weekend Lane Volunteer Popup Closures: When residents and businesses wish to they may close a lane with no footpath but allow local cars/deliveries through.
4. Lanes 5km/h Speed Limit

To Regent Street.
Pale road surface from City Road along Myrtle to Abercrombie and from Abercrombie along Meagher to Regent Street

For specifics on all elements, see notes for Trial Pop-Up Median Strip:



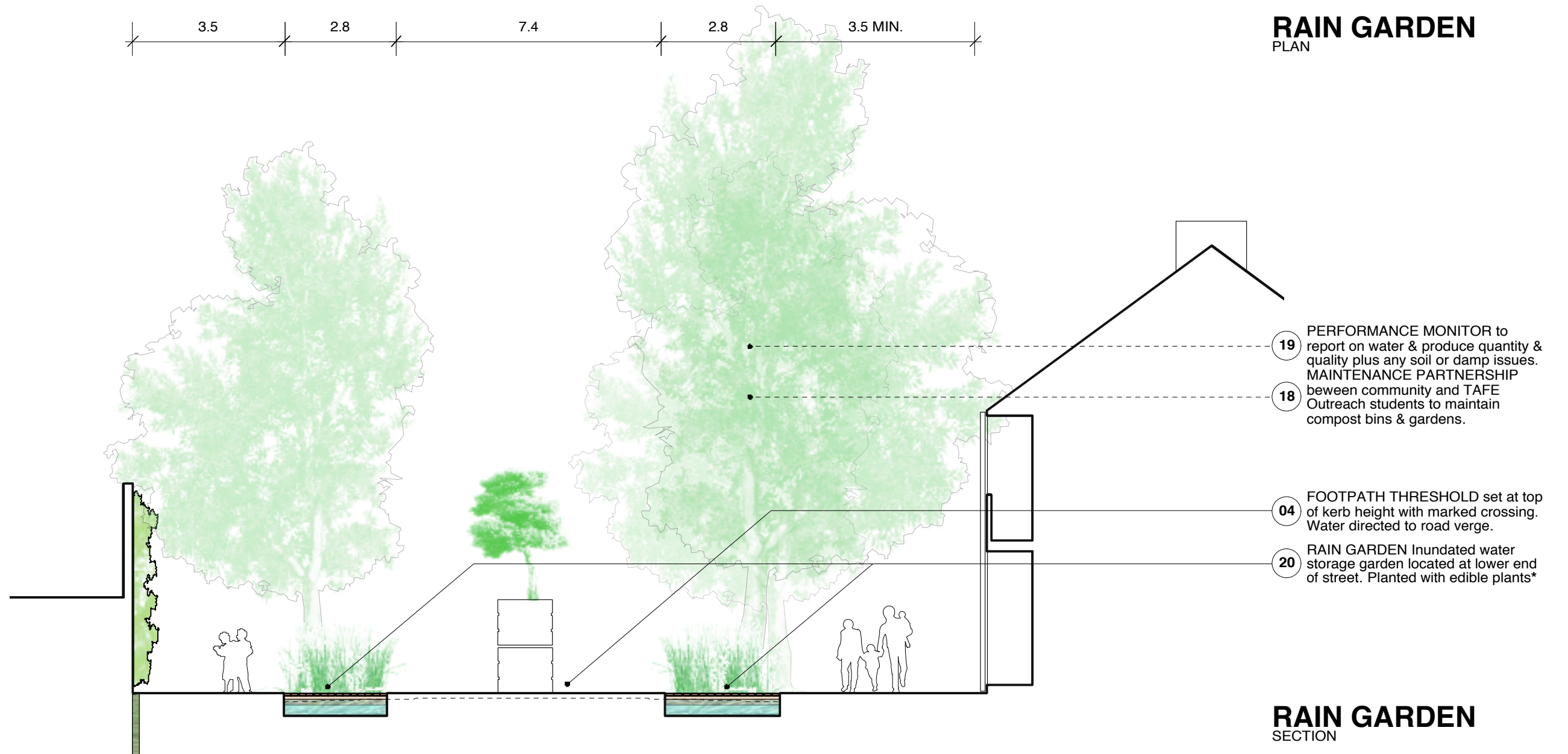
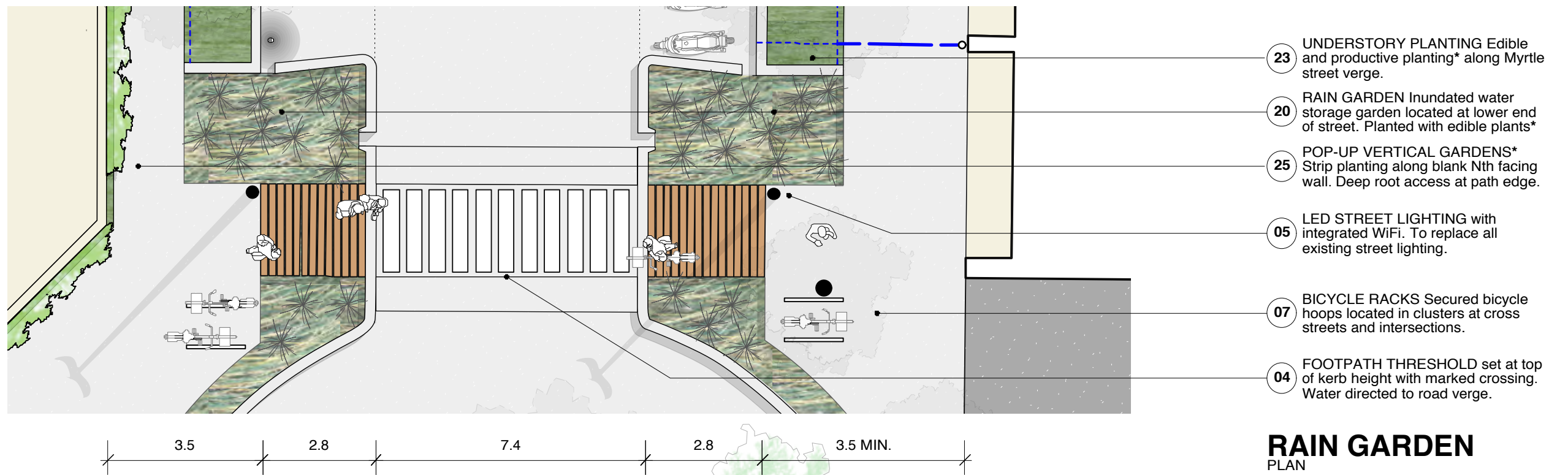
Section

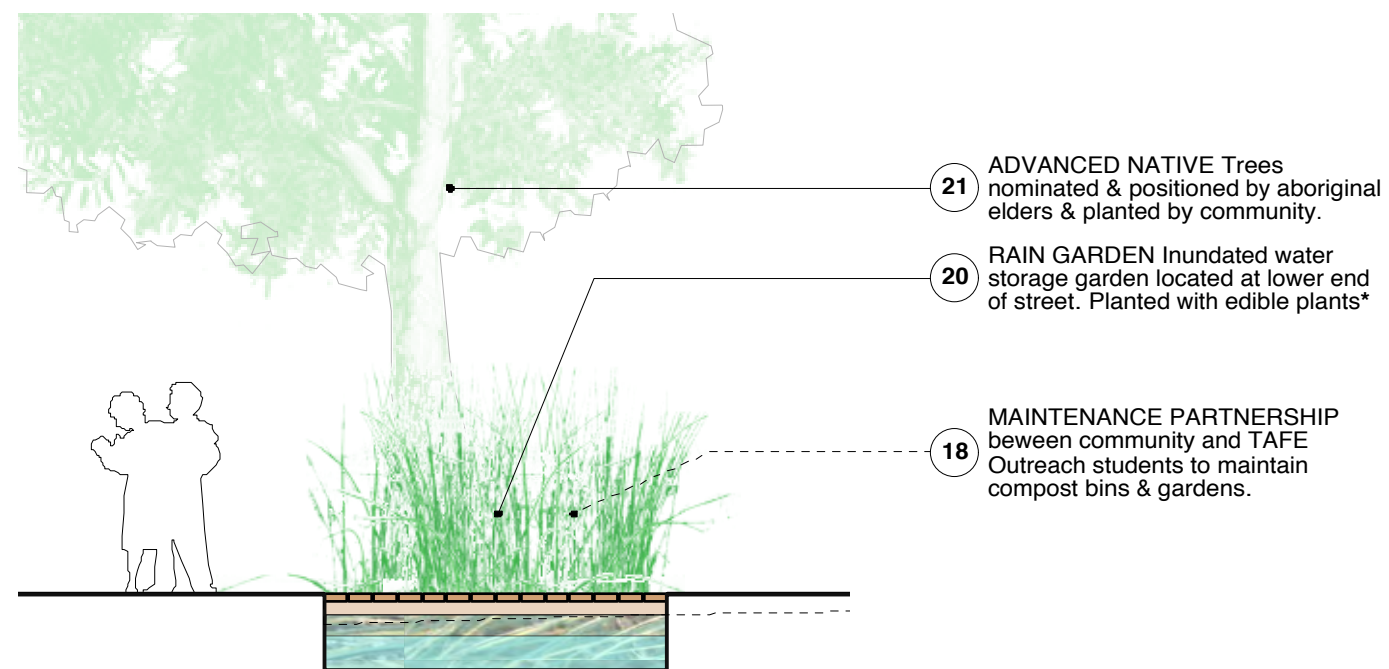
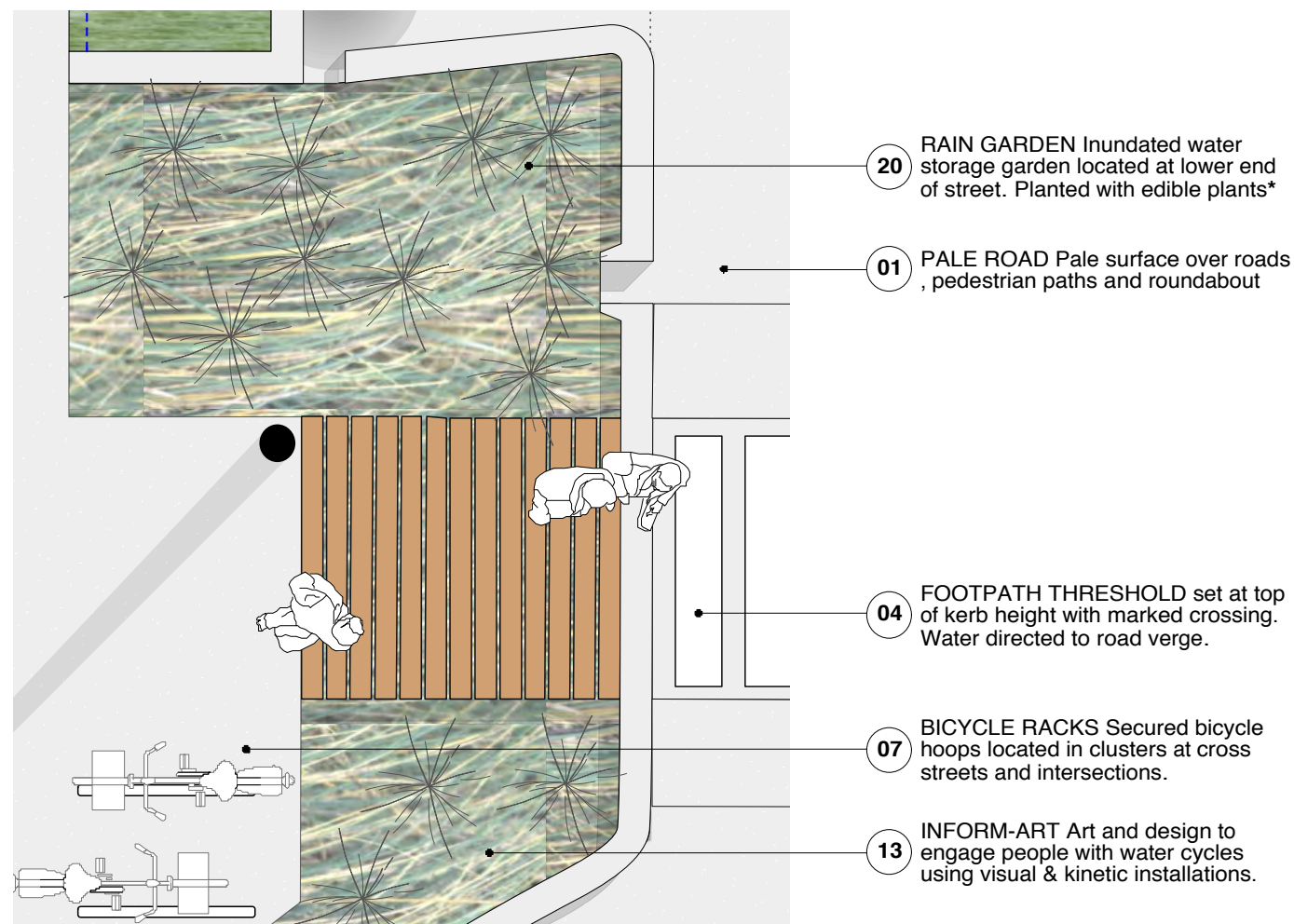
For notes on all elements:

- Inform-Art
- Potted Plants
- Road Barriers
- Tree Height
- Timber Deck

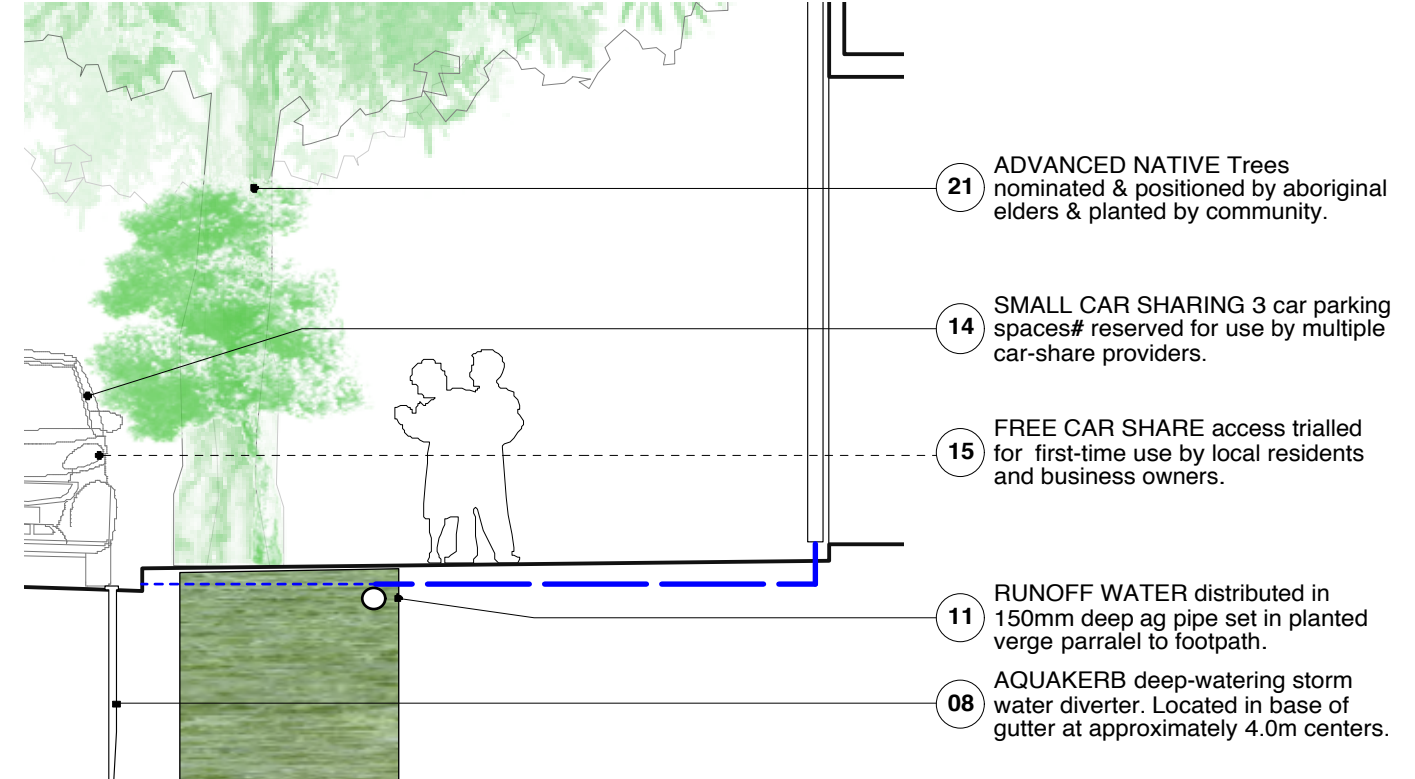
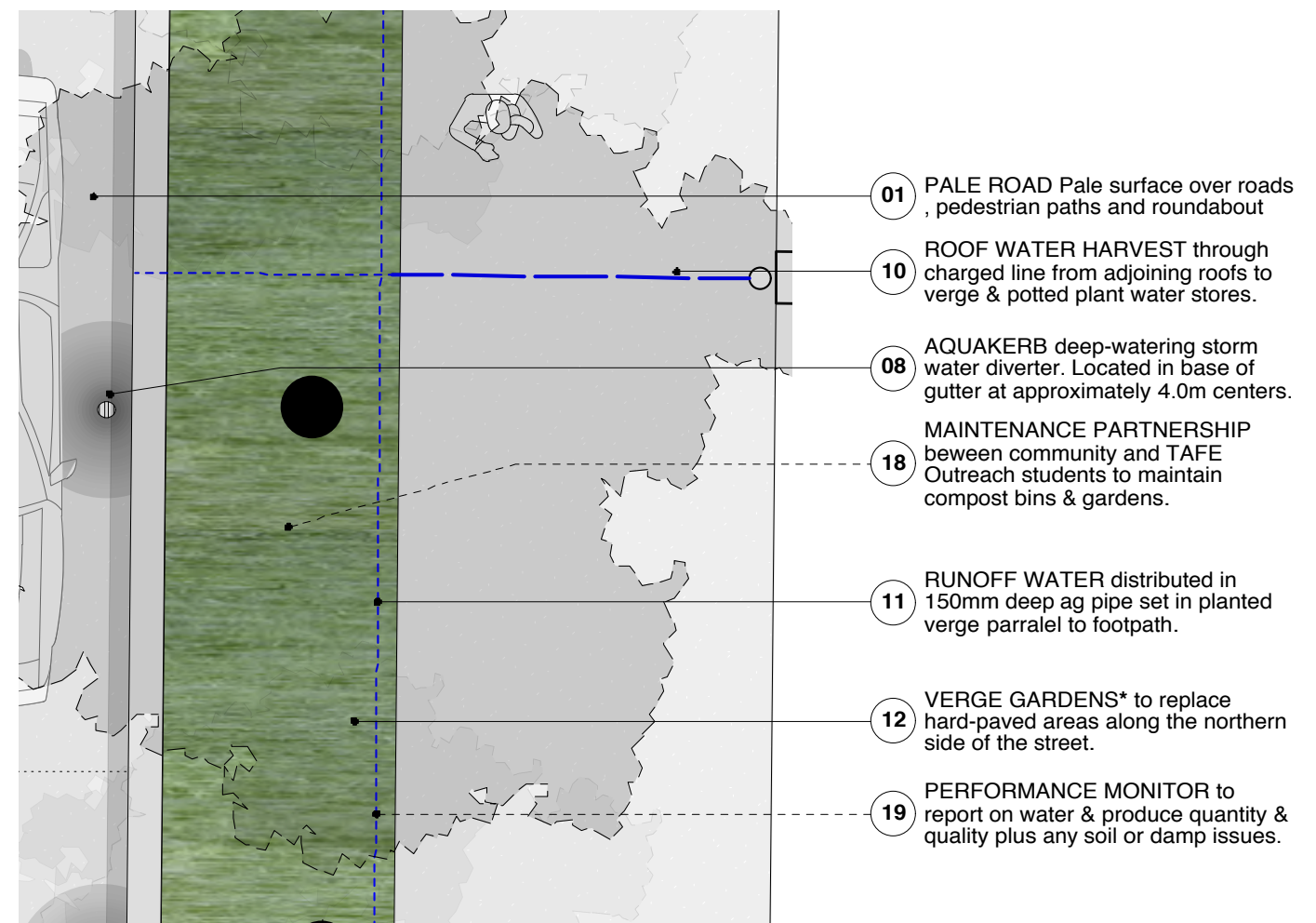
Plan

Trial Pop-Up Roundabout





RAIN GARDEN



RUNOFF WATER

showing those monies, or a portion of them that is not given to Council, have been spent in the project area on projects related to this Plan or the equivalent funds have been spent by a state government agency or corporation on a related project(s) in the area of the Plan.

This system obtains money to pay for works and projects in this Plan which are partly required due to pollution from privately and publicly owned vehicles in Chippendale including council and council contractor vehicles.

The General Manager will report progress to Council and where there is no progress will provide reasons and suggest solutions.

SYDNEY WATER AND COUNCIL TO TRIAL WATER SAVING OPTIONS FOR ROADS AND BUILDINGS

Council will invite Sydney Water to partner with it in trial demonstration projects in this Plan during the year ending June 2012.

Council will offer to partner with Sydney Water and the businesses and residents of Chippendale to trial demonstration projects to cool the suburb in summer by increasing vegetation and tree canopy cover, improve air quality, reducing water use for internal and external uses. A range of projects are proposed as part of this Plan.

Project goals:

- Reduce water and energy use and water and energy bills
- Cool Sydney's suburbs, improve health of communities
- Whole of road, whole of government and agencies approach

How does the Plan support the 2030 Vision?

The goals of this Transport Plan support Targets 1, 6, 7, 8, 9 and 10 of the 2030 Vision, and are to:

- *cool the streets by integrating the road design with the tree and plant design;*
- *make all the streets and lanes within the project area pedestrian- and cyclist-friendly, and safer than in the existing streets and lanes, and to create roads where the car is a guest;*
- *increase walking and bicycle use at least by the Target levels in the 2030 Vision and preferably by 2015;*
- *reduce car parking infringements by 20 per cent over 2011 levels by 2015;*
- *increase car share use by residents, businesses and workers by 20 per cent over 2011 levels by 2015;*
- *reduce per capita and total car ownership by 10 per cent over 2011 levels by 2015;*
- *reduce car and vehicle pollution each year commencing from 2015 and measured against baseline data to be created during the initial year of the Plan.*

STRATEGIC VALUE TO SYDNEY WATER AND SYDNEY'S RESOURCES:

less demand for water for irrigation, less evaporation and pollution of reservoir and channel waters.

Sydney Water will:

- Fund and support a trial of a trial stormwater grate bypass: for use in the one block trial of a sustainable road. The grate will be capable of fitting on grates in Sydney, the Blue Mountains and Wollongong. It will direct rainwater from the 1 in 2 year events (ie low flows) past the stormwater pit to be used in making the road verges self irrigating. Cost estimate for design, trial and monitoring: \$10,000;
- End stormwater charges in the project area for any property installing or which has installed a tank to store in excess of 21,0000 litres of rainwater and to use that water entirely for internal uses;
- Promptly facilitate the disconnection from mains water or sewer of any residential or commercial property which volunteers to disconnect and upon disconnection end fixed charges for those services;
- Supply water meters free of charge to any residential unit which volunteers to install the meter and commence paying water usage charges to Sydney Water; and
- Publish data on water and energy and financial savings achieved from these trial projects.

COOL STREET

This plan creates a cool road in Myrtle Street from City Road to Abercrombie and in Meagher Street from Abercrombie to Regent Street. Those two streets will be surfaced with a pale road media and data published in the General Manager's report to Council in February 2012 about the impact of the works on temperatures, tree canopy, impact on air conditioning use and comfort levels in adjoining properties.

TRIAL POP UP CAFES

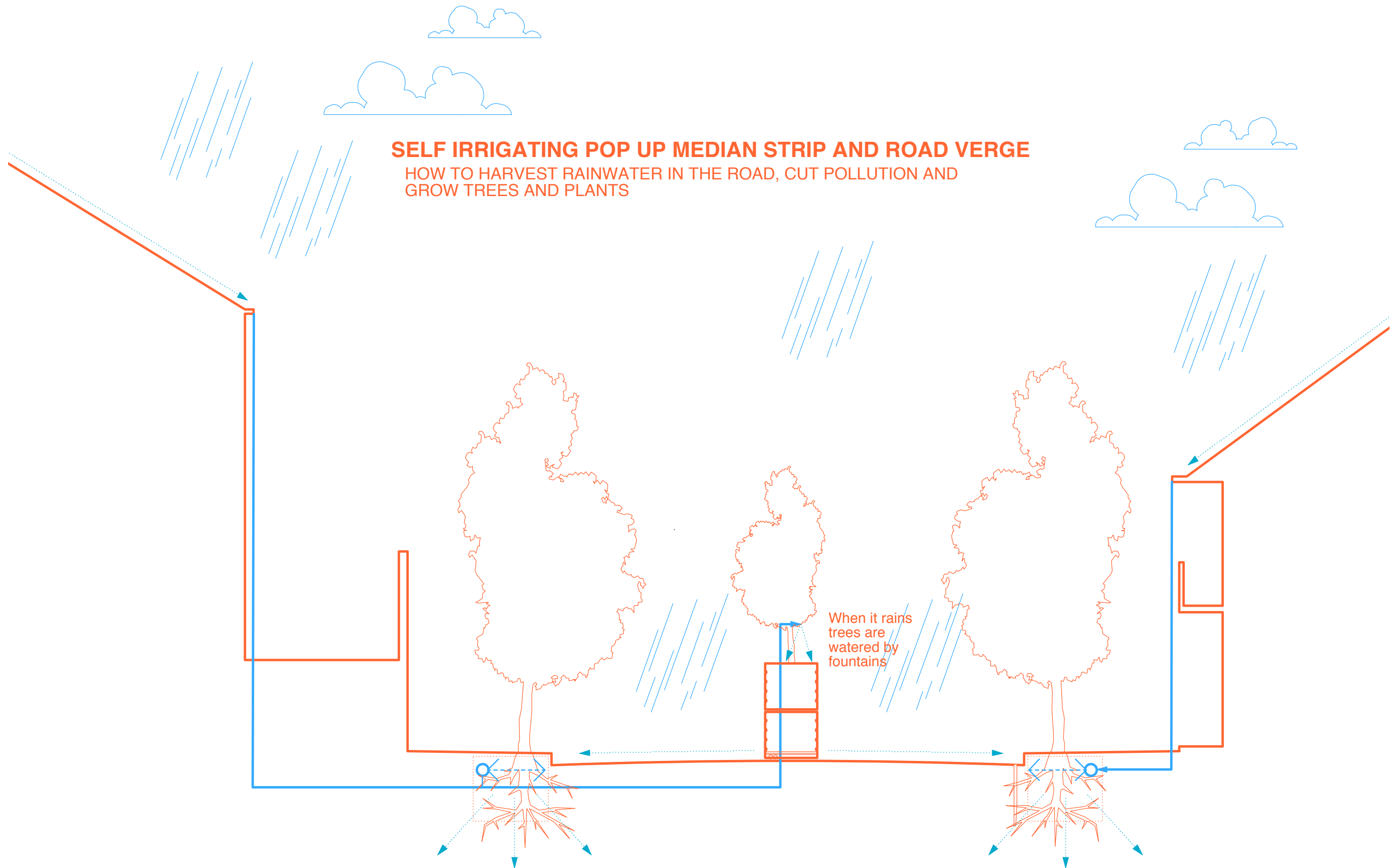
This plan creates pop up cafes to be trialled in at least at two locations (Myrtle Street between City Road and Rose Street, and in Levey at the intersection with Abercrombie). For further details see the food chapter of this Plan.

LEAST COST DESIGN, CONSTRUCTION AND MAINTENANCE

All construction drawings and specifications for road and other trial projects will demonstrate least cost for all project aspects with peer and community review conducted during the design process. Community participation in

SELF IRRIGATING POP UP MEDIAN STRIP AND ROAD VERGE

HOW TO HARVEST RAINWATER IN THE ROAD, CUT POLLUTION AND GROW TREES AND PLANTS



design workshops is essential to achieve least cost projects and community engagement.

For example, we estimate that over 2 million litres of rainwater can be kept where it falls on the Single Block Trial Demonstration Project at a capital cost of less than \$300. This will pay for the purchasing and installation of agricultural pipe installed with labour and maintenance freely provided by community gardeners. That will enable the road verges to be self-irrigating and meet the needs of plants.

Each drawing submitted to Council for approval for a trial project in this Plan will include the following statement on the title block:

This drawing includes or is supported by other documents with:

- *specifications for use of local materials and community labour provided or recycled freely from local compost, recycled bricks, tar, concrete, timber or other materials;*
- *specifications for the use of local community labour for the installation, construction and maintenance of vegetation, street furniture, compost bins, or other items;*
- *specifications for all materials used during construction, including food and beverages consumed by the community and contractors (if any) to be recycled;*
- *an estimate of maintenance costs and responsibilities by the community and/or Council;*
- *a certificate submitted with any invoice relating to all drawings and documents which includes this statement: 'The works, services and materials the subject of this invoice were provided to ensure least cost construction and maintenance including specific provision for community delivery of maintenance services and were peer reviewed by the community and any nominated third party prior to the submission of this invoice.'*

DEMONSTRATION PROJECT TIMELINES

Immediately

- voluntary trial weekend lane closures for volunteering locals.

December 2011

- trial shared zone for entire project area.

Stage One construction by January 2012

- cool one city block using full range of options for growing food, self-irrigating pop up median strip and verges, low cost rain gardens, over 40 per cent tree canopy cover and other techniques;
- cool over 12 city blocks using pale road surface.

Stage Two construction by January 2013

- design to be developed from the outcomes and monitoring of Stage One works.

COST

The total cost of the trials in this transport plan is estimated at \$390,000. Those monies will firstly be drawn from car parking fines relating to the area in the Plan. Such fines produce an income exceeding approximately \$360,000 a year.

Trees 'drink' more water each day than several households

A mature tree needs over 1000 litres a day to achieve natural growth and stay healthy. Nineteen existing trees are in the trial demonstration block and another 16 young trees are proposed. The total daily water demand from these trees will exceed 50,000 litres a day.

BENEFITS

The benefits will be quantified within the annual report to Council by the General Manager. They are expected to include the following for Myrtle Street between City Road and Abercrombie and Meagher Street between Abercrombie and Regent Street:

- about 2 degree temperature drop in summer days exceeding 30 degrees;
- a saving of about 5–10 per cent in air conditioning bills in residential and commercial properties adjoining the cool road, or an estimated saving in bills totalling \$10,000–\$20,000 in the first year;
- a reduction in Myrtle and Meagher streets in car-made air pollution (including particulates) by 2–5 per cent;
- the prevention of over 4 million litres of stormwater polluting Blackwattle Bay;
- a saving of at least \$5,000 for participants from avoided car ownership costs due to increased use of car share, walking and bicycling instead of private car use;
- for those growing food and buying through local farmer box schemes or from the markets in Peace Park a saving in food bills of over \$500 a year (in avoided transport, food wastage, garbage and related costs);
- quieter streets with more conversations;
- growing understanding among all ages and nationalities of residents, businesses and workers of the 2030 Vision and the need for it to succeed.

In the report the General Manager will provide an estimate of the value of these savings if they were applied across the Council area.

Ask not what your council can do for you.

Ask, what can you do for your neighbours, house, building, street or council?