

Presented to the Lord Mayor and CEO of the City of Sydney on 5th December 2019 as part of the findings of a randomly selected group of 50 individuals from in and around Sydney who formed a Citizens' Jury

Moving efficiently and sustainably

It's 2050. Imagine your commute into the city:

You're coming over the bridge – you've caught the train to Wynyard, you walk out of the station, and the noises you hear are bustling chatters of people, birds, and bike bells. The trees are surrounding you forming a large canopy, and you smile and take a deep breath of clean air as you join the flurry.

Or maybe you're coming from Glebe or Redfern or Potts Point or Alexandria – you have the choice of buses (now incredibly efficient) or bicycle (now incredibly safe on the roads and easy, given the showers and lockers in your workplace)

Coming from further and trains easily connect your journey.

Most people on your street don't own a car, making room for wider footpaths, safe space on the road for cyclists and more shady green coverage.

People on their way to work are mixed with young families safely and happily pushing their prams, kids on their bikes on their way to school, some people just out for a morning jog in the clean, green air, or a coffee on the street with friends in what used to be a carpark now converted to a luminous green garden.

This is what we want to see our city be.



Singapore's plans to convert an old railway into a green corridor: An opportunity for inviting and efficient active transport, green community spaces, and better sustainability of plant and animal species

Currently our situation is drastically different:

The cost of road congestion in Sydney will double to \$15.9 billion by 2031: the highest of all capitals cities in Australia despite Melbourne forecast to outgrow Sydney by this time (Infrastructure Australia, 2019; ABS, 2018). Sydney has 8 of 10 of the most congested roads in Australia, with as much as 81% of travel time due to congestion (Infrastructure Australia, 2019). Vehicles per capita are still growing and the Greater Sydney population is set to potentially double by 2066 (Infrastructure Australia, 2019; ABS, 2018).

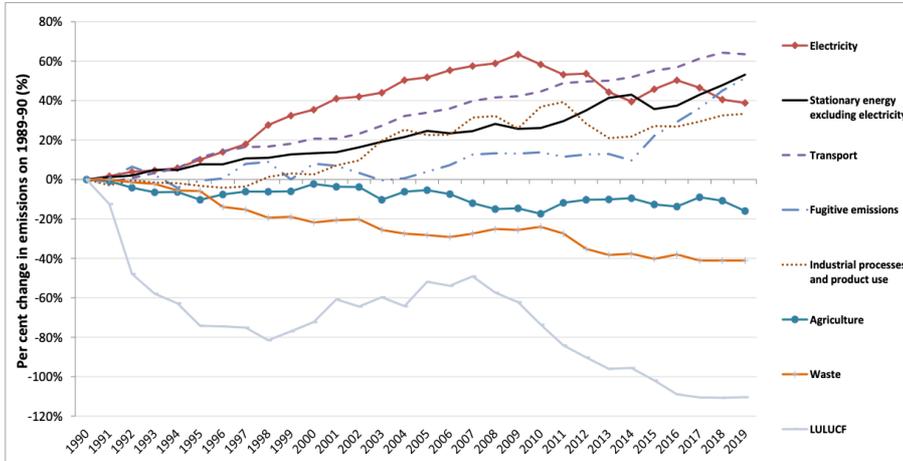
Transport is the second largest emitter of greenhouse gases in Australia, behind only electricity, with cars alone accounting for 43% of all transport emissions in Australia (Australian Department of the Environment and Energy, 2018). According to the World Health Organisation, there are just as many casualties from air pollution as from traffic incidents.

67% of our adult population are either overweight or obese (ABS, 2019). 90% of our Australian teenagers are not meeting the minimum daily exercise suggestion of 1 hour, ranking us 140 of 146 countries in physical activity of teenagers (The Lancet, 2019).

1 in 4 people in Australia are lonely at any one time with isolation in a particular geographic area and lack of connection to community being prominent risk factors (AIHW, 2019).

Our productivity is decreasing, we're destroying our environment, and physical health is deteriorating. **It all but hits you in the face why we need to change.**

Figure 5: Percentage change in emissions, by sector, since year to June 1990



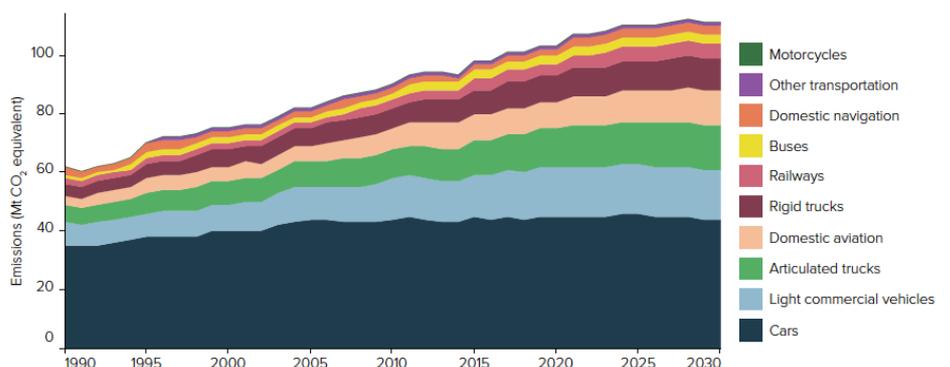
Source: Department of the Environment and Energy (2018)

Customer

1 in 10
trips to work are by public transport and
7 in 10
are by car⁴⁶

Source: Australian Infrastructure Audit (2019)

Figure 15: Cars' total emissions are far higher than other modes of passenger transport



Source: Department of the Environment and Energy (2017)



Asset

Cars typically sit idle
95% of the time⁴⁴

Source: Australian Infrastructure Audit (2019)

So how do we get to the city we want?

A **car-free city: a city for the people**. We need to reclaim our precious space from cars and give it to trees, green public spaces, pedestrians and cyclists.

Connect our spaces with **green corridors** that have separated paths for those who walk or ride – we can take examples from Paris' converted aqueduct, La Coulée Verte, or New York's High Line, a converted railway.

Let's make **active transport more efficient and comfortable** so that the choice away from cars is easy. That means **making every road accessible to cyclists** and **always giving the priority to pedestrians first**: appropriate traffic light phasing, scramble crossings and wider footpaths are easy beginnings.

We need to offer in-journey and end-of-journey infrastructure for cyclists: not only wide, safe lanes, but secure bike storage and workplace infrastructure.

Culture change requires a mental shift, so early education of and around bicycles, and e-bikes, are vital.

The government needs to make public transport available 24 hours a day, make it more efficient and accessible, and connect it to active transport.

Finally, for those vehicles that are required in the city, such as emergency, service and disability vehicles, there is no reason why they can't now be 100% electric.

This is how we achieve a green & vibrant 30-minute city.



Great examples of future transport: New York's Skyline (top left); Paris' La Coulée Verte (bottom right)