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I have the following comments on the investigation into air quality for Victoria. I live in Altona and witness the poor air quality around the Brooklyn area. I also became extremely ill due to recent logging fires due to poor air quality, resulting in significant medical bills and medication with side effects. It is very important that Victorian air is as clean as possible. These are some of the contributors:

### **Burning logging coupes**

It has become increasingly obvious that the logging burns in Victoria are a major source of pollution as highlighted by the Saturday Paper on 12/05/2018.

<https://www.thesaturdaypaper.com.au/news/environment/2018/05/12/fuel-reduction-smokescreen-logging-burns/15260472006217>

There are huge ramifications for the Melbourne and regional populations when these burns take place. I have serious asthma and it means I become very unwell (it started with the smoke around the 21<sup>st</sup> of April 2018). This year I required corticosteroids to breathe. During this time of high pollution I was unable to leave my house. Victorians have a right to breathe clean air and not be made ill through commercial operations. Anyone else would be fined.

As you can see from the following EPA air quality chart breaches were serious for PM2.5 and this was mainly from logging burns. I am certain I was not the only one with breathing difficulties.

*The logging in native forests and subsequent burning must cease if we are to protect Melbourne's air quality.*

These burns are not under the jurisdiction of the EPA so it is impossible to complain to anyone. Even China has stopped logging native forests. Why do we still allow it?

The following air quality was even worse on the 1<sup>st</sup> of May due to the burns. This is unacceptable on health grounds. The Government can stop this major source of pollution but so far has done nothing other than call it "planned burns". These burns are not for bushfire safety. They are preventable and unnecessary.

Station Units	PM <sub>2.5</sub> 24-hr avg µg/m <sup>3</sup>	PM <sub>2.5</sub> 1-hr avg µg/m <sup>3</sup>	CO 8-hr avg ppm	CO 1-hr av ppm
Alphington	G (14.6)	P (50.2)	VG (0.6)	
Altona North	VG (7.3)	G (14.9)		
Brighton	VP (40.1)	VP (152.5)		
Brooklyn				
Churchill	VG (5.7)	VG (10.5)		
Cobden	VG (0.7)	VG (0)	VG (0.1)	
Dandenong	VP (94.7)	VP (358.2)		
Footscray	G (10.5)	VG (13.1)		
Geelong South	VG (7.8)	VG (6.7)	VG (0.3)	
Macleod	VG (6.3)	VG (6.0)		
Melbourne CBD	G (14.8)	F (32.6)		
Melton	VG (3.9)	VG (5.6)		

**Recommendation: Move to plantation forestry and stop burning native forests. Transition the workforce to other industries.**

### Land Use, Planning and Roads

It seems ironic that the Government is attempting to encourage walkable neighbourhoods while embarking on some of the biggest road projects in the State's history. Roads make walking uncomfortable. The active transport budget is approximately less than 1% in the latest budget. We are falling behind other developed nations in place making and walkable neighbourhoods.

Also, why are container parks sited close to residential areas? They should be in places around the port so we do not have the ridiculous "solution" of empty container trucks using residential streets to access the port. This is a mess and is creating significant pollution where people live.

Single occupant vehicle use is encouraged by Government increasing road space for cars. New estates on the city fringes are all car dependent. Public transport should be planned prior to residents moving in otherwise everyone will drive, resulting in increased air pollution. The Government is funding the Westgate Tunnel project encouraging more cars onto the roads without increasing public transport in Melbourne's west, one of the major growth areas in Australia. On still days around Altona North and Point Cook the pollution from vehicle exhausts is significant and leads to ill health of residents. The redistribution of trucks from Yarraville to Millers Road Brooklyn will condemn these people to poor health outcomes including increased respiratory disease and lung cancer. It is expected that even more fine particle exceedences will occur once the West Gate Tunnel project is built. The age of the truck fleet and few pollution controls exacerbate the problem. We need a freight on rail solution to get many of these old polluting trucks out of suburban areas.

As an example, Barnes Road Altona North was linked to Millers Road by building a new road, Cabot Drive. Now residents have container trucks using it as a shortcut to the freeway. It has become so unpleasant, few people walk or cycle there.

The massive rise in diesel vehicles has also resulted in poorer air quality in the city. There should be significant financial disincentives for buying and operating these vehicles. Since all cars are now imported we have choices and can give incentives to those buying fuel efficient and less polluting vehicles. It is also the time to insist on the highest pollution standards. The community should not accept standards that are less than overseas countries.

## **Active Transport Promotion and Enabling Strategies**

Very little is being done to encourage mode shift mainly because Melbourne has been designed for cars and it is the main way most people move around. It is time for safe separated cycling and walking infrastructure to be emphasized instead of continuing to cater for cars only. "Build it and they will come".

As an example, I have no way to cycle from Altona to Altona North off road. I have to use Millers Road with all of the trucks. Instead I take the car, creating vehicle emissions. It is not far and if there was a safe route I would use it.

I don't know why people who never leave Melbourne need a huge SUV powered by diesel to drop children off at school. School zones are becoming dreadful places to be. By encouraging parents to use cars to do school runs we are making it incredibly unsafe for children who walk or ride.

## **Spending priorities – Public Transport**

By allocating 2.4 times more funding to roads than public transport, vehicle emissions are bound to increase. We need to build more public transport options for people. In addition, many countries are moving to electric buses fuelled by solar electricity. We should do that here to reduce the pollution diesel engines cause.

With the increase in population in Melbourne's west, people need efficient, alternative ways to get around. The current single occupant vehicle model is totally unsustainable (and anyway, the cars don't all fit – look at Point Cook Road every morning).

## **Ban wood heaters in suburban areas**

Two neighbours have wood heaters. When one is operating I am unable to put my clothes on the line or they smell of smoke. With increased density in cities this is unacceptable. Another neighbour also fills the street with smoke. It is obvious that current regulations or requirements do not protect neighbouring property owners.

Thank you for the opportunity to submit a response.