Transit-related development

Slateford Green, Edinburgh: car-free housing

The project

The project covers 1.6 hectares on the site of a former railway goods yard in the inner suburb of Gorgie, west Edinburgh, Scotland (Scheurer, 2001). The development consists of 120 'ecologically friendly' flats (Dawson, 2004) in a development which takes the form of a traditional Edinburgh tenement with a landscaped central communal space. There is no parking permitted on-site, except for disabled drivers (Figures C.6 and C.7).

Sustainability features

The development is located close to prioritized bus routes. There is a car club which gives access to cars without ownership, and 74% of residents have opted not to own a car. There is good provision for pedestrian and cycle routes. Energy efficient appliances are installed in the flats. Good use is made of recycled materials: for example, material made from recycled newspaper provides super-insulation for flats. Apart from the aluminium roofs, all building materials are low in embodied energy, are from recycled or sustainable sources, and can themselves be recycled. Natural surveillance has been created through the design of the development and there is virtually no crime (Dawson, 2004).

References and links

Dawson, R. (2004) *Towards Good Practice in Sustainable Urban Land Use*, Bristol LA21.

Land Use Group and The Architecture Centre, Bristol, Woodside Press, Bristol.

Scheurer, J. (2001) *Urban Ecology, Innovations in Housing Policy and the Future of Cities: Towards Sustainability in Neighbourhood Communities*, unpublished PhD thesis, Institute for Sustainability and Technology Policy, Murdoch University, Perth, Western Australia. Retrieved from the World Wide Web 22nd August 2004 http://wwwistp. murdoch.edu.au/publications/projects/jan/

Figures C.6
Slateford Green, Edinburgh. (*Source*: http://www.canmore-housing.org. uk/pdf%20forms/sg_review.pdf)

Figures C.7
Car-free housing. (*Source*: http://www.canmore-housing.org. uk/pdf%20forms/sg_review.pdf)

Vancouver SkyTrain extension

The project

The SkyTrain was first installed in 1986 and has since been upgraded with trains reaching 90 km/hr each with the capacity to carry 260 people. It was created in response to calls for an improved transit route within the city, providing users with a quick, reliable alternative to the car (RTP 2000, no date). There are two train lines, the Millennium Line, which is due for completion in 2005, and the existing Expo Line.

Sustainability features

This is an energy efficient transportation system that minimizes ground level infrastructure through the use of elevated concrete sections. It runs on electricity and produces no emissions, and produces less noise than a diesel bus. The transit system promotes compact development, the results of which can be seen in the mixed-use districts of Metrotown, Burnaby and the New Westminster Quay (GVRD, 2003).

References and links

Greater Vancouver Regional District (GVRD) (2003) *Regional Town Centre Profiles: Metrotown (Burnaby)*. Retrieved from the World Wide Web 22nd August 2004 http://www.gvrd.bc.ca/livablecentres/metrotown.htm

Rapid Transit Project 2000 Ltd (RTP 2000) (no date) *Background – Why SkyTrain?* Retrieved from the World Wide Web 22nd August 2004 http://www.rapidtransit.bc.ca/

Railway Technology (2004) *Vancouver SkyTrain Light Rail Network, Canada*. Retrieved from the World Wide Web 22nd August 2004 http://www.railway-technology.com/projects/vancouver/ index.html≠vancouver4

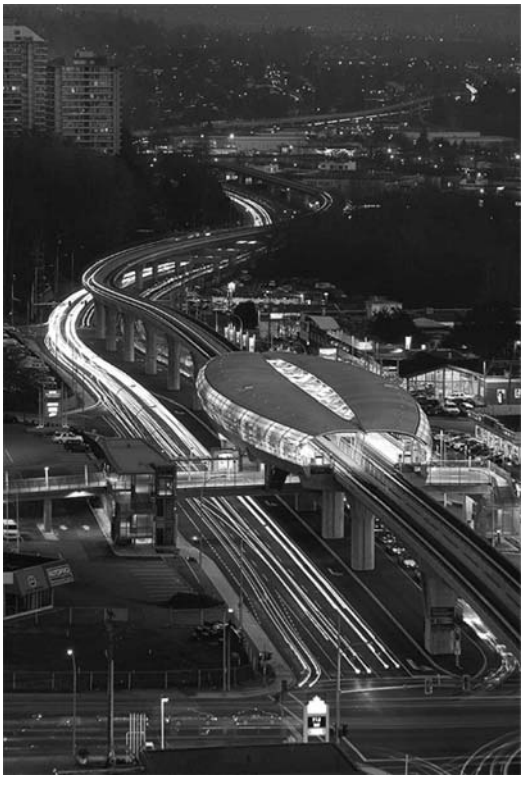

Figure C.8
Brentwood Rapid Transit SkyTrain station. (*Source*: http://canada.archiseek.com/news/2004/000124/brentwoodskytrain.html)