

**Submission
No 7**

INQUIRY INTO VULNERABLE ROAD USERS

Organisation: Private Citizen
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3 Warraroon Road
Riverview N S W 2066

Mr Geoff Corrigan M P

Staysafe Committee Parliament House

Macaquarie Street Sydney N S W 2000

Dear Mr Corrigan

INQUIRY INTO VULNERABLE ROAD USERS

My attachment to this letter, I know, is not what you are looking for.

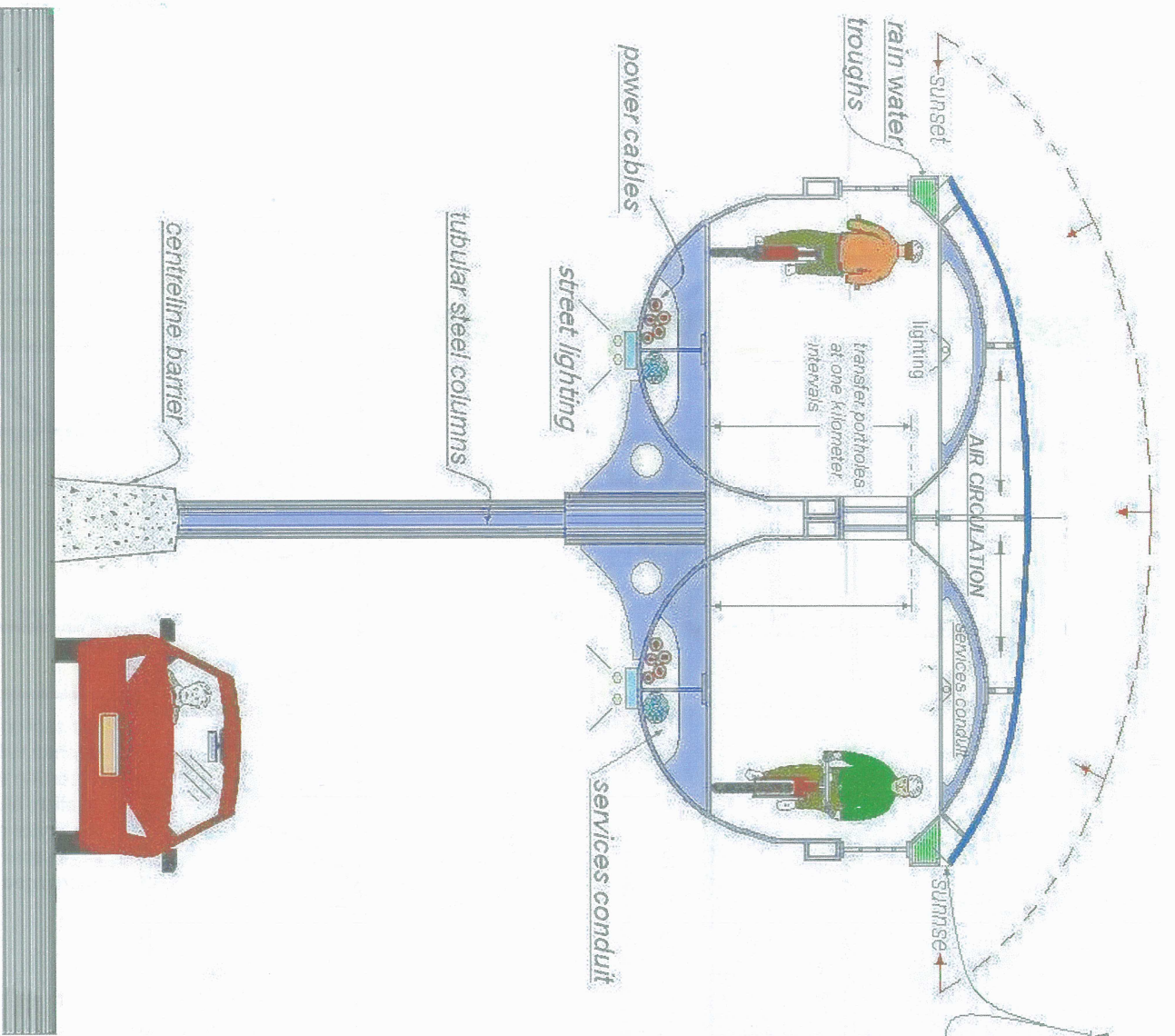
For now, though, let us put aside renewable energy, global warming, etc, and look at what a wonderful asset we have in median strips and center-line barriers.

Center-line barriers do minimize head-on collisions and are free for potential future uses. Elimination of power poles, I hope, would be a benefit to Vulnerable Road Users.

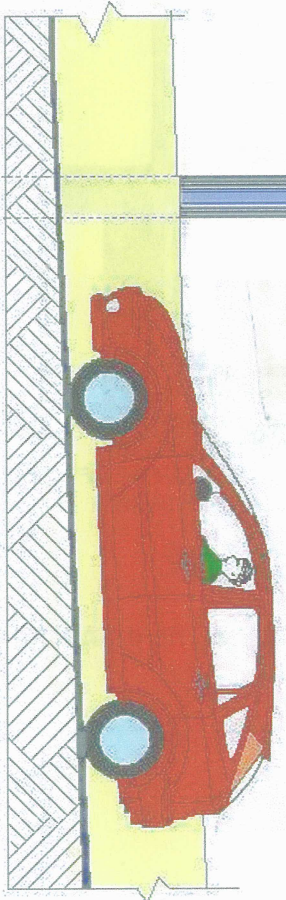
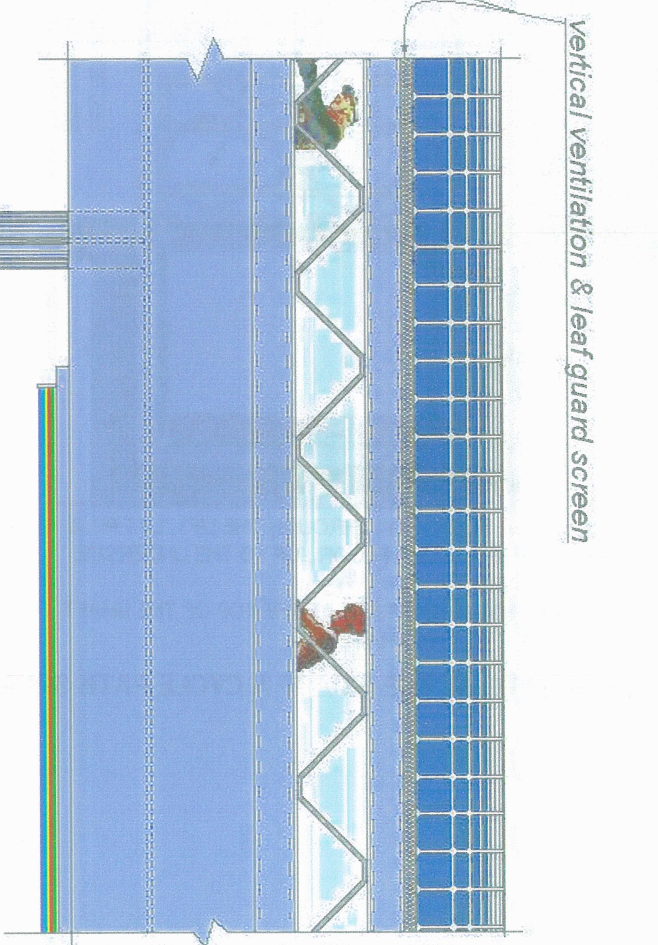
Good luck with your inquiry

yours sincerely

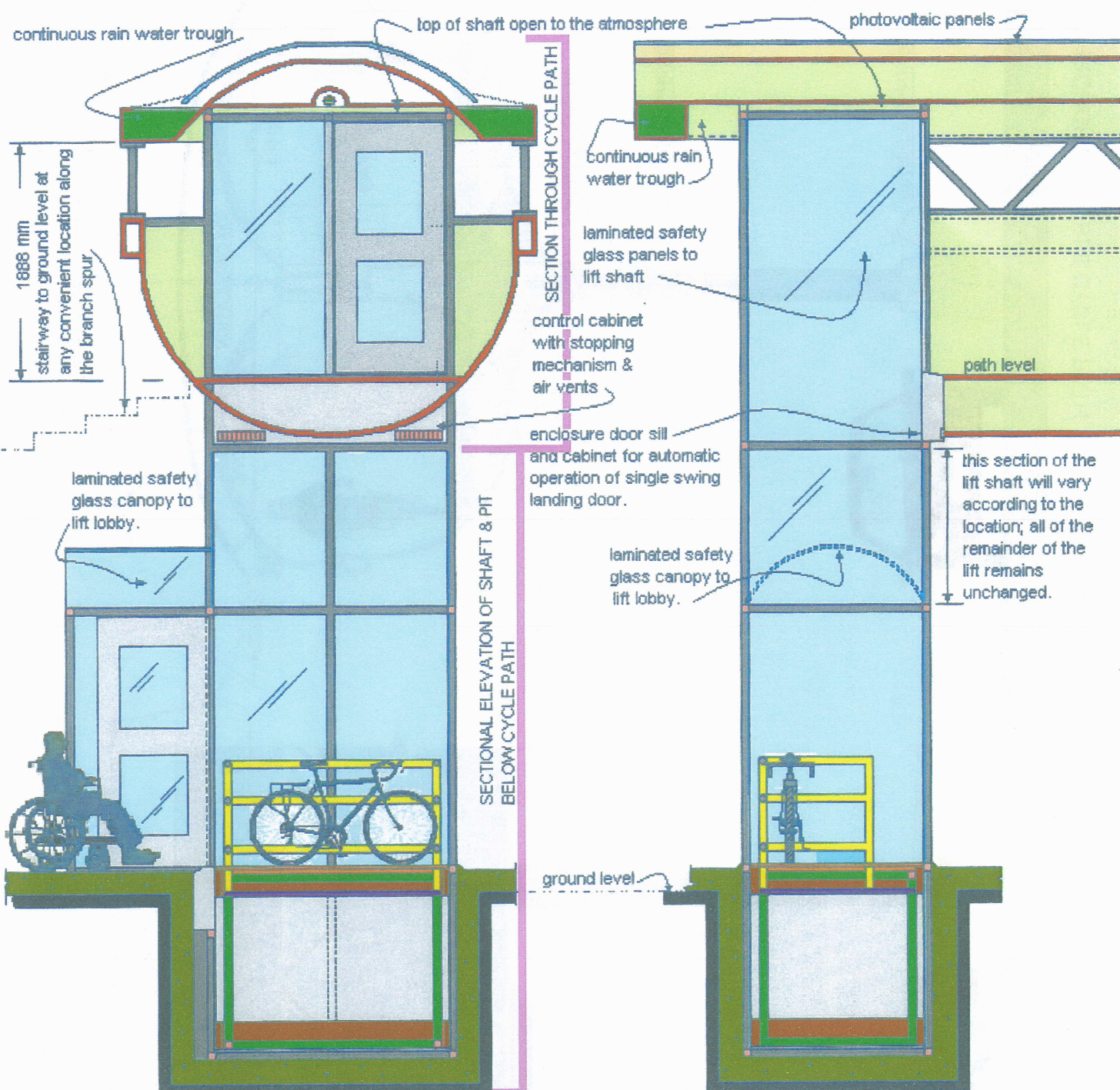
Geoff Neville



SECTION THROUGH A DOUBLE CYCLE PATH, TRAVELLING NORTH



ELEVATION OF CYCLE PATH & CENTRELIME BARRIER



SECTIONAL FRONT ELEVATION THROUGH THE LIFT, LIFT PIT & THE LOBBY AT THE GROUND FLOOR...UP TO THE UNDERSIDE OF THE CYCLE PATH.
 THE SECTION THROUGH THE PATH AT THE TOP OF THE SHAFT IS THROUGH THE CYCLE PATH SPUR.

SECTIONAL SIDE ELEVATION THROUGH THE LIFT, LIFT PIT & THROUGH THE END OF THE CYCLE PATH SPUR

PNEUMATIC LIFT, AT THE END OF A CYCLE PATH SPUR, SUITABLE FOR THE ELDERLY & THE DISABLED 30 6 09

GLOBAL WARMING **REDUCING GREENHOUSE EMISSIONS**

The principle function of the cycle path illustrated; is to provide electrical power using photovoltaic cells.

DISTRIBUTION

The first problem to solve, using renewable energy, is to get electricity to everywhere it is needed in the shortest, most economical, and most environmentally friendly way possible. In other words; a network is needed... But not underground!

Our road system is a network which services all of our buildings. An elevated strip of solar collectors could be accommodated above the centre of most roads, where it would receive maximum uninterrupted sunlight. On roads running north, south, the exposure would be from sunrise to sunset.

Hopefully, with the advantage of David Lamb's Ultra Battery, electric cars will reduce our dependence on oil and batteries will have the network for recharging. Our highways are blessed, quite often, with wide, centre, median strips. It is here, where I visualise "lay-bys" for recharging batteries to be located; at relatively regular intervals.

The selection of double path, against a single path, would be considered with accessing the demand of power against the expected cycle traffic.

The whole network would be mass produced modular sections; "off site". A double unit is two single units joined together. The

GLOBAL WARMING

REDUCING GREENHOUSE EMISSIONS

attachment to the columns differs from single to double paths. These are fitted separately.

The tubular columns would vary in length so as to maintain, as near as possible, a horizontal path.

Cross roads would be spanned with a roundabout; “however small”.

With all units having been pre-assembled; transport to, and assembly on the site, should cause minimum disruption to traffic,

WATER

We all realise how great it would be to ride our bikes in safety, day and night, and have a good view, even in the rain. But, it is only of secondary importance compared to saving all that wonderful, clean, rainwater. With the abundance of power at our disposal, we are able to pump this water to anywhere we like.

POLLUTION

To start building our path; the manufacture of the steel work, of course, will create pollution. However, our network doesn't requiring building all at once. As it progresses in stages and we start using power, we will soon get to the stage where we will be in a position to start manufacturing hydrogen for our conventional power stations. From then on, we can precede manufacturing and installing with reduced omissions.

GLOBAL WARMING **REDUCING GREENHOUSE EMISSIONS**

Even if our dream of the “all electric” car materialises; the number of vehicles will go on increasing. To get to work, on time, you had better take the bike!

Provision for branch paths will be built into the main path, as these locations are already known.

FLOOD

Our paths would be free of danger from flood. A path in such a situation could well be a life line. Clean water would be available and all of the electrics would remain dry.

FIRE

Hot spots could be catered for with automatic fire control. Storage tanks in such areas — even underground — could always be kept full, topped up from the path.

Extra storage tanks, along the way, could be kept full for general fire fighting. Along the east coast, we are blessed with reasonable rainfall as well as abundant sunshine. Unfortunately, all of the rain which falls on our roads is not used, (at present).

BENEFITS

- First of all, a big benefit is that we don't have to buy any land. The space our network takes up is all free!
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GLOBAL WARMING

REDUCING GREENHOUSE EMISSIONS

- All of the present power poles and lighting poles will eventually go. This will save a lot of our tall trees and the present, butchered, ones along the streets can be pruned; and new trees planted with freedom, because the wiring to houses can come direct, from the top of the path, to both sides of the street.
- Many of the services, now underground, may be carried along the paths.
- Street lights, traffic lights, signs etc can all be accommodated.
- With the centreline barrier, “head on” collisions should be reduced.
- All of the paths are easily accessible from the roads for maintenance and cleaning.
- Young families could cycle safely; day or night
- Tourists would have a good time with lots of views
- The best benefit of all; I’ve kept for last. Our agreement, as a nation, to the reduction of greenhouse emissions could start right now; even with just one road. Everything that we need; we have.