

**Submission  
No 59**

## **INQUIRY INTO CROWN LAND IN NEW SOUTH WALES**

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Lands should be used for higher density cities and to stop urban sprawl

For too long the approach to Sustainable Lifestyle by govts has failed. Our community deserves a Healthy Sustainable Lifestyle and we will accept nothing less. Healthy sustainable cities by promoting safe active transport culture (combine walk, cycling, bus, train with appropriate higher density infilling of cities to stop urban sprawl and car addiction). Cities focused on people, not on cars spewing out toxic exhaust emissions (asthma and cancer causing), creating danger, obesity (sedentary travel) and climate change. Safe, efficient, equitable, ethical, socially just transport for all (pedestrians, children, disabled, blind, wheelchair, cyclists, motorists, etc.), not discriminatory. Since the 90's car culture has stopped generations of kids that have lost their mobility of walking/cycling places. Curtin uni has done a study that shows the infrastructure costs for a new suburb are \$684,000 per dwelling (Curtin\_Sustainability\_Paper\_0209). Putting this money to infilling the city, will also make Newcastle a safe cycling tourist attraction, which will bring many visitors and to town.

The entire approach to road safety must be turned around to a strategy of Road Danger Reduction.

The current small changes proposed will see our Community get more obese. The Govts have an obligation to create a safe city for people not cars. We must plan for a "Safe Active Travel 30 for 30" concept. Safe Active Travel 30 for 30 means by 2030 we should have 30km/hr local speed limits and trips : 30% public transport, 30% active transport (walk, cycle) and 40% the rest. We must aim for high targets and for the long term because we have lost so much ground in the last few decades of urban sprawling car culture. So the local speed limit needs to be 40km/hr across the whole NCC area NOW! Then lobby RTA for 30km/hr for world's best safe practice in Europe. At the moment 40 and 50 zones and school zones are quite confusing so to make it simpler and safer, a 40 limit is much better. We must match funding for the targets so 30% public transport, 30% active transport (walk, cycle) and 40% the rest means the money is split this way. Even though NCC has little say in state public transport, they need to fund active transport modes of combining walk/cycle with public transport. Otherwise spending money on the way travel share is, means more roads and more cars. Need heaps more pedestrian crossings across all main roads so even cyclists can walk their bike across a road, also gives peds/cyclists priority. Block off more local roads to make cycling more convenient. Block off Hunter St to cars, let them go down King St. Every bike/pedestrian route must feel safe for 90% of 10 year olds to travel by themselves. Safe routes to schools must be a priority to get kids healthy and stop them costing our country \$billions of health costs later.

Need to stop driving most kids to school. Need to stop the car culture of mothers accidentally killing their own toddlers (like on 27th Sept 2011 in Australia) while backing their car out of their driveway. Wever Governments and authorities continue to bow to the car lobby and let car culture thrive, more road death will occur when they could help Newcastle to be the safest, nicest, friendliest (no road rage, etc) city in Australia.

Remove all pictures of bikes causing road rage, crashes confusion on the roads NOW! Stop the wasteful money on narrow bike lanes (These rely on cars being parked touching the gutter and people checking before opening their door. But too many bigger SUVs, trucks and people not checking before opening doors mean this is not a safe option to entice the 30% of people . Sure it

may entice 5% but this target is laughable, we need proper sustainable 30% target). They are not a success if we double cycling because of them. We need to get all people walking/cycling, even the ones who are very scared to walk/cycle because of the cars. Bikes and pedestrians should be separated, because similar conflict arises when numbers are large. We don't want safe cycleways clogged with walkers, and people find it more convenient to drive a car. Must make walk/cycle/public transport more quicker than cars for all short trips.

Increasing walk/cycle/public transport means reducing car trip for the same amount of trips. This is a fact. Lets not try and keep motorists happy with how they are going. Many motorists must be kicked out of their cars for most of their trips and only then will they realise the light on the other side, and the

Happy and Healthy Sustainable Lifestyle is now for them. The car culture and advertising is a hard thing to fight, but we must!

Cycle routes on their own don't create mode transfer from cars. All roads must be safe for walking and cycling and the use of private motor vehicles must be strongly discouraged. Planners must look to walking and cycling as the primary modes of transport for everyone. Public transport must be seen as the secondary modes, for longer distances. Cars must be seen as the last resort. All council policies must be audited for their transport implications. Everyone must have the choice not to own a motor vehicle.

With the increase in car dooring accidents as a result of cyclists riding too close to parked cars and in the drivers blind spot we should consider not supporting bicycle shoulder lane markings in parking lanes and rather place the bicycle symbols at the right of the edge line and encourage cyclists to utilise the parking shoulder lane when its safe to do so as a courtesy to other road users. There are a lot of crashes from motorists not seeing the cyclist until the last second and they clip the cyclist when passing them. This is due to motorists travelling too close to the car in front and the cyclist being squeezed out of sight. The 1st motorist sees the cyclist and squeezes past him without changing lanes. The motorist following the first car thinks all is OK (nothing is ahead to dodge) until a cyclist appears too close on the left. The engineering solution to the clipping a cyclist when squeezing past them is to either cause the 1st motorist to change lanes (which signals to the following car that something is ahead) or to have proper 1m clearance zones between cyclists and traffic lanes.

Dedicated Bicycle Lanes should be constructed in accordance with World's best standards (E.g. Dutch):

- clearance to pass the open door of a parked car in the adjacent parking lane without leaving the bicycle lane. A 1 metre separation is desirable.
- lane widths that are adequate to carry the anticipated bicycle traffic, that continue through intersections
- a safety separation strip between the cycle lanes and traffic lanes on any road with a posted speed limit above 70km/h to provide a buffer between moving traffic and the cycle lane.

- a safety separation strip between the cycle lanes and traffic lanes on any road to provide a buffer between moving traffic and the cycle lane. This should be at least 1 metre, because “1m matters” (Amy Gillett campaign)

(Unfortunately the relevant sections of the RTA/RMS NSW Bicycle Guidelines, the AustRoads guidelines of 2012 (<https://www.onlinepublications.austroads.com.au/items/AP-G88-11>) do not meet appropriate safety standards for 13 year old children to feel safe in “marked bike lanes” that put them in positions of hitting car doors, or cars passing them on their right too close)

Many motorists will believe wherever the bike symbol is placed, that is the place where cyclists MUST ride their bike over the symbol painted on the road. It is confused as a bike lane. So all the problems associated with “Road Shoulder Lanes” below exist, even without edge lines. The bike symbols are very confusing, most motorists don’t think it’s a bike route marking, they think it’s a bike placement marking (where you should ride your bike). Bike route signs are not confusing. Bike symbols create confusion and road rage.

Bicycle symbols in shoulder lanes can even be counterproductive as they give cyclists the impression that it’s a safe space to ride and motorists the impression that it’s a bicycle lane and cyclists should not be in the traffic lane. And they can give an impression of safe passing distances (of motorists passing cyclists) well less than 1 metre.

Each and every day roughly 500,000 citizens choose the bicycle in Greater Copenhagen. [www.copenhagenize.com](http://www.copenhagenize.com) highlights who they are, why they do and how it was made possible.

Forty years ago Copenhagen was just as car-clogged as anywhere else but now 37% of commuters crossing the city boundary ride bicycles each day. That number rises to 55% in the city proper. Copenhagenizing is possible anywhere.