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## Online Submission from company Newcastle Bike Ecology Centre (org\_comments)

<newcastlecriticalmass@yahoo.com.au>

Mar 22 (24 days ago)

d To:

For too long the approach to Sustainable Lifestyle by govts has failed. Our community deserves a Healthy Sustainable Lifestyle and we will except 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, wheelchaired, 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 show 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.

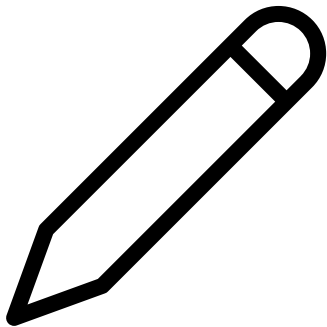
The current small changes proposed will see our Community get more obese. The Gov's have an obligation to create a safe city for people not cars. We must plan for a "Safe Active Travel 30 for 30" concept. Safe Active Travel 30 for 30 means by 2030 we should have 30km/hr local speed limits and trips : 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/cylists 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.

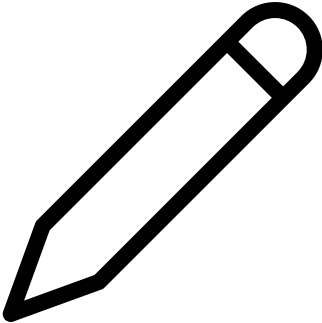
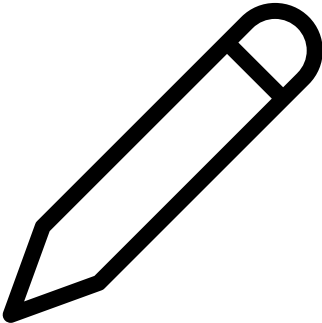
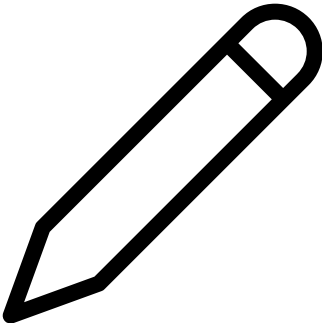
Remove all pictures of bikes causing road rage, crashes confusion on the roads NOW! Stop the wasteful money on narrow bike lanes (These rely on cars being parked touching the gutter and people checking before opening their door. But too many bigger SUVs, trucks and people not checking before opening 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.



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