

Submission. By [REDACTED] from Bulli, NSW

Many thanks for giving me the opportunity to provide feedback to the Design and Place State Environmental Planning Policy (SEPP). I am inspired by your departments' work on making places in NSW better for everyone.

One of the best examples of great use of public space in NSW I have surprisingly seen on private land: Lake Conjola holiday park.

Very low speed limits paired with the mindset of “sharing” streets made this holiday park a walking, scooting and cycling paradise.

Streets were a place to gather, you could watch people connecting and the children were allowed to be independent.

In Australian neighbourhoods, 30km/h limits can have a similar effect. From my experience in Germany, 30km/h limits mean drivers watch out for others and acknowledge that they don't own the street – just like in an Australian holiday park.

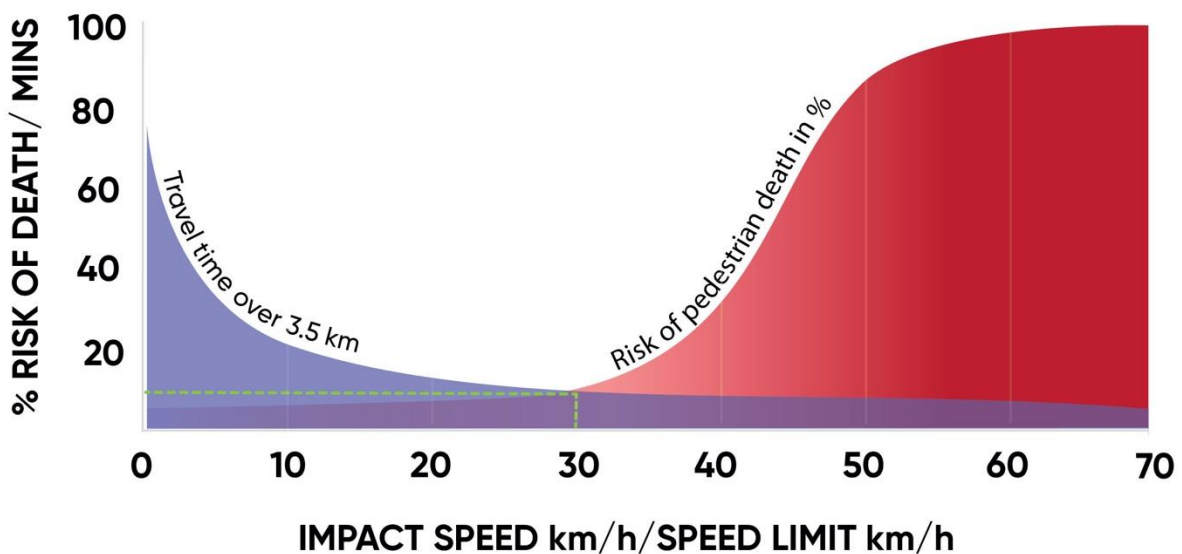


Interestingly a 30km/h limit (as opposed to a 10km/h limit) does not even have any notable effect on travel time but has similar outcomes.

30km/h limit for non arterial roads won price for Best Low Cost Idea at the NSW Public Space Ideas competition by the NSW Government and Committee for Sydney. It would be great to see this principle reflected in your new Design and Place State Environmental Planning Policy. <https://sydney.org.au/psic/entry/30-kph-limit-for-non-arterial-roads/>

As you would know, the high speed limits in built up areas in Australia make it expensive to make spaces better. Too much cement or metal fences are needed to keep people outside cars safe. You will find any of your goals much easier to be achieved if NSW followed the UN mandate for 30km/h limits in built-up areas.

## Determining optimal speed limits in urban areas



Sources - Cities Safer by Design (2015), <https://www.wri.org/publication/cities-safer-design> / ADAC Tempo 30 Pro-Contra (2015)