

# Submission in regard to the “Modification 4 - CBD and South East Light Rail Project”

## Cyclist Access

I have a number of concerns with regard to cyclist access and the current proposed modifications to the access of High Street, in particular the access from Avoca Street.

With regard to section ‘**2.4.2 Cyclists**’, and its proposal to use Arthur street between Belmore and Wansey Rd as a cyclist access route:

- The removal of cyclist access along the top of high street forces cyclists along the congested start of Belmore road and in direct competition at lights with vehicles also entering Belmore road from Avoca street, and also currently the North-bound bus stop and pedestrian crossing next to Arthur street.
- The proposed north-bound morning peak hour bus zone would add additional pressure to cyclists having to make their way into Belmore road.
- The proposed use of Arthur Street as a cycle way forces cyclists directly across the busy and dangerous non-traffic-controlled intersection with Botany Street. The proposal for traffic lights at this intersection would thus become a 'must' if cyclists are to use it.
- The traffic flow projections indicate Botany street is estimated to have some of the highest traffic flows along it. Flow prediction for the amendments indicates a marked increase in traffic flow along Arthur street, changing its flow from one of the lowest in the immediate area, to one of the highest. Essentially cyclists are being forced into and across roads with some of the highest flow-rate increases.

## Requests:

In light of the revisions, and as part of MCoA B33 "***Preparation of a Pedestrian and Cyclist Network and Facilities Strategy***", I'm requesting the following considerations be made:

- Allow cyclists to continue to use the full length of High-street as an access route between Avoca Street and UNSW. The opportunity exists to provide cyclists with the safety of an additional purpose-allocated route along this stretch of road, including from the Avoca street intersection.
- Ideally the roads should provide a cycle-lane, rather than a footpath provide a shared cycleway (such as along Wansey Rd). For example, the current shared path/cycleway along Wansey Rd and along Alison Rd is far too narrow (and also currently extremely poorly maintained) to be safe or of much use for cyclists in conjunction with pedestrian traffic.
- Any traffic light road intersection should have the addition of the following to allow safer progression for cyclists where traffic has stopped for a red light by providing a ‘head start’ to cyclists when the lights are to change to green:
  - A pre-lit green cyclist light
  - A 'bike-box' at the head of the intersection

Cycling provides many people with an effective method of transport, especially in the university district that High street services. I hope the light-rail development can provide an opportunity in extending the facilities made available to cyclists, rather than restricting them.