

# Cycleways

We at 'Better Streets' believe the present inner-city cycleways are not adequate to provide a safe and desirable network of the standard required to get well used.

We believe that 'personal transport', cycles, e-bikes, e-scooters, and other forms of personal transport that have yet to be invented, are essential to the future wellbeing of the city as they could reduce congestion, green-house gases and pollution, and provide a safer more desirable living environment. Electric cars alone can't do this.

While 'Personal Transport' will only be appropriate for some of the people, some of the time, technology has increased the suitability of this, by reducing the impact of distance and hills, to such an extent that it is a very desirable transport option for some people most of the time. In terms of potential speed, low cost and personal well-being it would be the chosen option for many people if they felt it was safe.

We believe a safe network can be built without the huge cost and disruption that has been associated with previous attempts. The key to this is accepting that there is always a degree of all road users sharing the road space. An example of this is the present SH1 cycle lanes where while they are supposed to be 'separate' cycle lanes, at intersections and driveways turning traffic still mixes cyclists, cars and trucks. There are however, ways streets can be shared that can provide a safer and more desirable riding environment.

If we follow these basic principles, we can create something far safer and more enticing for cyclists to use within the existing road environment:

1. Where possible look for 'cycle safe' streets with low traffic volumes and limited through traffic, particularly trucks and heavy vehicles,
2. Where appropriate reduce the speed on these streets to a one that is compatible with all road users, say 30KM/hr,
3. Create a 'place' for cyclists to ride. Where possible this should be in a location away from hazards such as parking cars, car doors and blind entry exit points.
4. Use 'good visibility' of cyclists as the most important driving force behind design choices,
5. Make these 'cycle safe' roads look like something different from normal road environment with the view to making cars feel they are guests in a low-speed cycle space.

All these principles are part of the Global Street Design guide which we have signed up to.

In order to progress this approach, we believe forming a Community/ Council partnership and try build up some trust and goodwill within the community. We believe that there are many small but significant areas within the existing cycle infrastructure, such as wayfinding and finishing substandard and missing connections, where quick easy 'wins' can be gained. The first thing we want to achieve is show we care about making the network usable. So much about it at present reflects the impression nobody cares.

From here we work ideas, designs, perhaps 'Innovating Streets' government funded trials, in order to come up with the most appropriate solutions for our city. Full implementation may start slowly, with say just reducing speeds in certain areas, and could include 'temporary' popup solutions. It is however important we make real and significant changes quickly. It is clear there is a need make changes to the network within 5-10 years. To do this we need to start now!