

urbanrenewal - Have your say on the Urban Renewal Strategy, (Not good enough in short)

From: urbanrenewal
To: urbanrenewal
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Subject: Have your say on the Urban Renewal Strategy, (Not good enough in short)

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I read and looked at the Urban Renewal strategy, guide in Tim Owen mp's brochure, and feel that I need to make a few comments, based on the descriptions, and the pictures. I congratulate the attempts to pedestrianize the CBD area, and make it more bike friendly, am am extremely concerned that what is on offer will be more then a step to short to be used properly or effective.

While it is commendable that the strategy seeks to "pedestrianize" the CBD area, and make it more bike friendly, based on the diagrams and descriptions it would appear that the planners are making the same mistakes again, as they have continuingly done in the past. I could plan something better for free.

1) The bike lanes appear to be far too narrow. This is infuriating as it appears that planners keep making this mistake over and over again. Bike lanes should be at least 2m wide, for each lane. Narrower lanes put cyclists in too close a proximity to cars, and other cyclists, creating a feeling of fear, and discomfort, for potential cyclists. No-one wants to cycle within 1 metre of cars. Secondly, narrow cycle lanes are inflexible as they don't allow things such as cargo bikes, trikes etc.

2) It appears that along Hunter street in one section you have a segregated Bi-directional cycleway, (great, but a more effective strategy would be a separated unidirectional one on each side of the road), and in other locations there is a unidirectional cycle lane on each side. How do cyclists get from the bi- directional part to the other side of the road uni- directional part? This seems incredibly stupid.

3) According to the pictures we still have car door death lanes, when will planners learn that these are a death trap?

4) Why not have a segregated uni- directional cycleway that is 2 metres wide on both sides for the entire length of Hunter street. Why not do it right the first time, instead of some half baked solution.

5) There is no indication of how people will get to these places by bike in the brochure.

What will almost definitely happen is that we will see some half baked solution that is not connected to any other cycleways, too narrow and in the car door death zone, or at best a few of these things, and because of all this people will not use it, and then planners, and others will whinge and say that cycle infrastructure is a waste of money, because people don't use it.

Please, can we do it right this time, and not do it in a half baked inadequate way, like usual.
Please, do it right, or don't do it at all.