

## INQUIRY INTO VULNERABLE ROAD USERS

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I am pleased to take this opportunity to make a submission to the inquiry (on behalf of BIKEast) which addresses an issue which, as cyclists and advocates for the interests of commuter and recreational cyclists in the Sydney's eastern suburbs, is very important to us.

BIKEast ([www.bikeast.org.au](http://www.bikeast.org.au)) is affiliated with Bicycle NSW and as such we would like to add our support to their submission. More generally, BIKEast supports the approach adopted by the City of Sydney Council whereby planning for improved cycling infrastructure is integrated with a social strategy focussed on behaviour and awareness for all road users and pedestrians.

BIKEast would like to be assured that the RTA road designers consider the integration of regional cycle network(s) wherever routes are congruous with or intersect main roads, so as to use the existing design guidelines, informed by international best practise.

BIKEast recommends that the Government allocate funding for a 'Safe main roads & intersections scheme' for cycling; whereby the RTA develops a State-wide RTA traffic light controlled crossing scheme for main/arterial roads ensuring bicycle network continuity and safety of cyclists/pedestrians in cities and towns along key bike routes.

Many cycleways already built do not have safe and convenient crossing of main roads. Such discontinuities make it relatively riskier and unattractive for riding. Local bike routes usually follow low traffic streets that meet major roads which must be crossed. Suitable traffic light controls are essential to cater safely for cyclists at such crossings. This to be completed in advance of demand to convince people that riding is safe and eventually attract more people making short trips out of cars and onto bikes.