



Friday, 17 December 2010

Submission from Spokes Canterbury on the Russley Road (SH 1) four laning

Introduction

Thanks for the opportunity to provide feedback about this project. Spokes Canterbury is a cycling advocacy group with approximately 1200 members that is affiliated with the national Cycling Advocates Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

Our submission relates to the Avonhead Road intersection, Russley Road/ Memorial Avenue Interchange, the Wairakei Road/ Russley Road intersection, and the provision of cycling facilities along Russley Road. If you require further information or there are matters requiring clarification, please contact the writer.

Submission

Avonhead Road intersection

If Avonhead Road intersection is closed, consideration should be given to providing a grade separated crossing for cycling and walking at this point.

Russley Road/ Memorial Avenue Interchange

Spokes supports the principle of grade separation of Russley Road and Memorial Avenue, as the current roundabout is a major barrier for cycling and walking access to the airport. However, because of the lack of detailed drawings of the proposed interchange we cannot determine whether the conceptual design will adequately provide for cycling and walking, and whether this will be off road or on road.

The proposed eight lane interchange design is complex and has the potential to be unfriendly and intimidating for both walkers and cyclists. There are a significant number of controlled crossings as well as several uncontrolled crossings to negotiate. We are concerned about the number of these crossings, and the potential for them to become a barrier to cycling and walking.

Spokes would like to have the opportunity to input into the detailed design for the interchange, and wish to see separated cycling facilities provided wherever possible.

In particular, we would like to see consideration given to providing cycling and pedestrian under passes under the on and off ramps. This would remove the need for controlled (and uncontrolled crossings), and make the interchange much more cycling and walking friendly.

Wairakei-Russley Road intersection

The intersection is currently somewhat more cycling friendly than the Memorial-Russley Road intersection because there is less airport traffic. It also provides more direct access between the NW of the city and workplaces at the airport for both walkers and cyclists.

If the intersection is closed as proposed, Spokes considers that a grade separated pedestrian and cycling crossing (underpass/ over bridge) must be provided between the two closed sections of Wairakei Road. This is on the grounds of both existing use of the intersection, and the distance that cyclists and walkers would need to travel to access alternative crossing points.

A grade separated crossing could link into cycling improvements along Wairakei Road and would greatly enhance access between the airport and north western and central parts of the city for walkers and cyclists. If the Wairakei Road intersection is not closed, we would seek improvements to the current design to better provide for walking and cycling.

Provision for cycling along Russley Road

Spokes does not support proposals to limit cycling facilities on Russley Road to the road shoulder. We consider that cyclists are likely to be at risk or feel intimidated riding along such a facility, and that it would not encourage the uptake of active transport modes.

We request that a separated path with appropriate entry and exit points and crossing facilities be incorporated in the design and provided along the length of this part of SH1. A separated path would significantly improve cycling and walking access to the airport and other destinations along this corridor, particularly as there is no parallel north-south cycling route in this part of Christchurch. A path would also assist cycle tourists (who often cycle directly from and to the airport) to safely navigate around this part of the city. The importance of the SH1 corridor as a cycling route is likely increase as Greater Christchurch expands.

Conclusions

Spokes supports improved cycling and walking access to the airport from Christchurch City, as well as the provision of separated cycling and walking facilities along the SH1 corridor. We do not consider that the concept designs prepared for the public consultation process adequately provide for these matters.

We would like the opportunity to attend any further public and/ or consultative meetings held to consider this project, and to be consulted over changes to the design

that could affect cycling and walking access (and connections) to the airport and along the SH1 corridor.

Please don't hesitate to get in touch if you have any queries or require further information.

Yours sincerely

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