



Monday, 8 September 2008

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Christchurch City Council
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Christchurch

SUBMISSION FROM SPOKES ON MONKS BAY TO SCARBOROUGH ISSUES AND OPPORTUNITES REPORT

Thank you for the opportunity to make this submission. Spokes Canterbury is a local cycling advocacy group with approximately 900 members that is affiliated with the national Cycling Advocate's Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

General submissions

1. The main road to Sumner is an important cycling route - there is really no alternative – and its significance has been recognised through identification in the Councils new cycling map as Route 1 (Sumner to City). The road is used frequently by experienced cyclists but is busy and congested and in places is narrow with dangerous pinch points. These factors tend to dissuade casual and/ or less confident riders, and are likely to be a major impediment to increasing everyday cycling between Redcliffs and Sumner, and along the main road generally for activities such as commuting.
2. Spokes supports proposals for a Sumner to City cycling route that would maximise opportunities to separate cyclists and other traffic, using facilities such as off road paths. We consider that these types of facilities are necessary to increase cycling numbers and allow less confident cyclists to participate in cycling in this part of Christchurch. We consider that separated facilities could be provided over much of the Sumner to City route.
3. We support the overall approach and enhancements proposed in the Issues and Opportunities Report, and are strongly in favour of proposals to develop a combined walking and cycling path from Moncks Bay to Scarborough. We consider that such a facility would significantly enhance accessibility and safety for both cyclists and walkers along this part of the coast, which currently has poor access provisions but high natural and amenity value.

4. We consider that the scope of the study should be expanded and investigations carried out to determine how public access for walkers and cyclists can be achieved along the coast and public foreshore between the old Tram Shelter and Beachville Road. This is currently a “missing link” that needs to be addressed.

Specific submissions

Spokes considers that:

- A continuous combined cycling and walking path that is physically separated from traffic should be provided on the seaward side of the road between the old Tram Shelter and the Scarborough Beach promenade.
- The combined path along the coast should be of sufficient width to avoid conflicts between cyclists and pedestrians. The AUSROADS standards provide appropriate guidance on suitable widths.
- Safe and appropriate crossing and transition points should be provided along the route so that walkers can cross, and cyclists re-join, the main road. In particular, a controlled road crossing point for pedestrians and cyclists should be provided in the vicinity of the old Tram shelter.
- Proposals to move the road away from the seafront along Peacocks Gallop are supported. The current situation where cyclists and walkers are squeezed between the carriageway and cars parked along the road margin is dangerous. Our preference would be for future car parking to be located between the road and Clifton Cliffs, with a suitable crossing point provided for pedestrian to cross the main road. The area between the relocated road and the foreshore should be landscaped and a combined cycling and walking path provided between the road and the landscaped area.
- Cycle lanes should continue to be provided on the main road, as this is still likely to be used by a proportion of cyclists.
- Consideration should be given to the provision of a low key ferry service for walkers and cyclists from Moncks Bay to the end of Brighton Spit. This could enhance access and reduce the number of cars brought into the area.

Thanks again for the opportunity to make this submission. If there are matters requiring clarification, please contact our Submissions Co-ordinator Robin Delamore in the first instance. His contact details are:

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