



17 September 2010

Submission from Spokes Canterbury on the Northern Arterial and Queen Elizabeth II Drive 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.

We note that the proposal includes "consideration of a parallel cycle/walkway connecting with Owen Mitchell Park in the south, running alongside the arterial and connecting with the old state highway bridge over the Waimakariri River in the north, via local roads". Spokes commends NZTA for including walking and cycling access provisions within the Northern Arterial Corridor.

Our submission relates principally to option **G Pedestrian/ cycle connections**, as set out in the feedback form. If you require further information or there are matters requiring clarification, please contact the writer.

Submission

Spokes considers that a parallel cycleway with connections to an upgraded old state highway bridge should be an integral part of the proposed northern arterial corridor. Inclusion of such a cycleway would provide a safe and convenient cycling route between Christchurch, Kaiapoi and points further north and be consistent with the New Zealand Transport Strategy, the Greater Christchurch Urban Development Strategy, the Greater Christchurch Travel Demand Strategy, and the CCC Belfast Area Plan (see attached map). The proposed cycleway would also be consistent with the State Highway Geometric Design Manual.

While we would support a linkage between the proposed cycleway and Owen Mitchell Park, we would be concerned if the cycleway along the northern arterial ended at this point. This would result in a circuitous connection between the arterial and the existing cycle path down QE II Drive. The proposed route down Grimsey's Road utilises a relatively busy street with inadequate width for cycling facilities. If this route was utilised we consider that the northern arterial cycleway would be more difficult to find and less attractive to use, and that it would be unlikely to be fully utilised.

To establish effective and convenient linkages with the Christchurch city cycling network the proposed cycleway should be extended to and across QE II Drive

(preferably via grade separation) to link with the existing QE II Drive cycle path, and provision should be made for connecting cycle ways to be incorporated within proposed links to Cranford Street and Hills Road.

We consider that any cycleway should be adequately separated from the Northern Arterial carriageway for health and safety reasons, and to improve user experience. The recently constructed Curlett's Road cycle path (SH 73) provides a good model for such separation. To enhance user experience, screen planting or other forms of screening should also be considered. The creation of at least one cycling and pedestrian "rest area" well separated from the arterial carriageway could also be considered.

Linkages should be provided between the cycleway and all roads crossed by (or immediately adjacent to) the northern arterial. Provision should also be made for linkages to, and an underpass for, any future path down the Styx River.

Where existing local roads are cut off due to the formation of the northern arterial, consideration should be given to constructing a cycling and pedestrian underpass to connect them.

The consultation plan shows the cycle path leaving the northern arterial corridor at Belfast Road and following local roads to Marshland Road and the Old Waimakariri Bridge. **We consider that a better alternative would be for the cycle path to follow the arterial corridor as far as the Main North railway line, and then to follow the railway corridor to and over Marshlands Road, and on to a crossing at the Waimakariri bridge.** This would improve integration between the Northern Arterial cycle path and the proposed CCC railway cycle path, as well as providing a much greater degree of separation between cyclists and cars over this part of the route.

Conclusions

Spokes supports provision for cycling and walking facilities along the Northern Arterial corridor. We would like the opportunity to appear at any public and/ or consultative meetings held to consider submissions on this project, and to be consulted over any changes to the design that would affect cycling and walking access (and connections) to the corridor. Should there be an officer's report or similar document we would appreciate a copy. Please don't hesitate to get in touch if you have any queries or require further information.

Yours sincerely

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