

# CHRISTCHURCH SOUTHERN MOTORWAY OPTIONS STUDY - SUBMISSION ON DRAFT DOCUMENT

Dec 2001

## INTRODUCTION

Spokes Christchurch is a local cycling advocacy group dedicated to including cycling as an everyday form of transport within local regional planning. The group is affiliated with the national Cycling Advocates Network (CAN) and includes a number of national executive members. Spokes provides significant cycling expertise through the membership of many longstanding advocates, transportation professionals and (most importantly) regular cyclists. The group is represented on Christchurch City Council's cycling working group and provides regular feedback on various council transport/planning proposals.

We are pleased to offer this submission to you regarding the proposed Christchurch Southern Motorway and would be happy to provide any further information or clarification if required.

## ISSUES IDENTIFIED

Spokes is pleased that some consideration for cyclists and pedestrians has been incorporated at the initial planning stages. We hope that this will continue as the project progresses.

We are aware of work underway to address current anomalies in Transfund funding guidelines, so that off-road cycleways can be funded via Transit NZ. We would expect that this improvement will greatly assist provision for cyclists in a project of this nature.

- The southern motorway corridor presents an opportunity to build at the same time a high standard off-road cycle route between Addington, Hornby and south of Christchurch. As well as providing a useful urban link (including providing cycle access to events at the Canterbury Agricultural Park and WestpacTrust Centre), such a route would also assist cycle tourists approaching or departing central Christchurch from this area. We would expect that a suitable option is incorporated into the final southern motorway plans, given the relatively negligible additional costs required.
- A suggested plan for a corridor cycleway is to follow the south side of the motorway between Barrington St and Wrights Rd, switch over to the existing northside cycleway to Annex Rd, and then continue on the north side for the remainder of the route. Switching the path between opposite sides of the motorway should be minimised, and any crossings should be designed to minimise geometric delay and discomfort for cyclists. As indicated in the draft brochure, access and crossings should be provided for all existing and proposed intersecting roads, as well as connections to all existing and proposed developments.
- Project planners should be aware of a proposal to develop a rural cycle-way from Christchurch to Lincoln, Tai Tapu and Little River. Springs Rd (or nearby) is likely to form part of this route providing a commuter link for cyclists. Therefore potential connections to any cycle route running with the southern motorway should be allowed for. For further information, contact the Christchurch-Little River Cycleway Working Group, c/o Paul de Spa, Selwyn District Council, Private Bag 1, Leeston, ph 324 5827, fax 324 3531, email pds@sdc.govt.nz.
- West of Curletts Rd, the study area is a part of Christchurch currently without significant cycling facilities and routes. However we are aware of significant urban developments proposed for the future in this area that will no doubt attract a demand for cyclists. The chosen southern motorway strategy will therefore have a major impact on the ability to provide and link to suitable cycling facilities in the future. We suggest that liaison with the CCC cycling team be undertaken to identify desired routes and how these can be incorporated into the future. For example, linkages to schools and the Kennedy Bush track should be allowed for.
- Although some of the ultimate interchange proposals appear to provide safe separation of flows, we are concerned about what will be provided in the interim at these intersections. Similar developments elsewhere have often used roundabouts in the short-term. Given the known concerns by cyclists, particularly on multi-lane roundabouts, we assume that the designs will fully consider safe cycling provision, and if necessary introduce reasonable alternative cycle facilities or a change in intersection control.

- Where the motorway route crosses the other major arterials by grade separation, we recommend that any adjacent cycle route also be taken over the bridge structures, with ramp connections to the at grade roads. This includes the existing Wrights Rd/Lincoln Rd bridges.
- Unlike the roading proposals, no specifics are given about the proposed width of any adjacent cycleway. For a high-use two-way cycle route (which is very likely to also attract pedestrian traffic), we recommend no less than a 3.0-3.5m wide path, which corresponds to scenarios C/D/E in Austroads 14 (1999, Figure 6-19).
- For the Halswell Junction Rd section, specific cycling facilities must be provided, either via off-road path or marked cycle lanes. Providing shoulders only will not provide adequate level of service or safety for cyclists where there is a high proportion of parked or turning vehicles, particularly given the expected level of heavy trucks.

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