

INNER CITY CYCLING – FUTURE DIRECTIONS

POSITION STATEMENT - AUGUST 2000

The following outlines the position of Spokes with regard the encouragement of and provision for cycling within the inner city area. It is intended to present possibilities for enhancing the liveability of the inner city area by developing the role of cycling as part of an integrated transport system.

Spokes urges that the parameters indicated below inform the Mayor's Forum debate on the inner city and that consultants engaged to develop an inner city plan consider their application in this process.

It should be noted that none of the suggestions below are revolutionary – all have been tried in various international cities - notably in the Netherlands, Germany and other European Centres.

Spokes urges all involved in the development of an inner city vision to remember that the City has a stated vision...

TO BE THE MOST CYCLE FRIENDLY CITY

Christchurch City Council Cycle Strategy - Section 3.1 Jan 2000

1. City marketing on a global stage

- Cycling as the re-emerging transport mode of 21st century
- Polluted congested cities will be the dinosaurs of the next decade
- Tourism opportunities
- Triple bottom line winning solution (environmental, social, economic)
- Progressive City Image
- Link to active cycling history of Christchurch

2. The Living Main street

- Plan to move away from current “drag strip” mainstreet reality (Colombo St)
- Design for go-slow mainstreet with integrated bus, walking cycling facilities - private motor vehicle through traffic actively discouraged.
- Mall style environment – maybe partially covered to living main street.
- Allows for livable street environment and public face to face interaction

3. Recreation, Leisure and Efficient Transport

- Recognition of multi-faceted benefits of cycling for inner city dwellers
- Encourage short trips by bike or foot
- Ensure various types of cyclist are catered for (recreational, learner, sport, commuter)

4. Active management of motorized traffic

- Proactive approach which positively discriminates for the living city modes – walking, cycling and public transport.
- Phased decrease in on street car parking accompanied by street narrowing and public space enhancements – affirmative action
- Stricter enforcement preventing double-parking
- Car parking maximum allowances for inner city development rather than current minimums – planning directions
- Development of inner city managed bicycle/electric van style delivery system with inner city fringe staging posts to avoid increased service vehicle numbers.
- Development of through motor vehicle “quadrants” within the inner city

5. Pedestrians and cyclists.

- Shared spaces should be encouraged where the opportunity for separate facilities does not exist (ie The Square)
- No spaces should exclude cyclists (ie Cashel Mall) but careful design to limit speed and signage may be useful.
- Perceived risk is much greater than actual risk – cooperation and spatial sharing between urban space users to be encouraged.
- Safer streets may encourage less cycle use of major pedestrian oriented spaces.

6. All streets are cycle streets

- A street/traffic design philosophy that recognizes all road users within the inner city must be encouraged.
- No streets should be unsafe for cycling.

7. Inner city and Cycle Network Plan

- The future development of the inner city must integrate with existing greater cycle network plan for the city
- Development and refinement of Inner City Cycle Network Plan requires careful consultation and assessment.
- Recognition of Leisure and Commuter value of Hagley Park and its offroad path infrastructure is critical
- Key attractors within inner city (ie movie theatres, Arts Centre, Polytechnic) integrated into inner city cycle network plan
- Key segregated facilities must be created in the inner city to allow for cross-city connections for both recreational and commuter user groups.
- Avon River Offroad shared pathway concept a key part of East/West infrastructure.
- North South Pathway may have to be segregated within existing road corridors.

8. Central City as major cycle attractor

- Central City is currently and will continue to be a major cycle attractor
- Allowing for cycle access into and out of inner city area is critical

9. Cycle facilities – World Best Practice

- Inner city cycling provision must comply with world best practice.
- Many and varied highly creative solutions exist for cycle facility provision – the wheel does not have to be reinvented for Christchurch.

10. Inner city residential development and cycling

- Continued inner city residential development will place greater demands on inner city transport infrastructure
- Cycling can help mitigate affects of increased population density on quality of urban space and street corridors.

11. Spatial benefits – The dense cycling city

- Recognize the road space savings that bicycles have over motorized transport modes
- Less storage space at work and home may allow for more compact building design

12. Cycle Parking

- Street furniture with integrated lock up facilities
- Secure lock up facilities developed and enhanced
- Widely dispersed parking facilities similar to current on-street distribution of carparking.
- Creative design of facilities encouraged – sculptural possibilities