

Christchurch City Council

Quarrymans trail Major Cycle Route.

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David Lee

About my self :- I Live in Christchurch all my Life and in the 1960 year my Dad own a vegetable shop in ferry road and I live in the area across the road for nearly 40 years.

I have seen The traffic changes and cycling have drop to nearly zero.

In 1960 to 70 and 80 cyclist rode bikes everywhere, the school were pack full of cyclists but today there is a lot less cyclists.

I still own properties in the ferry road area, and have seen to this day hardly any cyclists are riding on the Road.

There are reason why there is not many cyclist on the road these day because there are many family having one or two children, these family do not allow children to ride bike on the road like our family, Parents have children later in age 30 to 40 years, Cars are cheaper and easy to buy, Now day teenager drive cars.

Introduction

Page 2

We live in a High-tech world that control and dominate our lives everything is on-line or could be purchase online. We live for these things we all want Luxury Living e.g. new modern House, new Cars and online chat Face Book.

We live in a busy world at full pace and two parent are need to work to buy a house, new Cars to get from A to B quickly. (Not cycling)

We need to take into consideration how our transport system is developing where Auto drive Cars is for the future and there is no need for Cycleway but for Leisure cycling. therefore what we need is Leisure Cycle tracks around our small parks in our communities with family outing with BBQ Cook Appliance and Toilets

In the 1960 & 70 & 80 years Every thing was simple, our Living standard was Basic. every Corner was a Dairy Shop the bicycle was the main form of transport. Now it is the Car as a main mean for transport. Christchurch its Land is Flat and spread over a Large Area and you need a Car to get there.

The 21st Century Cyclist Cycle in a Fitness Centre to meet up with other people to keep "fit". Now open 24/7 everyday.

We need to delay
this cycle way.

Page 3

The Quarrymans trail major cycle route in Sparks road must be delay to allow for the Developer and the Christchurch City Council to include this new cycle way into there developments. This is a chance of a life time.

New traffic lights will be install at Sparks Road / Henderson road corner and traffic lights by the power station will provide cycleway connection to the Henderson Basin cycle way and the Eastman wetland cycleway.

Developer Contribution
Are require when developing
a new Subdivision,

Land on the northwest side
of Sparks Rd between
Henderson Road and Mills road
has resource consent to develop
this land into a new subdivision.

Contribution Fee means this land
could be obtain for this cycleway
without much problem or cost.

New Cycle way Plan option 1
Sparks Road between Henderson road
and milns road. Date 2017

The original Cycle way lane on the north west side of Sparks Rd from the road edge to the power pole has a width of 4.3 metre more than enough to accomodate a 2 way Cycle Lane and "Do not Need to remove any power Pole" or affect any road side Stormwater Drain said by the christch City Council "Have your say pamphlet".

Information supplied in the pamphlet is misleading and has no ground or reason to shift the cycle lane from this side to the other side of Sparks Road when there are so many services buried underground.

- erg.
- High Pressure watermain
- Fiber optic cables
- Power cables
- Light Poles
- Stormwater Drains

That you have not said in the pamphlet.

New Cycle way Plan option 2
Sparks road between Henderson
road and milns road Date 12 sept 2018

The cycle way lane on the southwest side of Sparks road has from the road edge to the street Light pole has a width of 2.5 metre which is not enough width to accommodate a two way cycle Lane.

But 2.5 metre is enough to accommodate a one way cycle lane.

The south west side has.

buried underground. :-

High pressure water main Supply
Main Trunk telephone Line
Fiber optic Data Cable
Power Cables

Existing ditch on the Boundary is needed to continue to stormwater drain adjacent Land.

New Cycleway Plan Option 3 Sparks Road between Henderson road and miln road.

This 3rd option is the best and offer all the benefits what we are looking for e.g. safety from traffic for families and childrens.
refer to Page 7A

All the Land on the Northwest side of Sparks Road is under going residential developments and there is going to be 2000 houses and a shopping complex built there.

A new primary school is also to be built there.

Also a Complex storm water drain and Ponds is develop through.

This new development. *refer to Plan Page 9*

The Development is well on the way and has resource consent to build this development.

Some of the road are already completed and some are under construction.

sewer has all ready pipe through the subdivision linking to the new sewer pump station.

The Christchurch city Council need to negotiate with the developer to allow the cycleway to be constructed on the boundary edge of sparks road to the new storm water pond embankment.



Family outing
Need toilet and rest room cycling
from Halswell to the City



Pages

New Cycle way Plan Option 3
Sparks road between Henderson
road and Milns road.

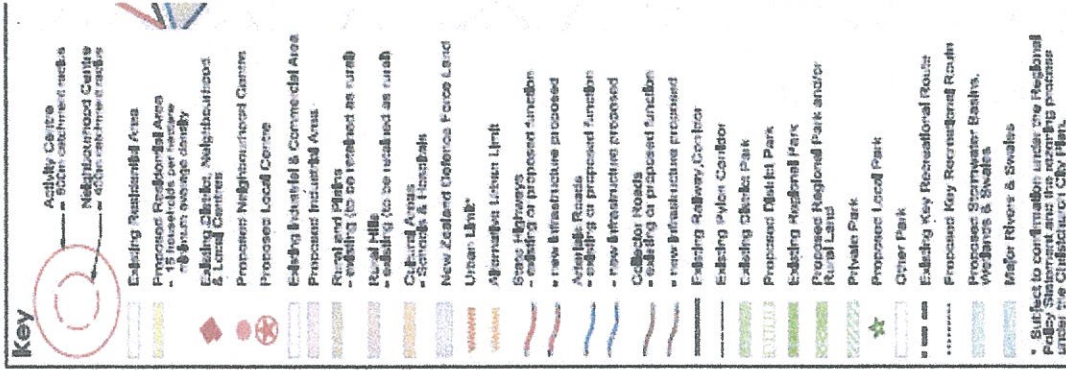
Having a cycle way away from Sparks Road is the right choice as per photo illustrated in the Have your say pamphlet. The cycleway could be tree line creating a nice atmosphere.
refer to page 7A

Constructing a cycleway here will a lot less in cost than on sparks road which causes major road reconstruction and major traffic disruption.

Having a cycle way here allow for other new cycleway to inter-connect in this development. These cycleway will connect to the new shopping complex, Halswell Community Centre, swimming pool, Library and resident Living here.

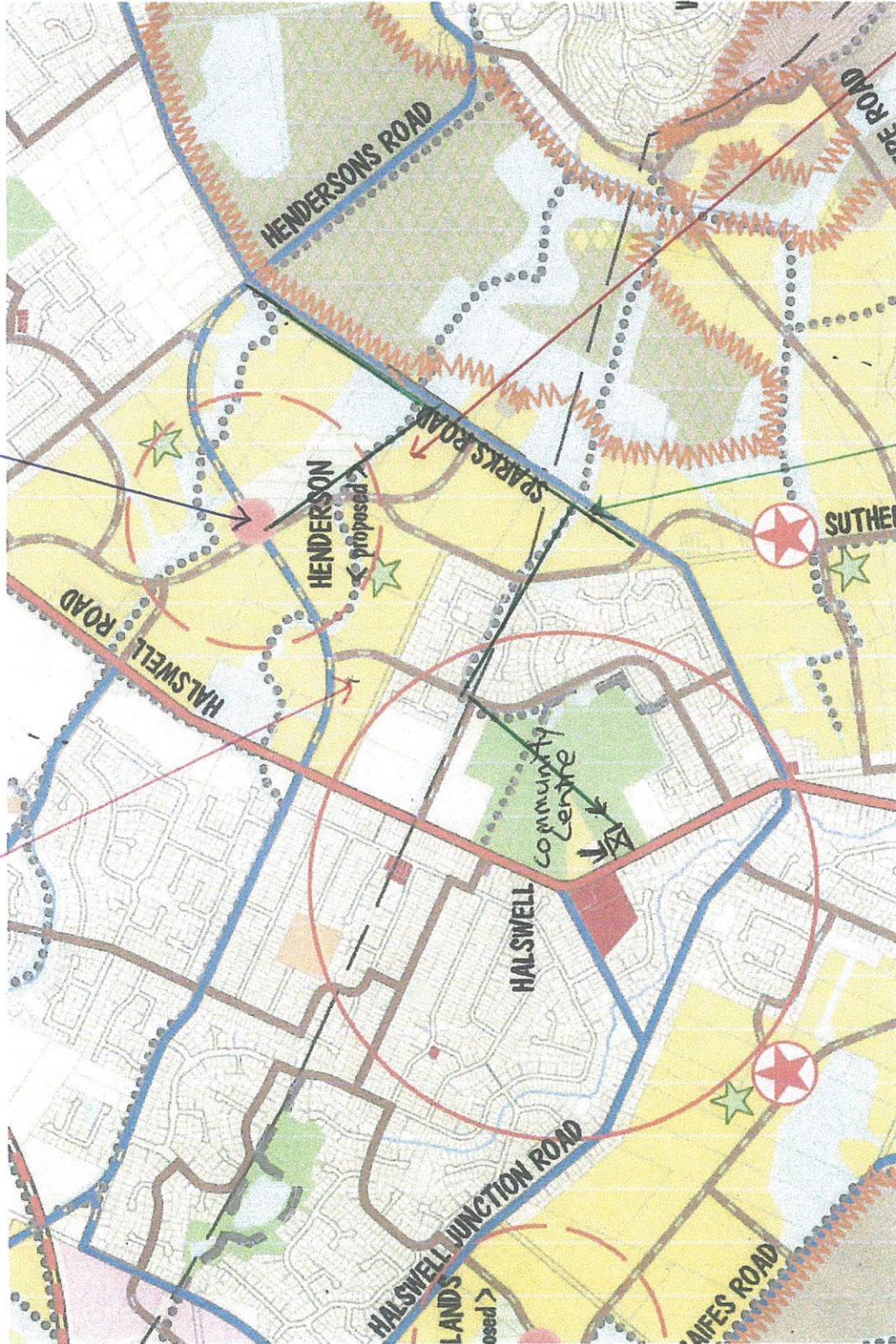
This is the best all round option 3 it has to be Yes Yes Yes.

new cycle Lane



New shopping Complex

New school



New cycle way inside new residential land on the edge of Sparks Road.

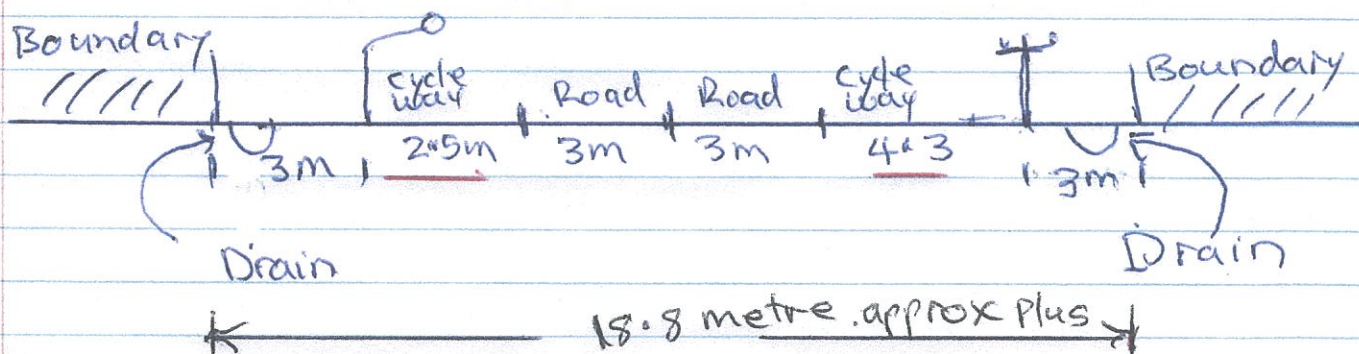
All this Land has consent to build 2000 houses and a shop complex.

Sparks Road Between Henderson road and Milns road

About year 2000 Sparks road had these new Street Lighting install by the Christchurch City Council and they have allow for a cycle lane. When these Lighting pole were install they set them back of the road by 2.5 metre.

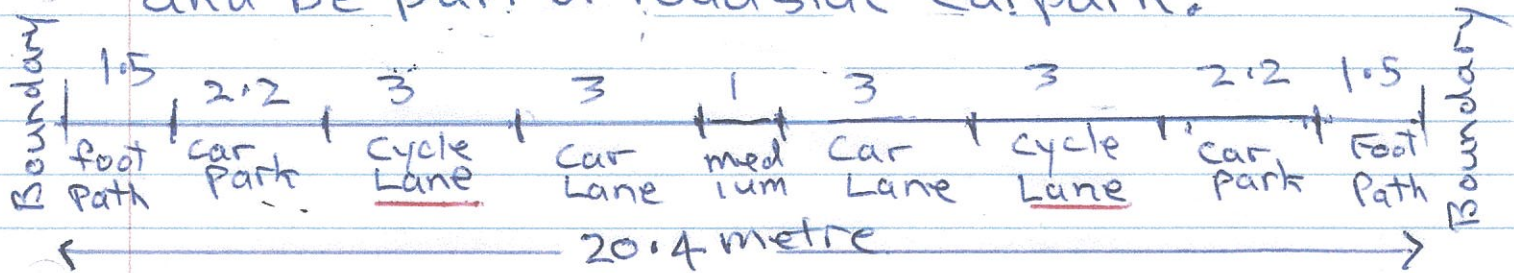
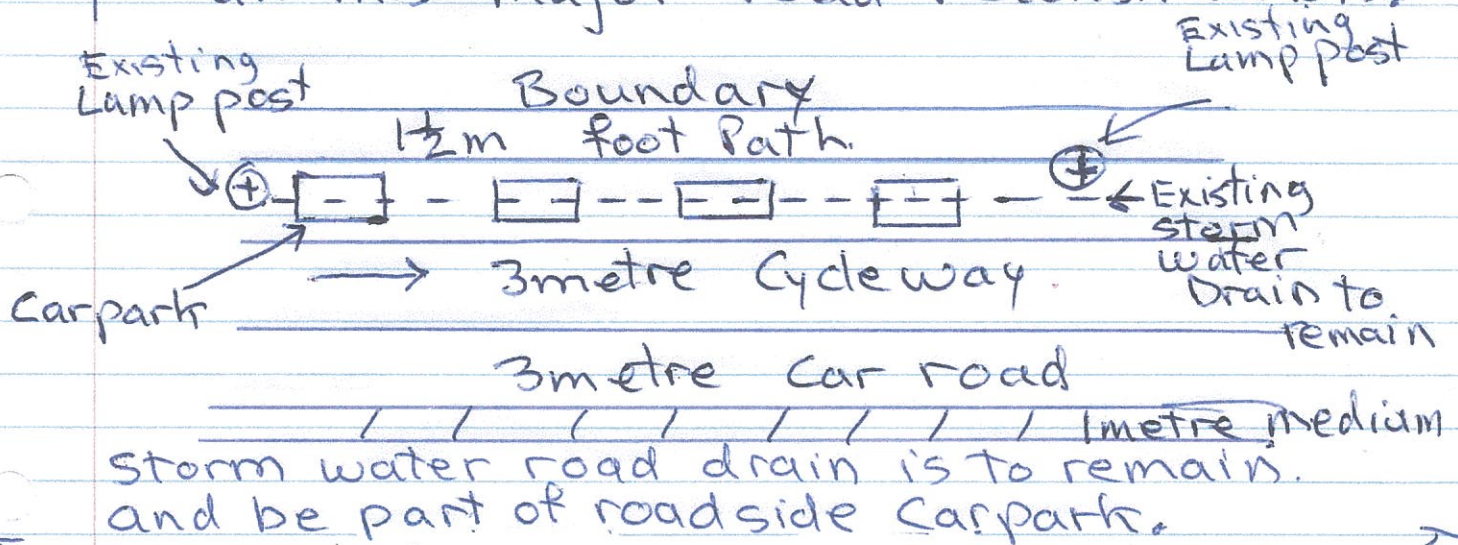
They could of at the time shifted them closer to the Boundary by another 1 metre making it 3.5 metre but agree on 2.5 metre cycle lane for one direction.

The other cycle lane direction is on the North west side of Sparks Road. that has a 4.3 metre width cycle Lane. from road Edge to power pole. That can accommodate Two way cycle Lane.



Different Design for Cycleway

By not shifting The Lamp post that have a network of power cable and telephone cable will have a Huge saving in Cost. This Method makes it easier to construct Cycleway without all this major road reconstruction.



If Cycle Lane was reduce to 2.4 metre wide the road width required would be 19.2 metre.

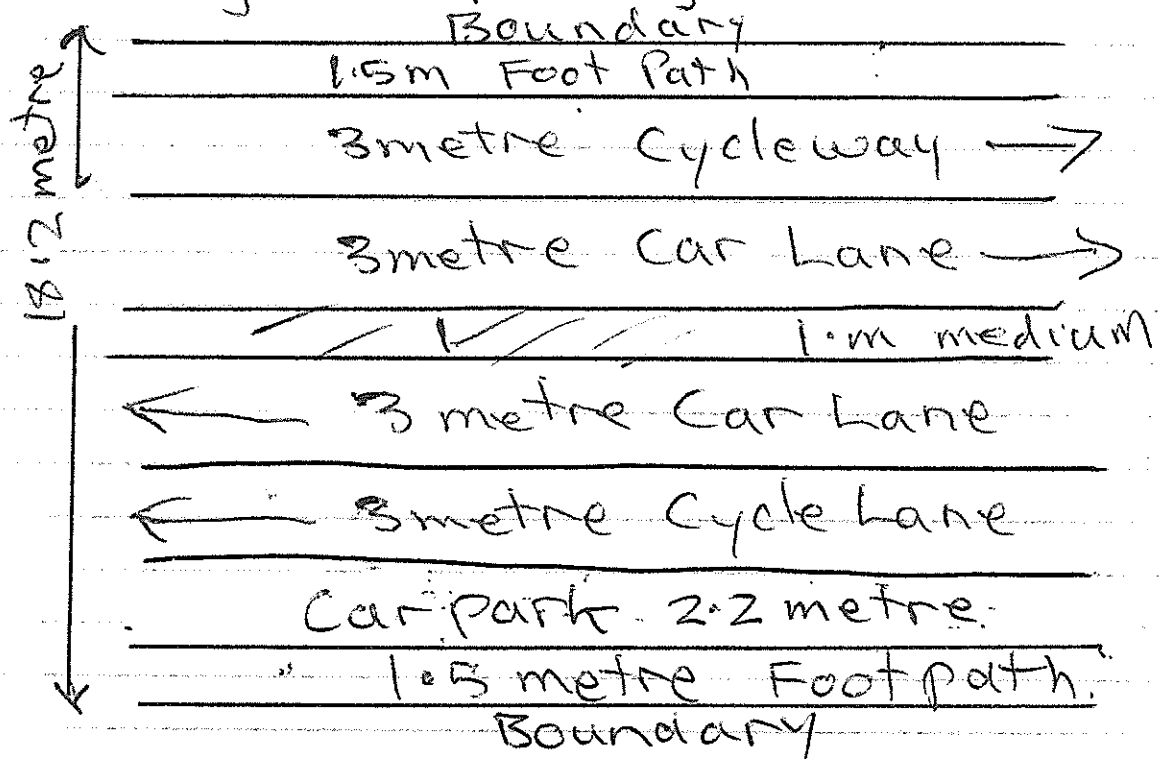
- All cycleway need to be painted with reflector type paint so they glow when traffic lights shine on to it.

One direction 2.4 metre wide cycleway allows for cyclist to overtake other cyclist and allow Group Cycling and training cyclist.

Cycleway Kerbing need to Page 12
be Change to a different type

The new cycleway just been completed is not design properly which could be easily corrected by removing the separation Kerbing between cycleway and the car road and replaces with raised road marker like the one they use on the Highway could be used to replace the Kerbing constructed there now with these road marker 400mm wide 75mm width 25mm deep. As soon as a car runs onto it it will vibrate the car. but at low speed you can drive over them at slow speed.

If the Road is not wide enough car parking on one side of road.



This plan only allow parking on one side of the street if the roads is too narrow.

Different type of Cycleway on one route

The new Sparks Rd and Franklight street cycleway and Strickland st, Antiguast cycleway are of two different types. One has two different cycle directions and on one side of the road, and the other has cycle lane on each side of the road.

Two different type of cycleway on one route create confusion for cyclist.

These cycleway are hard for cyclists to over take other cyclists and hard to cycle in group and race training cyclists.

These cycleway are dangerous. when lots of cyclists are riding on them.

Problems with the new Frankleigh street cycleway

Lower Kerbing allow vehicle or trade vehicle to drive into their drive way

Kerbing to High.

Should be only 25mm High. using road marker like on the state Highway down south of ChCh where it vibrate the car when you veer-off course.



Frankleigh Street section of Quarrymans Trail

- Two direction - cycle way to narrow need to be 4 metre wide.

cycle way does not allow double passing there fore head on crash with major injuries with cyclist flip in to head on car traffic.

Training Cyclist do not Like these cycle way there to many cyclist with children riding all over The cycle way. Training cyclist or those in a hurry are going to use The road.


Frankleigh Street

Key features of the proposed cycleway on this section of Frankleigh Street.

- 1 A two-way cycleway provided on the southern side of Frankleigh Street is protected from traffic by separator islands.
- 2 A painted flush median makes it safer and easier for drivers to turn into properties.
- 3 On-street parking needs to be removed on the southern side of Frankleigh Street to make room for the cycleway and flush median.
- 4 Some on-street parking needs to be removed on the northern side of Frankleigh Street, to make room for new pedestrian refuge islands between No. 29 and 30, and No. 53 and 46/48 Frankleigh Street.
- 5 The westbound bus stop (#3) outside No. 32 Frankleigh Street (see sheet #15) is shifted approximately 70m west to a safer location outside No. 22 and 24.

Reduce Speed Limit to 40 km per hour 5*
 Remove the Kerbing and install Low Kerbing 25mm high, as stated in my submission

Bus stops will move as a result of this work. See point five.




Cycle way does not allow Passing or Double Passing
 Cycle way to narrow or suited for one direction cycleway

Frankleigh Street, facing west from outside No. 50/57. (Two-way cycleway on the southern side of the road).



Toilets and rest room are
Need along the Cycleway

There will be 1000s of cyclists on these cycleways and these cycleways cater for:-

Children with family

Leisure cycling

training cyclist.

Cyclist going to work

Cyclist going to Moorhouse new
sport Centre

Cycling from Halswell to the city is a long way to cycle and there is a need for toilets along the cycleway routes.

some first time cyclists have medical health problem and they need to use the toilet.

Having toilets along the route cyclist will stay out longer riding their bike.

The purpose of cycling is to help create a healthy life style.

Cycling Reduce the number of cars on the road.

No toilets will mean a lot lot less cyclists on these cycleway and fail to meet their objective or purpose you trying to achieve. Getting more cyclist to use them.

Speed Limit Change down to 40 km

By shifting the cycle way into the new residential subdivision along the existing Sparks Rd road drain there is no need to change any speed limit.

Developing these "pond" has a high embankment to contain the storm water, and on these embankment the new cycle way can be built like the one they are building where the sewer pump station are on the corner of Henderson and Sparks Road.

60 km per hour speed limit change is still too high and need to come down to 50 km per hour limit. Normally when you drive on the road and you slow down you drive your car to the left side of the road but with these new cycleway with road separation make this not possible. Now when you slow down you have to give way to cyclist traffic first before making a left turn. What happens next is you stop in the middle of the road and then traffic start to dangerously overtake you while waiting for cyclist to ride through.

Maximum speed of 40 km per hour limit should be for all area where there are cycleway and remove cycleway road kerbing. In the city there is low speed 30 km limits.

Cycle way just completed is
on the wrong side of the road.

Sparks Road and Frankleigh street has been built on the wrong side of the road, it should have been on the North west side of the road all the way to Strickland street intersection.

The reason is from Halswell every time you need to go to the :- Amp show ground, Amp sport ground, Riccarton shops, Riccarton mall, addington shop, addington raceway, Barrington shop and Strickland street intersection you have to cross over through a traffic light intersection.

If it was on North west side of the road cyclist could have a Free turn.

Strickland st should be the same 2 direction cycleway not like what you (ChCh City Council) have there now one cycle way on each side of the road.

This 2 direction cycleway should of carry on into the City via Antique st to the new propose swimming pool and Hagley Park.

It not too late to make a change. now and shift the cycle way. to the North west side of the road.

Or The remaining cycle way to be on the North west side of the road.

Conclusion

The cycleway to be delay to allow negotiation for the new cycleway in the new Sparks Road northwest residential development with the Christchurch City Council and the developer.

Toilets need to be constructed along the cycle route.

New cycleway constructed into the new subdivision along Sparks road boundary there would be no need to change the speed limit.

Our Decision on New Cycleway "Option" Sparks road between Henderson road and Mills road

Option 1 is NO cycleway on the Northwest side of Sparks road Refer to Page 5

Option 2 is NO cycleway on the south west side of Sparks road Refer to Page 6

Option 3 is Yes Cycle way Boundary edge of Sparks road to the new stormwater pond embankment in the Northwest new residential development Refer to Page 7 and 8

Conclusion

Major Cycle Routes Quarryman Trail
Addington - Somerfield - Hoon Hay -
Halswell.

I have study and written a number of issues that need immediate consideration and there must be a delay in these cycleway to allow for further discussion and decision and to reduce the extremely high cost in constructing these cycleways.

The key word for cycleways is you have to allow for some compromise. Meaning you can not have it all your way.

In some Area you have to allow for exception.

Thank You
David Lee

