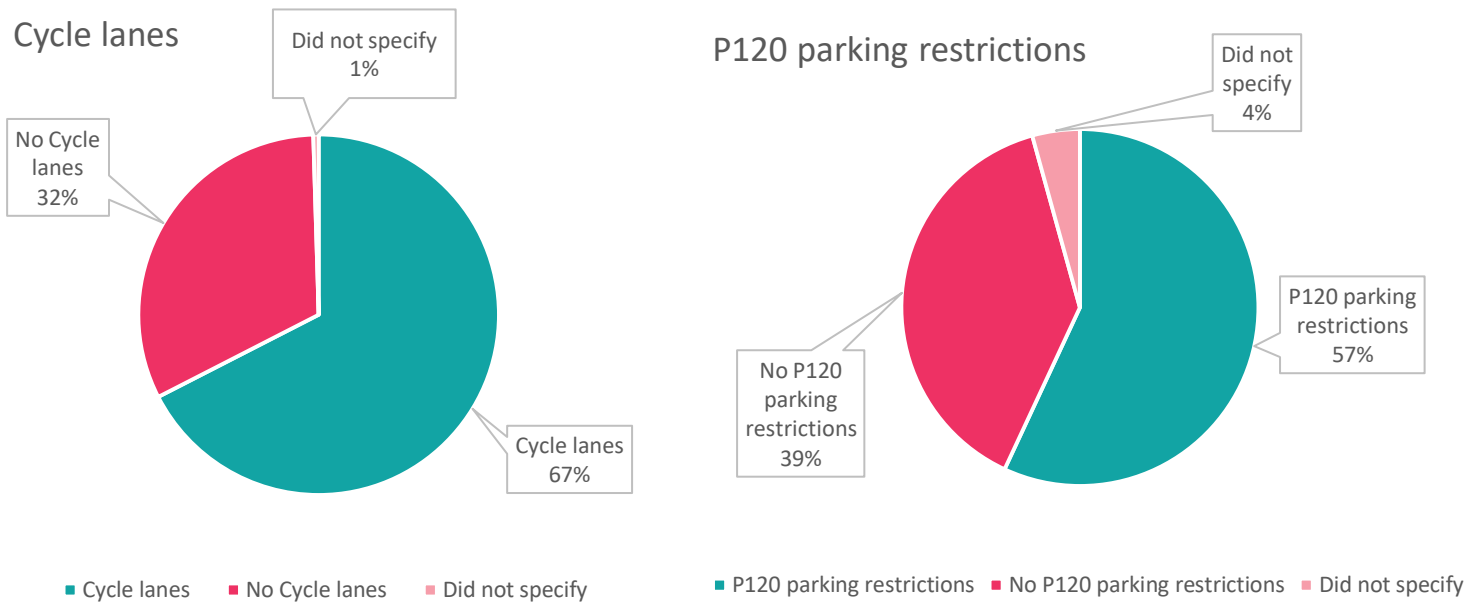


## Waimairi Road cycle lanes analysis



We received 209 submissions from residents, businesses and groups. This included:

- Generation Zero - 33000
- Rangī Ruru School – 32982
- CDHB – 32643
- Ilam Dental – 32556
- Also an email from Fire and Emergency.

### Submission totals

From these 209 Submissions 22 people from Waimairi Road made comments.

Waimairi Road			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	14	Yes	11
No	8	No	11

The rest of Ilam there were 36 submissions

Rest of Ilam			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	24	Yes	21
No	12	No	14
Blank	0	Blank	1

Nine people identified themselves as students

People who wrote Student			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	5	Yes	5
No	4	No	4

## Some comments from students

32618 - Not all of us live near or around uni. Public transportation in Christchurch is ridiculously expensive and inefficient. For many of us who work and study, we need to travel quickly. Yet, we are not all able to afford the ridiculously expensive student parking that the uni impose on us as well. Many parking spaces have been cut and the CCC has been notorious at imposing fines with zero tolerance. Cyclists do not pay road tax. They do not pay ANYTHING to deserve any special treatment. Motorists should not be punished for non-paying users.

32637 - I will find this much easier and safer to get from home to uni each day on my bike with cycle lanes it place.

32608 - Personally I don't get a choice whether to drive to uni or not as I live so far out. Sometimes I'd be circling the university parking for nearly hours at a time and removing those around the uni will just add to that time wasted just searching and losing fuel...

32694 - As I am based on the Dovedale campus, I cycle on Waimairi Rd on a regular basis. Adding a cycle lane and limiting parking will increase safety.

## General themes

The people who supported the cycle lanes said these were a good idea on such a busy road. There are two points which needed to be looked at; Waimairi Road and Peer Street also near the Waimairi Road shops.

The people who didn't support it said people don't use cycle lanes and if there needed to be one, why can't we utilise the grass strips alongside the footpath. Also not to take away more parking to accommodate them.

People who supported the parking restrictions said this would help with the environment and hopefully encourage people not to use their car.

People who did not want the parking restrictions said the side streets will become busier, and that students will have to park further away from university (the university car parking fees are over \$450 per year, this also does not guarantee a parking space).one person said they would drop out of university if this was made a thing. Parking is already awful why would you take even more of it away, it's such a busy road.

## Common themes

Some of the common themes from both the cycle lanes and the parking restrictions were:

- Safer for children
- University students want some parking, some do not have a choice but to drive
- If these changes are implemented, it will hit students hard
- Parking in side streets will get worse
- Encourage more cycling
- Take out the berms and use as cycle and pedestrian lane
- Separated cycle lane not painted
- There needs to be cheaper campus parking

## Changes to the plan from the feedback

Retaining the no stopping lines outside 111 to 119 Waimairi Road.

## Information

The proposed P120 restriction starts at 8am and ends at 6pm. Over-night parking remains unrestricted.

## Questions and responses

**Q1.** Will the cycle lanes continue down Waimairi road to eventually connect to cycle lanes on Hansons lane and Annex road?

**A1.** The currently prioritised cycle lanes on Waimairi Road continue along Peer Street and connect to the future alignment of Southern Express Major Cycle Route at Curletts Road/Peer Street/Main South Road intersection. At this location a high quality access will be provided towards Hansons Lane and Annex Road.

**Q2.** If this cycle lane is to go ahead, cars need to be stopped from turning right into Wadely Rd. At this point, the traffic should be straight ahead only.

Parents will look to drop toddlers off at the play centre safely: perhaps give them a turning option into the community centre parking area?

**A2.** The proposed scheme would provide a better visibility for cyclists and cars at the location and most likely reduces the risk of crashes. Council is committed to reducing the number and severity of crashes and continually monitoring the entire road network for high risk locations. Should the location causes safety issues in the future, measure to mitigate the risk will be implemented as a part of the Council's Metropolitan Safety Programme.

**Q3.** I believe this is a good idea, however, there is a serious flaw at the Maidstone/Waimairi intersection. This intersection - north bound on Waimairi Road, contains an odd two lane section. Heading north there is a right turn lane, straight through lane and a left turn/straight through lane. This has the effect of turning this intersection into a sort of racetrack. Cars will either try and pass other cars on the left, or accelerate at high speed on the change of red to green light to get ahead of traffic. This dangerous situation is compounded by the presence of diagonal carparks at Ilam shops resulting in a number of near misses as cars try to back onto high speed traffic on Waimairi Road. Adding a cycle lane, which ends at the start of this raceway is only going to add more danger. A simple solution - which would cost very little, would be to make the left hand lane left turn only. Also painting turn bay markers outside the Ilam shops would increase safety in this area, allowing cyclists a safe option to get past the shops.

**A3.** Considering the current traffic volumes, reducing the number of northbound through lanes at the Maidstone Road/Waimairi Road intersection can lead to substantially longer queues and delays on all approaches to the intersection during the afternoon peak time. The average northbound queue lengths on Waimairi Road can get twice as long and can frequently reach beyond Dovedale Avenue. To relocate the cycle lane towards the shops, would create other issues including cycle-pedestrian or cycle-furniture conflicts. There are examples of such layout in the city with numerous complaints and safety issues (e.g. corner of Normans Road / Strowan Road intersection). Alternatively car parks can be converted into parallel spaces but this would reduce the available spaces from 28 to 13 spaces which could adversely impact the neighbourhood centre.

The current layout requires drivers to be extremely cautious when reversing back to the live traffic lanes to avoid a collision. The alertness as well keeps them aware of cyclists' presence approach from the same direction. We are committed to reducing the number of vulnerable road user crashes and has an active monitoring regime to identify crash risks across the entire network. Over the past 10 years there hasn't been any reported crashes between cars and cyclists in front of the shops. Should the situation changes in the future, we will implement mitigating strategies or upgrading the layout in necessary.

**Q4.** I recommend just the addition of a green zone lane or similar. This can be achieved by the narrowing of footpaths and or berms. All at a fraction of the cost whilst not taking away residents street parking.

**A4.** The option of providing off-road shared paths has been considered for Waimairi Road and discounted due to the issues with visibility at driveways and high cost of relocating the existing power and light poles.

**Q5.** I do like cycle lanes but think a cycle lane on Ilam Rd from Creyke Rd to Memorial Ave would be much better. This road is quieter and would continue the cycleway which currently ends at Creyke Rd. Waimairi Rd has many flats along this proposed route and the cycle lanes and restricted parking would make it difficult for existing residents to park. Some don't have onsite parking for more than one vehicle and rely on the roadside parking. If a cycle way was created from Grahams Rd along Memorial Ave to Ilam Rd to connect with the existing separated cycleway by the University and hence to the Uni-Cycle this would be an improved solution.

**A5.** The Nor 'West Arc Major Cycle Route, along Ilam Road and Arorangi Road, will connect to the Uni-Cycle Major Cycle Route and further down to the Southern Express Major Cycle Route. The proposed on-road cycle lanes along Waimairi Road are to provide a better local connection to residential areas to feed into the Major Cycle Route network.