

CHRISTCHURCH CITY COUNCIL

Draft LTCCP 2009-19

- Received via Web

Submissions close on 16 April 2009

I wish to talk to the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:

For yourself

If you are representing, how many people do you represent?

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Date:

25 March 2009

Your Submission:

Although I have selected the option to discuss the points I mention, I am happy to forego this process if the councillors understand my submission and have no further questions on these issues.

CYCLING

1 - Secure cycle parking in town.

There are many bikes stolen from the bike pen in the bus exchange. When this was commented to staff at the council, the response was "we have the same problem". If you want more people to cycle AND more people to visit the town centre then encouragement will come from providing secure bike parking for workers and shoppers in and around the city centre.

2 - Rumble strips to separate cycle lanes from roadway

Rumble strips should be used to deter vehicles from crossing over into cycle lanes on the inside of bends. Many drivers use cycle lanes to cut the corner, often when cyclists are in or approaching the same area. The rumble strips should extend 10-20metres either side of the bend depending on design velocity.

Examples where this would work (in my experience)

- Where Wainoni Road becomes Kerrs Road
- Breezes Road, opposite the golf course
- Avonside Drive, between Stanmore and Fitzgerald

3 - Rumble strips along cycle lanes at low speed intersections and driveway entrances. This should hopefully deter drivers from making a quick move into a road or drive way. The feasibility may be very low on this request!

4 - Wider cycle lanes at key locations

"Car-dooring" is not pleasant for anyone but is a routine risk for cyclists. At locations where drivers will be alighting frequently from vehicles, cycle lanes should be made wider to allow room for cyclists to pass in an area where car doors can be opened safely. This will also benefit the vehicle occupants as they will have a wider buffer zone between them and the moving traffic.

Where width cannot be provided, then parking should be limited to one side of the ride alternating before and after the location of interest. Ideally this should include a "no parking" zone in the cycle lane that would be enforced by traffic wardens. Not sure if this requires a law change.

Places of interest may include,

- Commercial premises (dairies, takeaways, etc)
- post boxes
- GPs/dentists/opticians
- parks that provide pitches for team events.

5 - Encourage cyclists to ride safely and visibly

Define a cycling user road code and provide education classes for cyclists. I appreciate this is probably more of a national concern, but whilst we're at it, if I can draw some attention to this then I think it will help.

ROADWAY IMPROVEMENTS

6 - Improved Synchronisation of traffic lights

Keep traffic moving at a steady speed along key arterial routes in, out and around town. this will discourage speeding, reduce travel time, reduce fuel consumption and reduce driver frustration that can lead to accidents.

Example routes where this would apply,

- BROUGHAM ROAD
- Ensors/Auldwin/Buckleys roads
- Tuam Street

Examples where this works well already.

Barbadoes

Fitzgerald Av (sometimes)

PARKS DEVELOPMENT

7 - Allotments and vegetable growing

With recent food price rises and economic situation leading to job losses, the council could play a part in encouraging people to cultivate their own food.

This could be done using the following steps

- Have example vege patches in one central location or spread around the city where growers can see how it's done, get advice and even try it out in their own section (for a fee).
- Assess the feasibility of setting aside areas of parks for allotments, particularly on current waste land