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CHRISTCHURCH CITY COUNCIL

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Submissions close on 16 April 2009

I do NOT wish to present my submission at the hearing, and ask that this written submission be considered

Are you completing this submission:

For yourself

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

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15 April 2009

Your Submission:

Cycle lanes

I think Christchurch cycle lanes are actually quite dangerous. Where they do exist they are placed between moving cars, and parked ones. People opening car doors are a danger to the cyclist, as is the procedure for the driver to park or leave their space. Cyclists can be pushed out suddenly into the main road off the cycle lanes if a parked car decides to pull out a little bit to show they wish to leave their space.

A much wiser solution may be to adopt the Danish method of locating the bike lanes between the parked cars and pedestrian walkways. This way the passenger door is on the side of the bikes, rather than the driver's door. Often cars carry only the driver so this does reduce the number of likely door opening events. The cyclist is also protected from the moving cars by the parked ones.

Furthermore cycle lanes should exist on the quieter roads. Christchurch is lucky to have wide roads and plenty of space, yet most of the cycle lanes are on the major roads... and the quieter roads are neglected.

In some respects it could be argued that these quieter roads do not need cycle lanes, but cycle lanes are also for the benefit of the drivers and help to keep the main road clear from slower moving traffic.

Cyclists like to take the most direct routes, which is often these smaller/quieter roads and therefore it may be worthwhile investigating if cycleways on those routes would be more appropriate than on the major

roads.

Red coloured road sections (as on Tennyson street) also a good way to define the cycle path and help remind drivers that they shouldn't drive along the cycle paths unless they have to cross over it.

I hope that Christchurch can become a friendly place for cyclists.