



## Improvements on Marine Parade

### Submission from Spokes Canterbury

Reference: <https://letstalk.ccc.govt.nz/marineparade>

Tēnā koutou katoa

Thank you for the opportunity to comment on the proposed improvements on Marine Parade.

#### Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80. Spokes also supports all forms of active transport, public transport, and has an interest in environmental matters.

#### Proposal

Spokes supports option B but believes there are better options that go further to providing safe cycling infrastructure for all types of cyclists.

There are at least three types of cyclists who regularly use this section of Marine Parade:

1. **Commuter cyclists** - who want to get to their destination quickly and efficiently. These cyclists are confident in traffic and happy to use the road. They prefer cycle lanes on the road.
2. **Interested but concerned cyclists** - who are happy to cycle to their destination if it is safe. They prefer separated cycling facilities.
3. **Recreational cyclists** - who are cycling for enjoyment, often in family groups of mixed abilities, who also strongly prefer separated facilities. They are not keen on sharrows even in 30km/h zones and are more likely to use the footpath or the shingle path.

There are speed issues in this section of Marine Parade (Hawke Street to Bowhill Road), particularly at less busy times. While most drivers are considerate and move over where they can, less confident cyclists can feel squeezed by vehicles at the current buildouts, so they are using other options like the gravel path. Vehicles are taking corners into the side roads too fast, and there are issues with vehicles accessing the various car parks on the East side.

This section of Marine Parade can get very busy in the summer with many vehicles coming in and out of car-parks, particularly in the weekends and evenings. Marine Parade is the preferred route into and out of New Brighton for cyclists travelling from the North and West. For example, a popular route is Marine Parade, Bowhill Road, Rookwood Ave, Travis Road, and QEII Drive.

Typically, around a third of cyclists are using the gravel path in preference to the road. More cyclists use the gravel path and footpaths in the warmer summer months when there are higher volumes of motor vehicles, pedestrians and cyclists, which can lead to space conflicts with other users.

The gravel path is currently narrow and rough in sections, and disappears occasionally around the car park sections. It also has drifts of soft sand at times so it is not ideal for cyclists or pedestrians but it is safer and more appealing than the road for some.

Spokes supports:

- Replacing the kerb and gutters between Lonsdale Street and 142 Marine Parade.
- Installing a zebra crossing on Marine Parade near Hawke St, but notes this should be a joint pedestrian/cyclist crossing. The zebra crossing should be moved further north away from the platform at Hawke Street as it is unlikely vehicles will stop so close to the intersection. A zebra crossing should give the right of way to pedestrians/cyclists.
- The safe speed platform north of Hawke Street should be converted into a Zebra crossing so the traffic has to give way to pedestrians and cyclists. The entry into the speed platform crossing looks very narrow given it is likely to be high use.
- The proposed, green painted on-road cycle lane, adjacent safe speed platform, and pedestrian refuge into the New Brighton Surf Lifesaving Club carpark is a huge improvement. A small speed bump at the entrance and exit to the car parking area would help slow vehicles.
- The safe speed platforms and speed humps.
- The kerb build-outs at Rawhiti Ave will slow turning traffic
- Lonsdale Street and Rawhiti Ave should both be Stop controlled intersections rather than a Give-way.
- We assume that the bike lanes are all the standard 1.8m.

Spokes would like to see:

- Green paint in the cycle lanes across the (asphalt) safe speed platforms, as these will feel narrow and intimidating if drivers don't give cyclists adequate space.
- Small speed bumps at the entrance to the many parking bay exit and entrances on the beach side. These could be the plastic black and yellow ones.
- More mobility parking near Hawke Street.
- A two-way separated cycleway on the west side of the road from Hawke Street to Rawhiti Domain. This is a better option for interested but concerned cyclists and children. The west side was chosen because drivers crossing the path will mostly be local and learn to expect to see cyclists. It will also be easier to construct and less prone to sand drifts.
- A shared path along the front of Rawhiti Domain from Rawhiti Ave to Bowhill Road. Many less confident cyclists already use the footpath here as it is safe, wide and the road is prone to flooding along here. Most of the current path is around 3m wide and would need little change apart from signage given the usual number of cyclists and pedestrians.
- If other alternatives are provided, the on-road painted cycle lanes for confident and fast cyclists should remain.
- The speed humps at Lonsdale St and Rawhiti Drive have no painted cycle lanes on the east side. This should be fixed.
- The current shingle path on the east (beach) side upgraded and continuous.

- The proposed chip seal is not ideal for cyclists but there are ways to improve the surface by regularly removing loose stones and other debris, particularly for the first year after the seal is laid. Is it possible to add a smoother, asphalt like, surface layer to the chip seal in the bike lanes similar to patching done on chip seal roads after the under-ground services have been worked on?
- The speed limit on Marine Parade reduced to 30km/h from Hawke Street to Bowhill Road (and past the North Beach Surf Lifesaving Club to at least 73 Marine Parade). At a very minimum to 5/180 Marine Parade (aligning with the safe speed platform).
- Better drainage on the road alongside Rawhiti Domain and Thompson Park.
- Could the Council negotiate a deal with the New Brighton Club (202 Marine Parade) for some of their parking to be used by non-club members at less busy times, allowing more on-street parking to be removed from Marine Parade? This carpark is often mostly empty when the New Brighton Surf Lifesaving Club is full.
- Spokes would also be interested in talking to staff about a quiet option that goes through the middle of Rawhiti Domain, however a safe crossing at Hawke St/Shaw Ave intersection would be needed. This route is regularly used by Wednesday Wheelies to avoid the traffic on Marine Parade. This option would work well during daylight hours.

I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arise.

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