



# Three Options for Cranford Street

## Submission from Spokes Canterbury

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

Tēnā koutou katoa.

Thank you for the opportunity to comment on the three options proposed for Cranford Street

### **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 Overview**

Spokes supports provision for confident cyclists to use Cranford Street and to encourage less confident cyclists to use the Papanui Parallel Major Cycle Route and surrounding streets.

Part of the original agreement for the change of use of Cranford Street was the provision of safer cycling in other areas. While this has had some success, there is a definite need for improvement. Vehicles continue to use Trafalgar Street and Rutland Street as a rat run to avoid Cranford St. Road works in the area have left some road surfaces rougher than before and removed some on road treatments put in for cyclists. Cyclists and pedestrians also need to feel safe crossing Cranford Street to get to safer cycling facilities, schools and other destinations.

Spokes supports the following aims:

- Safe cycling options available to destinations including local schools.

- Keeping drivers on Cranford Street rather than encouraging cars onto local streets used by less confident cyclists

## Spokes Ranking of Options Provided

1. Bus lanes - Spokes would prefer this option as it provides a safe alternative for cyclists who live along this section to use until they can get to a protected cycleway such as the crossing at English Park or continue on down Cranford St
2. T2 Lanes - While not ideal, these lanes still slightly reduce car traffic, indirectly improving safety for cyclists. However, they are not ideal, as there will still be vehicle traffic mixing with cyclists during rush hour.
3. Clearways - Spokes does not support this option as it will be the least effective at reducing traffic and the most unsafe for cyclists.

## **Option 1 – Bus Lane – Preferred Option.**

This is the best option for cyclists of the three presented. It provides a safer route for confident cyclists during peak traffic, it will improve congestion by providing viable alternatives to driving and improve safety for all users.

### **What Spokes likes about this option.**

This option encourages the use of public transport by providing a reliable and quicker service for patrons. This reduces the number of vehicles traveling on Cranford St and the side roads. This has multiple benefits for cyclists who can share the bus lane allowing them to:

- Travel faster between intersections as the bus lane is relatively clear and the parked cars are removed during peak times
- Combine cycling and public transport to achieve a low-carbon transport alternative to driving, and providing last mile options at the beginning and end of journeys.
- Use efficient public transport in inclement weather or if their bike breaks down.
- Reduced exposure to air pollution when sharing the lane with electric buses.

It is pleasing to see the increased use of public transport on this route and the potential to increase the frequency of bus services further as the demand on Cranford Street continues to grow.

Enhanced safety for active transport users at intersections and refuges. The ability to safely get across Cranford Street to destinations such as St Albans School, English Park, and the Papanui Parallel is critical for less confident cyclists, pedestrians, those using mobility scooters and other forms of active transport.

Spokes appreciates that virtually all the bus drivers on this route have had the “Share the Road” training over the last few years which teaches safer driving practices when the bus lanes are shared with cyclists.

### **Spokes would prefer:**

- Active enforcement of bus lanes, including the use of cameras, to deter encroachment by vehicles. Bus lanes only work as well as they are enforced and a single vehicle parked in the lane can quickly cause a bus huge delays.
- More effort to reduce rat-running in the surrounding area.
- The bus lanes extended to the whole route down Cranford Street where practicable.

## **Option 2 – Clearway – Least Preferred Option**

There are no positives for cyclists as this option only provides short term benefits for motor vehicle traffic.

The negative impacts include:

- [Inducing more motor vehicle travel into the city.](#)
- Decreasing the reliability and speed of public transport.
- Reducing safety for active transport users.
- Traffic banking up further down Cranford Street where there is less space for a clearway.
- The negative impact on communities of retrofitting this type of layout into existing built up urban areas, as can be clearly seen on Curletts Road.

## **Option 3 – T2**

Experience in Auckland and internationally indicates that T2 lanes can encourage car-pooling and reduce the number of single occupant vehicles during peak times, however currently there is no monitoring or enforcement on the current T2 lane section on the Northern Corridor so it is unclear if T2 lanes are having an impact in Christchurch. Additionally, T2 lanes are less safe for cyclists than the proposed bus lanes due to higher volumes of traffic. T2 lanes also require pedestrians and cyclists to cross four lanes of traffic at intersections at peak times, which is more daunting.

## **Other Improvements related to Cranford Street**

- The northbound peak-hour clearway between Berwick Street and Westminster Street has some merit for motor vehicles and improving the safety of the crossing, however it does not improve safety for cyclists or pedestrians.
- The English Park signalised crossing is currently dangerous as vehicles are failing to stop. Spokes supports the installation of a high-friction coloured surface, changes to the

signals at the Berwick intersection, and cameras at this crossing to improve pedestrian and cyclist safety. It should also have a raised platform and speed humps to slow traffic down.

- Increasing the length of the merging lanes at the Innes Road / Cranford Street intersection will help motor vehicles, however Spokes would prefer this to be a bus lane.
- Spokes does not see the need for additional parking on Cranford Street at off peak times.
- The bus lanes should be extended to the Northern Corridor roundabout. This would improve the efficiency of the Orbiter bus as well as the 27 Northwood/Huntsbury, 91 Rangiora/City and 92 Kaiapoi/City direct services.
- At the Innes Road intersection the painted cycle lanes are 1.2m wide including the gutter and the white line. Please increase to the standard 1.8m width.
- There are ongoing problems with motor vehicles cutting through the G.J. Gardner Homes carpark at McFaddens Road to avoid the intersection where there is no right turn from Cranford Street. Cyclists are using a shared path at this point and are less likely to be noticed by these vehicles.
- Reducing the speeds in surrounding streets to 40km/h would make cycling safer and discourage rat-running.



Narrow Cycle lane on Cranford St at Innes Road

## Papanui Parallel and other issues

While the Papanui Parallel is the best route for less confident cyclists, there continues to be ongoing issues with rat-running on parts of the Papanui Parallel, which is the CCC recommended alternative to using Cranford Street. There is a large amount of unnecessary traffic on Colombo, Rutland and Trafalgar Streets attempting to cut through at various times.

The Trafalgar Street greenway is the most concerning section as this is a shared space. Confident cyclists, let alone the “interested by concerned”, are feeling uncomfortable and unsafe due to both the volume and the behaviour of some of the drivers using Trafalgar Street at certain times. Parked cars can narrow Trafalgar St to effectively one-lane making it disconcerting for a cyclist taking the lane one way with a large vehicle coming towards them in the middle of the street. In the winter the peak hour traffic occurs during dusk and dark hours, which is even more concerning. The evening flow is north on Colombo St, Trafalgar St then either St Albans Street to Rutland Street, or Courtenay St to Westminster St where it creates a build-up of traffic at the Westminster / Cranford Street lights. School start and finish times are also problematic on Trafalgar Street (and there are issues on Rutland St near Paparoa Street School). **This is not acceptable** and must be addressed as it was part of the requirements of the DEMP for the CNC. A cycleway only feels as safe as its most vulnerable section and at the moment Trafalgar St is discouraging the further uptake of cycling along this route.

Spokes urges the CCC to review the safety of Trafalgar Street for cyclists given the on-going problems. During the Papanui Parallel consultation, many of the residents supported the double cul-de-sac option, however this did not happen after one resident threatened legal action. It is still one of the best options and should be revisited. The safety of the many should be paramount.

Another issue is the Edgware Road / Colombo St intersection which clogs up at peak time. Rat runners turn left into Edgware Road from Colombo Street, then immediately turn right into Trafalgar St. It causes east-bound traffic to back up on Edgware Road trying to get to Cranford St and beyond. Removing the right turn into Trafalgar St from Edgware Road would help. Left turning traffic on to Edgware Road from Trafalgar St also creates problems as polite drivers let them in through the stop sign.

The DEMP also required cycle lanes on Westminster St, Madras St, Barbadoes St and Edgware Road. Since these lanes were added there has been a noticeable increase in the number of people cycling on these streets. The condition of the lanes on Westminster St are no longer up to standard after recent roadworks. Green paint was removed and not replaced. The eastbound lane surface on the section between Fergusson Ave and Mahars Road is much rougher than the surface it replaced.

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

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