

[REDACTED]

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From: Official Information  
Sent: Tuesday, 30 May 2017 5:05 p.m.  
To: 'Luke Chandler'  
Subject: LGOIMA 17/179 response - Luke Chandler - Cycle Lanes  
Attachments: Christchurch Cycle Design Guide MCR.JPG

Dear Luke,

Thank you for your email, received on 5 May 2017. You requested the following information, under the Local Government Official Information and Meetings Act 1987 (LGOIMA):

*"Does the council have a standard width for cycle lanes  
- If not, why not  
- if yes, what is this*

*What consolation was had with members of the public and property owners in relation to cycle lanes around the City  
(by definition, I mean projects lead by CCC)*

*What reasons are given for Grove Street Cycle Lane to be as wide as the road beside it?"*

## Response

Staff have provided the following response:

The Council references contemporary Traffic Engineering Guidelines in order to determine the widths of its cycle facilities. These have formed the basis of a specific cycle design guide for Christchurch's major cycleway routes (as defined in the Christchurch Transport Strategic Plan). They have also provided guidance for facilities such as the Grove Road cycle path and much of the Central City cycle provision. The guides give consideration to many factors when providing guidance on the differing types of cycleways and their widths, including the road network hierarchy that the cycle facilities are in, whether the cycleway functions as two way or one way, the speeds of the adjacent traffic lane motor vehicles and the expected level of use. As such, there are a range of widths, with absolute minimums through to desirable widths. The Grove Road cycleway is categorised by the Council as a 'Major Cycle Route' and as such it is designed to provide a level of functionality aimed at encouraging people who may not be highly experienced or skilled as cyclists to try cycling. Grove Road is identified as a residential road, thus giving less priority to through motor traffic and more priority to local residential access and amenity needs. The bidirectional cycle path on Grove Road is 3.5 metres wide whilst the Grove Road carriageway is 6 metres wide at its narrowest. We have attached a table extracted from the Christchurch Cycle Design Guidelines adopted by Council in 2013 and 2014. These guidelines are a living document, developed in the context of New Zealand endeavouring to provide people in the main centres with real options for sustainable travel; it will continue to be changed and refined to reflect the latest best practices tailored to Christchurch.

Staff have also provided an overview in relation to what consultation there has been in general around cycle provision in the city:

The Council's planning processes start with an understanding of the community outcomes. The community outcomes are a collection of aspirations relating to life in our city and are developed through community consultation. The Council's vision, strategies, plans and policies are all designed to contribute to the fulfilment of those aspirations as well as meeting any mandatory requirements. As the outcomes cascade down into the various detailed strategies and plans, each is consulted on; the transport strategies were no different. There has been transport-focused consultation in developing both the central city recovery plans and the wider Christchurch Transport Strategic Plans; every significant roading project has also been consulted on, such as the major cycleway in Grove Road.

Community Outcomes: <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/community-outcomes/>

Share an Idea and the Central City Recovery Plan: <https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/central-city-recovery-plan>

Christchurch Transport Strategic Plan: <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012/>

As an example of consultation undertaken on the Grove Road major cycle route, an extract from the report to the Council's standing committee considering the project is provided below and the full report (item 7: Major Cycleways – Little River Link) in the 4 February 2016 committee meeting can be found at: [http://christchurch.infocouncil.biz/Open/2016/02/ITEC\\_20160204\\_AGN\\_514\\_AT\\_WEB.htm](http://christchurch.infocouncil.biz/Open/2016/02/ITEC_20160204_AGN_514_AT_WEB.htm).

## 6. Major Cycleway from Moorhouse Avenue to Annex

### Community Views and Preferences

6.5 Consultation on the Major Cycle Routes - Little River Link was undertaken from Friday 16 October to Tuesday 10 November 2015.

6.6 640 consultation information booklets were hand delivered to all properties along the route and within the immediate Addington area, including posting to absentee landowners. Approximately 1900 flyers were also hand delivered to the wider community within the vicinity of the remainder of the route through to Middleton. This section of the route is currently existing. A copy of the booklet was also sent to approximately 200 key stakeholders. The project was posted on the Council's 'Have Your Say' website.

6.7 At the close of consultation, 123 submissions were received. Feedback numbers in response to the consultation were:

*Do you support better facilities for people who want to cycle?*

YES 112

NO 2

NO RESPONSE 9

*Do you agree in principle with the proposals outlined for Addington, Spreydon and Middleton?*

YES 107

NO 4

NO RESPONSE 12

6.10 There was a strong level of support for the project overall as indicated in the submissions. This support was received from both the local community and residents as well as the wider city, especially people who commute on cycle from outside the area and will use this new route when open.

6.11 During the consultation period a drop in session was held at St Marys Church as well as the team attending the Addington Neighbourhood Event picnic. Each session gave the team a great opportunity to talk to the community and answer their questions with both events having a very good attendance. The project team worked closely with Manuka Cottage who were instrumental in ensuring the community was aware of the consultation, assisting residents with their submissions and ensuring that people had the opportunity to have their say.

6.12 The main concerns raised were loss of parking, safety of cyclists from vehicles reversing from private property, and feedback related to the current P120 on-street car parks (11am - 3pm) on Collins Street and Grove Road being occupied all day by non-residents (local businesses only need to move their cars once during this period to avoid parking penalties). The speed of vehicles through Church Square was also raised a number of times, especially from the local residents.

The Council considered all the consultation on the plans and resolved to progress with the Grove Road (and city end of the Christchurch to Little River Link) improvements. This cycle facility will provide an improved level of service for people to cycle and give many residents a choice on how they want to travel around the city.

If you have further questions on this, transport staff have indicated they would be happy to meet with you and discuss this information in person. Please get in touch with us through your personal email if you would like us to set up a meeting with you.

You have the right to ask the Ombudsman to investigate and review our decision. Complaints can be sent by email to [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz), by fax to (04) 471 2254, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Publication of responses to LGOIMA requests

Please note: our LGOIMA responses may be published on the Christchurch City Council website a month after they have been responded to, with requesters' personal details withheld. If you have any concerns about this please contact the Official Information team on [officialinformation@ccc.govt.nz](mailto:officialinformation@ccc.govt.nz).

Yours sincerely,

Anna Sinclair  
Public Information Adviser  
Office of the Chief Executive  
Christchurch City Council  
53 Hereford Street, Christchurch 8011  
PO Box 73016, Christchurch 8154

-----Original Message-----

From: Luke Chandler [<mailto:fyi-request-5832-3352d63b@requests.fyi.org.nz>]  
Sent: Friday, 5 May 2017 7:29 p.m.  
To: Official Information <[OfficialInformation@ccc.govt.nz](mailto:OfficialInformation@ccc.govt.nz)>  
Subject: Official Information request - Cycle Lanes

Dear Christchurch City Council,

Please provide the following information pursuant to the Local Government Official Information and Meetings Act 1987:

Does the council have a standard width for cycle lanes

- If not, why not
- if yes, what is this

What consolation was had with members of the public and property owners in relation to cycle lanes around the City (by definition, I mean projects lead by CCC)

What reasons are given for Grove Street Cycle Lane to be as wide as the road beside it?

Yours faithfully,

Luke Chandler

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This is an Official Information request made via the FYI website.

Please use this email address for all replies to this request:  
[fyi-request-5832-3352d63b@requests.fyi.org.nz](mailto:fyi-request-5832-3352d63b@requests.fyi.org.nz)

Is [officialinformation@ccc.govt.nz](mailto:officialinformation@ccc.govt.nz) the wrong address for Official Information requests to Christchurch City Council?  
If so, please contact us using this form:  
[https://fyi.org.nz/change\\_request/new?body=ccc](https://fyi.org.nz/change_request/new?body=ccc)

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If you find this service useful as an Official Information officer, please ask your web manager to link to us from your organisation's OIA or LGOIMA page.

## 7.4 Best Practice Design Guide

The Best Practice Design Guidance assessment process provides informed desirable design practice. This process starts at the best practice or desirable design working towards the less than minimum desirable design solution documenting every decision through the entire process. The minimum desirable design is approved by the TAG Group and less than minimum desirable design is approved by the Major Cycleway Steering Group. This process guides personal in making safety viable design options (Refer Figure 5-2).

Taking account of the design approach in Table 7-1 above the optimal for this facility type are set out in Table 7-2.

**Table 7-2: Separated Cycle Paths On-Street (2-way) Desirable Design Objectives**

Design Attribute	Desirable Design	Desirable Minimum (to be agreed by exception by the TAG Group)*
Path width for two-way cycling	3.5 m (allows for a cyclist to overtake or a child to ride alongside a parent)	3 m Recommended minimum Design Should there be small sections where 3 metres cannot be achieved as a minimum, the designer needs to justify the non-compliance and provide mitigation measures to ensure safety of users is maintained. Full safety assessment for use of minimum standards to be undertaken as part of the evaluation.
Boundary Offset	5 m from boundary	Absolute Minimum 3 m Possible exemption to rule where adjacent to park or reserve, where no street vehicle access and open view along frontage but this needs justification and mitigation measures for safety of users. Footpaths should be maintained and retained as a separate facility unless the whole area is to be shared.
Width between edge line of driving vehicle/parking and cyclist	1 metre	Absolute Minimum 0.6 m where no parking 0.85 metres adjacent to on-street parking
Separated cycle path at bus stops	Bypass path around bus stop retaining priority	Bypass path around bus stop with raised treatment to slow cyclists. Consider in-line bus boarder stop option if an infrequent route (bus in traffic lane).
Side roads and access treatments	Retain priority over side-roads	Raised Crossings
Road crossings on Collector and Arterials	Traffic Signals	Median Island & kerb extensions (retain suitable width on crossing link for on-road cyclists)
Cycle path: Design Speed for Alignment	25km/h (30km/hr for sight distances)	20km/h
Visibility at driveways	No parking within 3 metres of a driveway if provided on the same side as the cycleway. Additional space is required when the number of parks preceding the driveway increases in number.	
Visibility at intersections	No parking within 30 metres of an intersection (under NZTA review)	

\*and be ratified by the MCR Steering Group.