



Submission Guide for the Cranford Street Bus Lanes

About us:

Greater Ōtautahi is a non-partisan organisation, consisting of Ōtautahi Christchurch residents who want to help create a better city. We advocate for increasing access to housing, and improving public and active transport. We're working for better amenities, safe streets, and a vibrant city. We want to see a future Ōtautahi that is liveable and equitable for generations to come. If you would like to join us, contact us on [Facebook](#) or [Twitter](#), or email us at greaterotautahi@gmail.com. For more information around our latest projects, see our website at <https://greaterotautahi.nz/>

The link to the submission form is [here](#). More info can be found on CCC's webpage [here](#).

Please use our submission below to help you create your own submission **in your own words**. Please don't copy and paste word-for-word, as the council will include this as one submission.

If you only have a minute, please use our [Quick Submission guide](#).

If you have a few more minutes, please use our [Full Submission Guide](#).

Submissions close 26th August 2024, with a Community Board decision in October 2024, but the City Council will make the final decision in November 2024.

Context:

The Christchurch Northern Corridor (CNC), opened in 2020, aimed to enhance public transport, provide safe walking and cycling routes, reduce journey times, and alleviate congestion from North Canterbury to Christchurch City. This led to increased traffic on Cranford Street and in St Albans, prompting early investigations in 2018 to improve efficiency on Cranford Street.

In April 2018, the Council sought feedback on proposals, including a peak-hour clearway on Cranford Street between Innes Road and Berwick Street. This clearway aimed to create additional lanes during peak times using on-street parking spaces. Of 407 respondents, 65% supported the clearways, including 63% from St Albans, Edgeware, and Mairehau.

In 2019, staff recommended a refined clearway proposal, but feedback from stakeholders led the Council to prioritise bus travel improvements. Consequently, the clearway proposal was not approved, and staff were directed to explore bus travel options.

Temporary peak-hour bus lanes have been in place since 2021 between Innes Road and Berwick Street. A decision is now needed for a permanent road layout.

[Quick Submission Guide:](#)

We recommend the following ranking options if you are 'Short on time':

- 1) Option 1: Bus Lane
- 2) Option 3: T2 Lane
- 3) Option 2: Clearway

[Full Submission Guide](#)

When submitting, remember the core values:

- **Efficiency**
 - keeping drivers on the main road (Cranford St) during peak times.
- **Safety**
 - for everyone, **regardless of how they travel**
- **Travel choice**
 - for local residents and commuters (**supporting bus use and ridesharing**) to **reduce congestion and emissions**
- **Local connectivity**
 - supporting people to **easily move around their neighbourhood.**

Bus Lane Comments (Most Preferred Option):

- **Improved Traffic Flow for Buses**
 - Major routes that use Cranford Street are the Waimakariri Direct (91 Rangiora/92 Kaiapoi) buses and the 27 Huntsbury/Northwood bus. Any expansion of these services will be greatly benefited by the bus lanes.
- **Encourage Public Transport Use**
 - This city has a well-known problem with traffic congestion affecting major routes at peak times. Bus lanes minimise this disruption, which in turn results in a more reliable service. Reliability is a major concern for uptake of public transport, and easing a major choke point for morning and evening buses will have positive benefits on uptake.
- **Enhanced Safety for Active Transport Users:**
 - Bus lanes will improve safety for cyclists and pedestrians by creating greater separation of traffic. Despite this area being parallel to the Papanui Parallel Major

Cycle Route, it is important to note that English Park, St Albans School, and cycle lanes on Westminster St are all either on, or in close proximity to Cranford St. Currently, there are major concerns around child safety in this area, and creating a safer layout is desirable.

- **Proven Effectiveness and Necessary Enforcement**
 - Bus Lanes have already been shown to work in other areas of the city. An important point to make is that any bus lane must be enforced during its active hours. Many bus lanes are not actively monitored and as such are often blocked. For the best result, these lanes must be monitored.
- **Minimal Downsides**
 - There are no realistic downsides to the bus lanes, except that it will require traffic to use a single lane for the allocated duration of Cranford St, something that they already do. Making these lanes permanent should therefore have no negative impact on existing traffic.

Clearway Comments (Least Preferred Option):

This is the **least preferred** option. There are **no benefits** in the long-term from building a clearway. Your commentary should make clear this is **not an acceptable option**. Consider the following points:

- **Temporary Relief**
 - A clearway will only create a temporary reprieve from traffic. Within a handful of years, studies show that increased road space will encourage new users, a concept known as “induced demand” (a wonderful piece by Greater Auckland [here](#) for further reading), mitigating the effect of the project. This will leave Cranford St in a worse place within 5-7 years, despite the capital funding being spent.
- **Safety Overall**
 - An unmonitored clearway will be used as a 4 lane road at all times (as has been seen in Curletts Rd, where users have caused accidents due to operating in the clearway outside of hours). This creates a fundamentally less safe environment in Cranford St, and will exclude all but the most confident active transport users. A good direct comparison is the 4 lane section of Cranford St north of Innes Rd, known for antisocial road behaviour, speeding, and multiple accidents. The design of this road makes it hostile to other users and has resulted in mass congestion on-peak.
- **Safety at Intersections**
 - It will worsen safety at the Westminster and Cranford St intersection. This is a major issue for local community groups, and a major school walking route. It is

likely that a clearway will create a de facto 4 lane road at this crossing. Community advocates have already expressed dissatisfaction at the layout and traffic flow of this area.

- **Previous Rejection**

- Council already voted against this option in 2019 as it was opposed by key stakeholders and partner organisations. It was found this option was not satisfactory to community needs.

T2 Lane Comments (Alternative Option)

The T2 lane is slightly lower than the Bus Lane in our preferences. Consider the following positives:

- **Encourages Carpooling**

- The T2 Lanes can encourage carpooling and reduce the number of single-occupant vehicles on-peak. Like the bus lanes, this should result in less traffic on the road as people choose to carpool to work/study.

- **Bus Accessibility**

- The T2 Lanes will be able to be used by buses. Again, they should be monitored to ensure compliance.

However, there are downsides:

- **Safety for Cyclists**

- The T2 Lane will not provide safer road conditions for cyclists, as it will bring larger numbers of cars closer to the road shoulders. This will also create a worse environment for pedestrians at intersections as it could now be expected that there would be 4 lanes of traffic to regularly cross on-peak.

- **Private Vehicle Usage**

- The T2 Lane still encourages and enables private vehicle usage over Public Transport patronage. While better than individual usage, it will not encourage as large an uptake in usage as the Bus Lane option.

“Additional Improvements across all Options” Comments:

Berwick St - Westminster St Clearway

- This option is not entirely satisfactory. While it is understood that there are issues with merging after the Berwick and Cranford Intersection, this would only encourage more

antisocial driving behaviour in this section of the project.

- An alternative could be changing this option to a T2 Lane on peak, which ends at Westminster.
- The parking concerns would be alleviated regardless of the form of road used, as they would be outside operational hours.

English Park Signalised Crossing Improvements

- These improvements should be included as they improve the pedestrian environment in the area.

Improved Innes - Cranford Intersection

- The elongated merging lanes will help to manage traffic, however it is worth commenting that if the project is extended beyond Innes Rd, this should be changed to create priority for a Bus/T2 option.

Off-peak On-street Parking

- This can be a personal comment, however there is substantial off-street parking available off of Cranford St.

Future Project Extension / T2 Extension from CNC

You should leave a comment that this option be investigated as soon as possible by council staff. For the same reasons outlined in the Bus/T2 Lane comments above, this section is almost certainly in need of improvement. It may be worth noting also that any future expansion of bus lanes will incorporate a section of the Orbiter between Innes Rd and the CNC roundabout. Comments could focus around this being a bottleneck, and the impact it is having on major bus routes and pedestrians. Refer back to the sections outlining Bus Lane and T2 benefits to fill in your argument.

