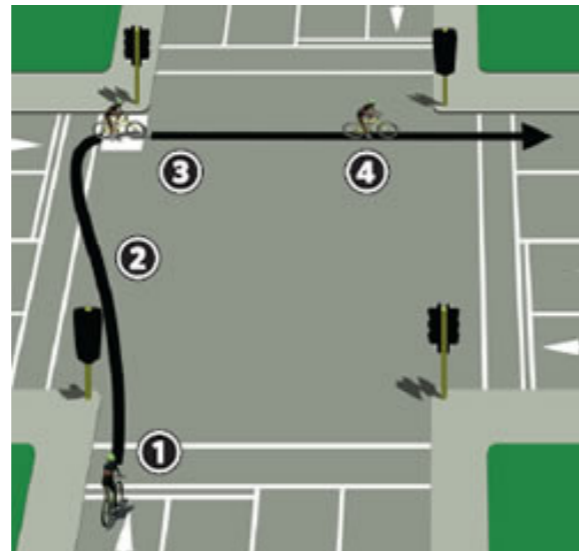


Key features of the cycle safety improvement plan:

- New kerbside cycle lanes on Antigua & Strickland Street approaches to provide space for cyclists to proceed through the intersection on the green signal.
- New four metre long advance cycle stop boxes in front of the shared through and left turn traffic lanes on the Antigua and Strickland Street approaches to allow through cyclists to wait at the front of the queue, where they are visible to drivers.
- Two additional hook turns for right turning cyclists off Antigua and Strickland streets. There are currently hook turn boxes provided for right turns off Brougham Street.
- Detector loops installed in the hook turn boxes for northbound and southbound cyclists. enabling cyclists to call for the signal phasing for Antigua and Strickland Streets during off peak hours.
- A departure cycle lane with no stopping for westbound cyclists.
- Green colour surfacing at the advance cycle stop boxes on the approach and in the departure cycle lanes at the intersection.
- Two right turn bays to guide motorists to where they should wait at the intersection to give way to through motorists.
- Flexiposts are a tool to deter left turning motorists from encroaching into the cycle lane and may be installed at a later date, once the results of the current trial are known.
- The existing bus stops on both sides of Antigua Street will be formalised with bus stop marking to meet

What is a Hook Turn Box?

A “hook turn” allows a cyclist to make a right-turn at an intersection by (1) staying in the cycle lane, the left lane or the left-most lane that goes straight ahead, and (2) cycling across the intersection when the light, for going straight ahead, turns green. Then (3) they turn their cycle and stop in the marked area of road (the hook turn box) just before the footpath on the other side of the intersection at the front of the queue of crossing traffic, pointing in the direction of their right turn. (4) When the lights turn green they cycle across the intersection keeping left.



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If you wish to comment on this information, please contact the Consultation/ Project Leader by 5pm on 27 February 2013.

All feedback will be considered and submitters will be sent the final plan before it goes to the Spreydon-Heathcote Community Board for their recommendation and Council for approval.

Proposed Cycle Safety Improvement at the Brougham Street Intersection with Strickland and Antigua Streets

Strickland and Antigua Streets have high volumes of through cyclists and are part of a well used cycle route into the central city. The current intersection layout at Brougham Street from the northern and southern approaches provides a low level of service for straight through cyclists as many left-turning vehicles intrude into the current cycle facilities.

The objectives of the proposal are to improve the level of service for cyclists at this intersection and clarify the layout for all vehicles.

The enclosed plan includes features to deter motor vehicles from encroaching into the cycle lane, right turn guidance for motorists, cycle stop boxes to improve safety for straight through and turning cyclists, and bus stop upgrades.



Key Information

This is a cycle safety improvement project. Please let us know if you have any questions or comments about the proposed plan.

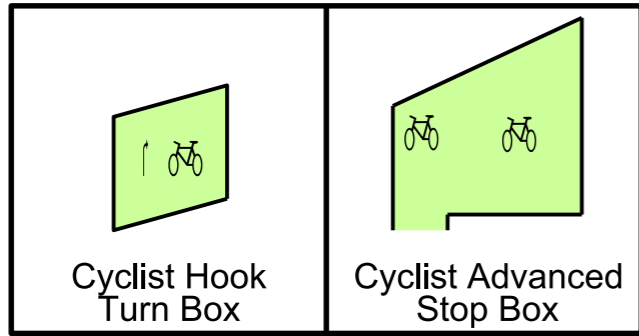
Please ensure your comments reach us by 5pm Wednesday 27 February 2013

You can comment by:

- Returning the enclosed freepost form
- Visiting the Christchurch City Council ‘Have Your Say’ website: <http://www.ccc.govt.nz/haveyoursay>

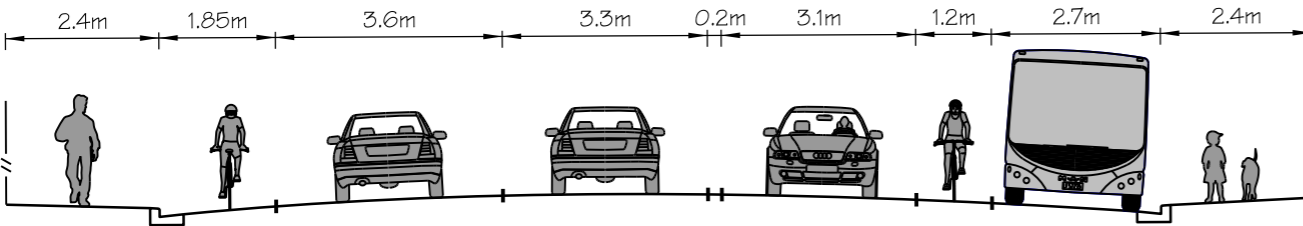
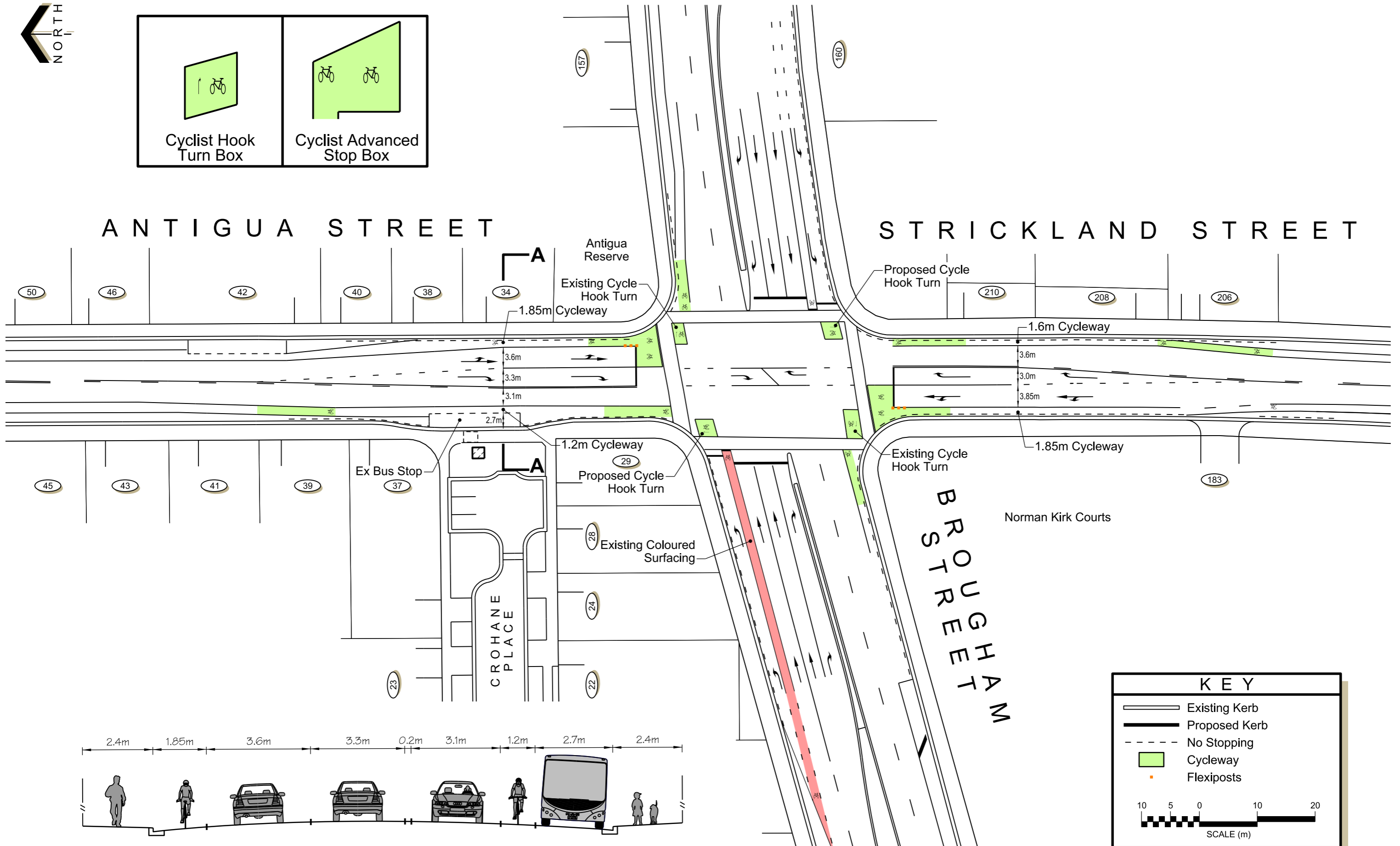
If you would like to discuss any aspect of this proposal or the consultation process please contact:

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ANTIGUA STREET

STRICKLAND STREET



Section A-A
N.T.S.

KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Cycleway
- Flexiposts

SCALE (m)

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100 Original size mm

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