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## Christchurch City Council AGENDA

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### Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

**Date:** Thursday 21 September 2023  
**Time:** 9.00am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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### Membership

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

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**13 September 2023**

### Principal Advisor

Dawn Baxendale  
Chief Executive  
Tel: 941 8999

Katie Matheis  
Team Leader Hearings & Committee Support  
941 5643

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[www.ccc.govt.nz](http://www.ccc.govt.nz)

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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# What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

## Our focus this Council term 2022–2025

### Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

## Our goals for this Long Term Plan 2024–2034

### Draft Community Outcomes



#### Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



#### Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



#### A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



#### Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

## Our intergenerational vision

A place of opportunity for all.

Open to new ideas, new people,  
new investment and new ways  
of doing things – a place where  
anything is possible.



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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## Karakia Tīmatanga

Whakataka Te hau ki Te uru

Whakataka Te hau ki Te tonga

Kia makinakina ki uta

Kia mataratara ki Tai

E hi ake ana te atakura

He tio, he huka, he hau hu

Tihei Mauri Ora

### 1. Apologies Ngā Whakapāha

An apology for was received from Councillor Scandrett.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

### 3. Public Participation Te Huinga Tūmatanui

#### 3.1 Public Forum Te Huinga Whānui

There were no public forum requests received at the time the agenda was prepared.

#### 3.2 Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

##### 3.2.1 Way Safer Streets – Transport Choices Deputations

The following presenters will speak in support of their submissions to the Way Safer Streets consultation:

Item number	Name	Organisation	Project/s
3.2.1	Paul McMahon	Waitai Coastal-Burwood-Linwood Community Board Submissions Committee	
3.2.2	Callum Ward	Waihoru Spreydon-Cashmere-Heathcote Community Board	
3.2.3	Emma Norrish	Waipapa Papanui-Innes-Central Community Board	

3.2.4	David Hawke	Halswell Residents Association	Multiple projects
3.2.5	Fiona Bennetts		Multiple projects
3.2.6	Cody Cooper		Multiple projects
3.2.7	George Laxton		Multiple projects
3.2.8	Shane Walls-Harris		Rhona Street
3.2.9	Robin Hull	Rhona Street Residents	Rhona Street
3.2.10	Cameron James Bradley		Multiple projects
3.2.11	Rod Mckay		Westmorland
3.2.12	John Arkless		Westmorland
3.2.13	Lindsay Smith		Westmorland
3.2.14	Karen Whitla		Westmorland
3.2.15	Alan McKinney		Westmorland
3.2.16	Richard Hamilton		Westmorland
3.2.17	Mark Hyde		Westmorland
3.2.18	David Diggs		Westmorland
3.2.19	Lindsay Richards	Westmorland Residents' Association	Westmorland
3.2.20	Iain Mcdonald		Westmorland
3.2.21	Dave Lane		Westmorland
3.2.22	Bryan Noonan		Westmorland
3.2.23	Alan Clelland		Westmorland
3.2.24	Lynette Hartley		Westmorland
3.2.25	Julian Odering	Oderings Nurseries Ltd	Westmorland
3.2.26	Logan Austin		Westmorland
3.2.27	Vikki Hart		Westmorland
3.2.28	J N Morris		Westmorland
3.2.29	Steve Kennedy	Fire and Emergency NZ	Simeon Street
3.2.30	Wayne Carey		Simeon Street
3.2.31	Jackie McKenzie-Doig		Simeon Street
3.2.32	Teresa Allpress		Simeon Street
3.2.33	Izaak Wybourne		Simeon Street
3.2.34	Nathaniel Brown		Simeon Street

3.2.35	Rico Parkinson		Simeon Street
3.2.36	Lee Hogsden		Simeon Street
3.2.37	Jennifer Horsburgh, Barry Mann, Elise Mann, and Genevieve Mann		Westmorland
3.2.38	Andrew Reynolds		Simeon Street
3.2.39	Stephen Judd		Simeon Street
3.2.40	Ann-Cherie Manawatu-Pearcy		Simeon Street
3.2.41	Rebecca Finch		Simeon Street
3.2.42	Nigel Grant Urquhart		Westmorland
3.2.43	Benny Gilling		Simeon Street
3.2.44	Raviv Carasuk		Multiple projects
3.2.45	Melanie Jane and Owen Smith		Westmorland
3.2.46	Tim Bates		Rhona Street
3.2.47	Kristin Hoskin		Te Aratai
3.2.48	Jackson Wright		Te Aratai
3.2.49	Joanne Easterbrook		Te Aratai
3.2.50	Verity Halkett		Smith Street
3.2.51	Paul McGarry	McDonald's Linwood	Te Aratai
3.2.52	Dermot Coffey's students at Te Aratai	Students from Te Aratai College	Te Aratai
3.2.53	Jo-Anne Bethell		Te Aratai
3.2.54	Robert Carter		Aidanfield
3.2.55	Stephen Watt		Aidanfield
3.2.56	Stephen Watt (on behalf of Danielle Flower)		Aidanfield
3.2.57	Lecia McCallum		Improving Bromley's Roads
3.2.58	Andrew Massie		Improving Bromley's Roads

3.2.59	Jayne Hall		Improving Bromley's Roads
3.2.60	Hope Gillespie		Te Aratai
3.2.61	Nick Reid		Richmond
3.2.62	Craig Given		Richmond
3.2.63	Tim Blundell		Richmond
3.2.64	Greg Partridge		Richmond
3.2.65	Sharon Liu		Richmond
3.2.66	Gabriel Taite		School Safety Linwood
3.2.67	Aaron Ghattas		School Safety Linwood
3.2.68	Graham Coumbe		School Safety Linwood
3.2.69	Colin Maxwell		School Safety Linwood

#### **4. Presentation of Petitions Ngā Pākikitanga**

There were no Presentation of Petitions at the time the agenda was prepared.



## 5. Transport Choices - Westmorland Cycle Connection

Reference / Te Tohutoro: 23/1162768

Report of / Te Pou Matua:	Alanna Warhurst, Project Manager Transport, Alanna.warhurst@ccc.govt.nz; Jacob Bradbury, Manager Planning & Delivery Transport Jacob.bradbury@ccc.govt.nz
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Transport Choices Westmorland Cycle Connection project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the Council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### Funding

1. Approves that construction of the Westmorland Cycle Connection project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the Transport Choices – Westmorland Cycle Connection project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

#### Revocations and General

3. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) on the south side of Cashmere Road commencing at a point 15 metres west of its intersection with Worsleys Road and extending in a westerly direction to a point 30 metres west of its intersection with Penruddock Rise be revoked.



4. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) on the north side of Cashmere Road commencing at a point 161 metres east of its intersection with Mavin Road and extending in a westerly direction to a point 30 metres west of its intersection with Penruddock Rise (measured from a prolongation of the western Penruddock Rise kerb line) be revoked.
5. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) within 30 metres of the respective intersections of Cashmere Road with Mavin Road, Opihi Street, Kaiwara Street, Leistrella Road and Penruddock Rise be revoked.
6. Notes that the distances referenced in recommendations 3-5 are measured from existing kerb alignments, whereas references to distances in the following recommendations hereinafter are measured from existing kerb alignments where these are retained or new kerb alignments where these have been modified as shown on plans titled Christchurch City Council Westmorland Cycleway Connection Cashmere Road (Penruddock Rise to Hoon Hay Road): General Layout Sheets 1-3 (Sheet Numbers C30–C 32, Revision A) attached to this report as **Attachment A**.
7. Notes that recommendations 3-5 above specifically exclude the intersection of Cashmere Road with Worsleys Road and Hoon Hay Road, and specifically the traffic signal and slip lane priority controls at that intersection, which is unaffected by this project.
8. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands, traffic calming features and road markings on Cashmere Road, commencing at a point 10 metres west of its intersection with Worsleys Road (south side) and 153 metres east of its intersection with Mavin Road (north side), and extending in a westerly direction to a point 19 metres west of its intersection with Penruddock Rise, and on intersecting road approaches to Cashmere Road, as detailed on plans titled Christchurch City Council Westmorland Cycleway Connection Cashmere Road (Penruddock Rise to Hoon Hay Road): General Layout Sheets 1-3 (Sheet Numbers C30–C 32, Revision A) attached to this report as **Attachment A**.

#### Separated Cycle Facilities

9. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling west, be established on the south side of Cashmere Road commencing at a point 15 metres west of its intersection with Worsleys Road and extending in a westerly direction to a point 9 metres east of its intersection with Opihi Street.
10. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling west, be established on the south side of Cashmere Road commencing at a point 12 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 200 metres.
11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 78 metres west of its intersection with Leistrella Road and extending in an easterly direction to a point 8 metres west of its intersection with Leistrella Road.
12. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 12 metres east of its intersection with

Leistrella Road and extending in an easterly direction to a point 9 metres west of its intersection with Kaiwara Street.

13. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 12 metres east of its intersection with Kaiwara Street and extending in an easterly direction to a point 8 metres west of its intersection with Mavin Road.
14. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling east, be established on the north side of Cashmere Road commencing at a point 9 metres east of its intersection with Mavin Road and extending in an easterly direction for a distance of 137 metres.

#### Cycle Lanes

15. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling west, be established on the south side of Cashmere Road commencing at a point 9 metres east of its intersection with Opihi Street and extending in a westerly direction to a point 12 metres west of its intersection with Opihi Street.
16. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling west, be established on the south side of Cashmere Road commencing at a point 212 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 129 metres.
17. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling west, be established on the south side of Cashmere Road commencing at a point 13 metres west of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 17 metres. This replaces (and slightly extends) the existing special vehicle (cycle) lane on this section of Cashmere Road and ties into the existing special vehicle (cycle) lane continuing further west that is not affected by this project.
18. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 8 metres west of its intersection with Leistrella Road and extending in an easterly direction to a point 12 metres east of its intersection with Leistrella Road.
19. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 9 metres west of its intersection with Kaiwara Street and extending in an easterly direction to a point 12 metres east of its intersection with Kaiwara Street.
20. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 8 metres west of its intersection with Mavin Road and extending in an easterly direction to a point 9 metres east of its intersection with Mavin Road.
21. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling east, be established on the north side of Cashmere Road commencing at a point 146 metres west of its intersection with Mavin Road and extending in an easterly direction for a distance of 14 metres. This replaces

the existing special vehicle (cycle) lane on this section of Cashmere Road and ties in to the existing special vehicle (cycle) lane continuing further east through to the intersection that is not affected by this project.

#### Shared Paths

22. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the south side of Cashmere Road commencing at a point 147 metres west of its intersection with Opihi Street and extending in a westerly direction to its intersection with Penruddock Rise (connecting with the east side of Penruddock Rise at a point 7 metres south of its intersection with Cashmere Road). This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
23. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the south side of Cashmere Road commencing at a point 18 metres west of its intersection with Penruddock Rise and extending in an easterly direction to its intersection with Penruddock Rise then in a southerly direction on the west side of Penruddock Rise to a point 13 metres south of its intersection with Cashmere Road. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

#### Priority Controlled Crossings

24. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974, and contingent on approval of recommendation 9 relating to the separated uni-directional cycle facility on the south side of Cashmere Road, that pedestrian crossings be resolved and established in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 across the separated uni-directional cycle facility on the south side of Cashmere Road at a point 48 metres west of the intersection of Cashmere Road with Opihi Street and extending in a westerly direction for a distance of 2 metres and at a point 53 metres west of the intersection of Cashmere Road with Leistrella Road and extending in a westerly direction for a distance of 2 metres.
25. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a signalised roadway crossing for the use of pedestrians and cycles be installed on Cashmere Road, commencing at a point 71 metres east of its intersection with Leistrella Road and extending in an easterly direction for a distance of 6 metres. The signalised crossing is to be installed and operated in accordance with relevant sections of Land Transport Rule: Traffic Control Devices 2004.
26. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974, and contingent on approval of recommendation 11 relating to the separated uni-directional cycle facility on the north side of Cashmere Road, that pedestrian crossings be resolved and established in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 across the separated uni-directional cycle facility on the north side of Cashmere Road at a point 125 metres east of the intersection of Cashmere Road with Leistrella Road and extending in an easterly direction for a distance of 2 metres and at a point 131 metres east of the intersection of Cashmere Road with Leistrella Road and extending in an easterly direction for a distance of 2 metres.

#### Intersection Controls

27. Approves that the south approach of Opihi Street at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
28. Approves that the south approach of Penruddock Rise at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
29. Approves that the north approach of Leistrella Road at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
30. Approves that the north approach of Kaiwara Street at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
31. Approves that the north approach of Mavin Road at its intersection with Cashmere Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

Stopping and Parking Restrictions –South Side (including side roads)

32. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at a point 15 metres west of its intersection with Worsleys Road, and extending in a westerly direction to its intersection with Opihi Street.
33. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Opihi Street commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 20 metres.
34. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Opihi Street commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 20 metres.
35. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at its intersection with Opihi Street, and extending in a westerly direction for a distance of 28 metres.
36. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the south side of Cashmere Road commencing at a point 40 metres west of its intersection with Opihi Street and extending in a westerly direction for a distance of 15 metres.
37. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at a point 55 metres west of its intersection with Opihi Street, and extending in a westerly direction to a point 59 metres east of its intersection with Penruddock Rise.
38. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the south side of

Cashmere Road commencing at a point 59 metres east of its intersection with Penruddock Rise and extending in a westerly direction for a distance of 15 metres.

39. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at its intersection with Penruddock Rise, and extending in an easterly direction for a distance of 44 metres.
40. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Penruddock Rise commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 23 metres.
41. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Penruddock Rise commencing at its intersection with Cashmere Road, and extending in a southerly direction for a distance of 23 metres.
42. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Cashmere Road commencing at its intersection with Penruddock Rise, and extending in a westerly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Cashmere Road and ties in to the existing stopping restrictions continuing further west that are not affected by this project.

Stopping and Parking Restrictions –North Side (including side roads)

43. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at a point 455 metres west of its intersection with Leistrella Road, and extending in an easterly direction for a distance of 142 metres.
44. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the north side of Cashmere Road commencing at a point 313 metres west of its intersection with Leistrella Road and extending in an easterly direction for a distance of 15 metres.
45. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at its intersection with Leistrella Road, and extending in a westerly direction for a distance of 298 metres.
46. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Leistrella Road west side commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 15 metres.
47. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Leistrella Road east side commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 15 metres.
48. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere

Road commencing at its intersection with Leistrella Road and extending in an easterly direction for a distance of 121 metres.

49. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the north side of Cashmere Road commencing at a point 121 metres east of its intersection with Leistrella Road and extending in an easterly direction for a distance of 14 metres.
50. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at a point 135 metres east of its intersection with Leistrella Road and extending in an easterly direction to its intersection with Kaiwara Street.
51. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Kaiwara Street commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 13 metres.
52. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Kaiwara Street commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 12 metres.
53. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at its intersection with Kaiwara Street, and extending in an easterly direction to its intersection with Mavin Road.
54. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Mavin Road commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 15 metres.
55. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Mavin Road commencing at its intersection with Cashmere Road, and extending in a northerly direction for a distance of 17 metres.
56. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Cashmere Road commencing at its intersection with Mavin Road, and extending in an easterly direction for a distance of 161 metres. This ties in to the existing stopping restrictions on this section of Cashmere Road continuing further east that are not affected by this project.

#### General

57. Approves that the traffic controls, stopping and/or parking restrictions described in recommendations 3-56 take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.



- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand's carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Westmorland Cycle Connection project was included within the Transport Choices programme due to alignment with the "deliver strategic cycling/micro mobility networks" investment category of the programme.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

### The Transport Choices Programme

- 4.1 The decision affects the following wards/Community Board areas:
- 4.1.1 Spreydon and Cashmere wards
- 4.1.2 Waihoru Spreydon-Cashmere-Heathcote Community Board
- 4.2 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.3 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

### Project Options Considered

- 4.4 Four options were shortlisted for consideration during concept design, these options included:
- Option One – Separated uni-direction on-road cycle way on both sides.
  - Option Two – Separated bi-directional on-road cycle on one side.
  - Option Three – Off-road bi-directional cycle way on one side.
  - Option Four – Separated uni-directional on-road cycle way on both sides between Hoon Hay Road and Oderings, with a shared path on one side between Oderings and Penruddock Rise.

- 4.5 A multi-criteria analysis was undertaken on the four shortlisted options to assess these options against the objectives of the project and Waka Kotahi's Transport Choices design parameters. A specific assessment criteria, looking at overall road safety with regards to the safe systems approach, was also included within this analysis.
- 4.5.1 Options one and two, both meet the requirements of the Transport Choices design parameters and provide safety and connectivity benefits that align with the objectives of the project. However, options one and two respectively present significant affordability and constructability constraints due to the need to alter existing services and stormwater infrastructure. Both options would require highly technical engineered interventions with large cost and time implications, therefore were excluded from further consideration.
- 4.5.2 During the analysis it was determined that option three did not present any significant improvements to the current level of safety provided along the existing route, nor did it satisfy the requirements of the Transport Choices design parameters with regards to providing physical separation between cyclists and vehicles. Option three also presented affordability and constructability constraints, due to the need to underground power lines on the south side of Cashmere Road. For this reason, option three was excluded from further consideration.
- 4.5.3 Option four combines option one with a shared path facility on the south side of Cashmere Road, from Oderings Garden Centre to Penruddock Rise. This option removes the need to alter existing stormwater infrastructure on the north side of Cashmere Road. Shared paths are generally not supported by the Waka Kotahi Transport Choices design parameters due to conflicts between pedestrians and cyclists. A shared path has been included in the preferred option due to constraints surrounding existing stormwater infrastructure and the rural nature of this section of the existing road corridor between Oderings Garden Centre and Penruddock Rise.
- 4.6 Based on the options analysed, option four achieved the best weighted score and was therefore progressed as the preferred design option.

## 5. Detail Te Whakamahuki

- 5.1 The Westmorland Cycle Connection project seeks to deliver a safe cycle connection between Westmorland and existing Major Cycle Routes, schools and areas of employment.
- 5.2 The Westmorland Cyle Connection will help create a safer, more efficient travel option for commuters along Cashmere Road from Penruddock Rise to Hoon Hay Road intersection and further encourage cycling as a travel method of choice.
- 5.3 The safe cycle facilities provided as part of this project will be suitable for use by 'interested but concerned' cyclists, whilst maintaining a good level of service for the many enthused and confident cyclists currently utilising this popular route.
- 5.4 The proposed scheme design includes:
- A separated uni-directional cycle way on both sides of Cashmere Road, between Hoon Hay Road intersection and Oderings Garden Centre, with a shared path facility on the south side of Cashmere Road, from Oderings to Penruddock Rise;
  - Alterations to the existing bus stops along Cashmere Road;
  - Crossing facility improvements;
  - Safe speed platforms;



- Traffic calming buildouts; and
- Removal of all on street parking.

5.5 The project does not include:

- Any significant pavement works or road resurfacing;
- Subsurface three waters infrastructure upgrades; and
- Any highly technical engineered interventions with large cost and time implications.

### **Parking impacts**

- 5.6 There are approximately 96 on-street parking spaces on Cashmere Road between Hoon Hay Road and Penruddock Rise, and an additional 66 parks within the first 100m of the intersecting side roads.
- 5.7 All parking on both sides of Cashmere Road between Hoon Hay Road and Penruddock Rise will be removed to install the cycle lanes.
- 5.8 A parking survey, which included a weekday and weekend, was undertaken during the scheme phase that showed the highest occupancy for Cashmere Road was 11 out of 96 car parks occupied.
- 5.9 There is significant parking available on all side streets intersecting with Cashmere Road.

### **Public Consultation Te Tukanga Kōrerorero**

- 5.10 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.11 Early engagement with residents and businesses started in early June when residents and businesses were door knocked with scheme plans. Initial feedback was mixed from both businesses and residents. Some businesses felt concerned about the treatments outside their business and that it would impact business negatively, whilst others welcomed changes. Some residents felt that this cycle connection would remove too much parking, and others were supportive of a dedicated cycleway, whilst others wanted to think about it.
- 5.12 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, ECan, Mahaanui Kurataiao, Westmorland Residents' Association, Cashmere High School and Oderings. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.13 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.14 Two Newline stories were published and picked up by local media outlets. Digital screens were displaying the consultation in Civic Offices, as well as newspaper advertisements in The Star and The Southern View. An online targeted campaign ran for the entire consultation period.
- 5.15 A Christchurch wide cycling event, "Christchurch Winter Solstice Matariki Night Light Bike Ride" was attended, and flyers were distributed to ensure cyclists had access to the different projects.
- 5.16 Flyers were made available in the Christchurch Adventure Park, as well as local businesses, Oderings Garden Centre, Urban Eatery, and Cashmere Early Learning Centre.

- 5.17 A meeting was held with the owner of Oderings to discuss the project. Oderings indicated they were unhappy with the proposal, the time to construct, overspending, loss of parking, and that this cycleway will not cater to Oderings customers. They asked if a signalised crossing were to be installed, that sensors ensure the crossing does not go off without a person there, to avoid congestion.
- 5.18 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

### Summary of Submissions Ngā Tāpaetanga

- 5.19 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.20 A total of 135 submissions and 143 comments were made on the project. 126 submissions were made in the interactive [Social Pinpoint Map](#), and 9 submissions were made via email/PDF. Submissions were made by Waihoru Spreydon-Cashmere-Heathcote Community Board, Cashmere Early Learning Centre, Oderings Nurseries Ltd, Cumbria Lane Residents Group, Westmorland Residents' Association, the Disabled Persons Assembly, and 129 individuals. All submissions and comments are available in **Attachment B**.

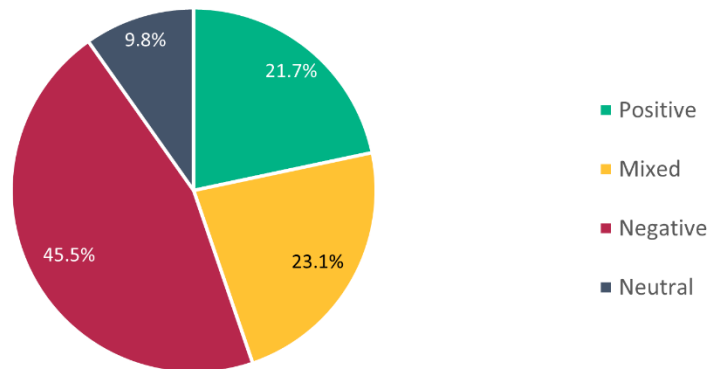
On the [Social Pinpoint Map](#), the project received a total of 292 upvotes, 69 downvotes, and 143 comments. Downvotes were prominent for Site 1 – Penruddock Rise, with 24 downvotes.

#### Summary from social pinpoint interactions

Project pin	Comments	Upvotes	Downvotes
<b>Overall pin</b>	28	59	9
<b>Site 1 - Penruddock Rise</b>	45	38	24
<b>Site 2 - Cashmere Road</b>	13	24	7
<b>Site 3 - Cashmere Road</b>	12	25	4
<b>Site 4 - Oderings Garden Centre</b>	16	33	8
<b>Site 5 - Opihi Street</b>	10	25	5
<b>Site 6 - Cashmere Road</b>	8	30	6
<b>Site 7 – Cashmere Road/Hoon Hay Road</b>	11	58	6
<b>Total</b>	<b>143</b>	<b>292</b>	<b>69</b>

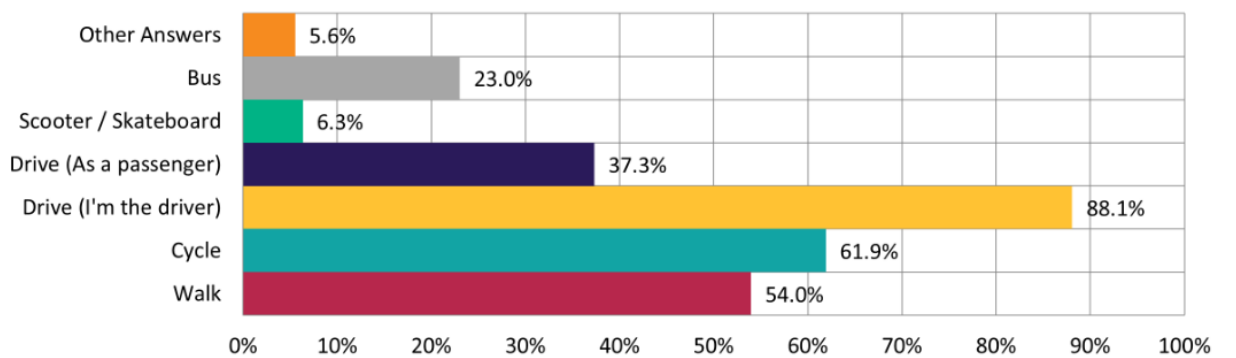
- 5.21 Comment sentiment was analysed in addition to submissions, where majority of the comments were negative (45.5%), 23.1% were mixed, and another 21.7% were positive.

Comment sentiment (143 comments)



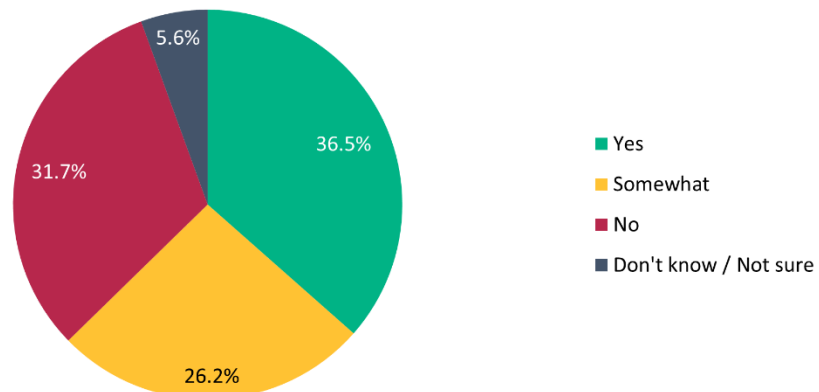
5.22 Submitters were asked for their methods of travel through this area. The majority (88.1%) of submitters use this area via car (as the driver):

How do you currently travel through this area? (N=126)  
(Respondents could select multiple responses)



5.23 Submitters were split on whether they felt this proposal would improve safety for cycling, with 36.5% agreeing, 26.2% agreeing somewhat, and 31.7% disagreeing:

Do you think this proposal will improve safety for cycling? (N=126)

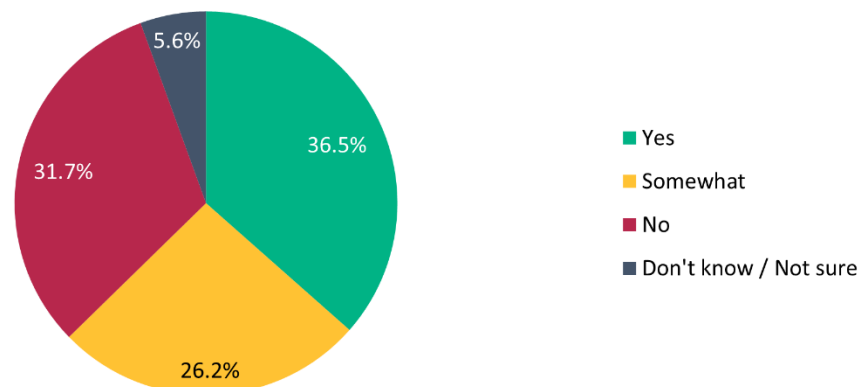


- 5.24 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Cashmere Road, Penruddock Rise), live in local suburbs (i.e. Cashmere, Westmorland, Hoon Hay), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
Yes	9	25	12
Somewhat	10	22	1
No	11	24	5
Don't know / Not sure	0	7	0

- 5.25 Submitters were also split on their support to install a raised signalised crossing outside Oderings Garden Centre, with 45.6% not supporting, 26.2% somewhat supporting, and 36.5% supporting:

**Do you support the proposal to install a raised signalised crossing outside Oderings Garden Centre? (N=125)**



- 5.26 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Support for the dedicated cycleway</b> <ul style="list-style-type: none"> <li>Discussing how a dedicated cycleway would address safety concerns cycling in the area</li> </ul>	29	36	65
<b>Concern at the Penruddock Rise intersection</b> <ul style="list-style-type: none"> <li>Narrowing the intersection would result in congestion, due to removing the left turning lane, and reducing the width of the road with two refuge islands</li> </ul>	26	39	65
<b>Concern around the need for a dedicated cycleway</b> <ul style="list-style-type: none"> <li>Lack of overall need of a dedicated cycleway, discussed that it would be money wasted, removing width of the road, restricting flow for cars and resulting in some cyclists still using the road, and that Sparks Road is already a good enough cycleway</li> </ul>	8	15	23
<b>Concern about loss of parking</b> <ul style="list-style-type: none"> <li>Concern on the amount of loss of parking and the impact on residents and their families accessing houses resulting from a dedicated cycleway</li> </ul>	10	10	20

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Concern about the signalised crossing location</b> <ul style="list-style-type: none"> <li>Suggestions to shift this crossing either east or west, as current proposed location will not cater to pedestrians - it would not be used to cross to Oderings</li> </ul>	5	11	16
<b>Concern about raised safety platforms</b> <ul style="list-style-type: none"> <li>Raised safety platforms will negatively contribute to congestion, and that it wears on car suspension, and makes travelling uncomfortable for those in vehicles, as well as the impact on heavier vehicles</li> </ul>	3	11	14
<b>Concern on the width of the shared path</b> <ul style="list-style-type: none"> <li>3m not wide enough for the shared pathway</li> <li>Most agreed with the shared path, but wanted it to be further pushed out from the road to increase safety and further delineate shared use</li> </ul>	6	6	12
<b>Concern that the cycleway will not cater to all cyclists</b> <ul style="list-style-type: none"> <li>Not every cyclist would be using this dedicated cycleway in this area, due to how many pelotons cycle two to three abreast, and will likely contribute to further congestion as a result</li> </ul>	6	6	12

Requests	Number of comments	Number of submissions	Total mentions
<b>Extend cycleway / investigate other routes</b> <ul style="list-style-type: none"> <li>Extend the cycle connection to Sparks Road on Hendersons Road past the wetlands</li> <li>Extend the cycle connection along the river past Princess Margaret Hospital</li> <li>Increase cycling safety at the Hoon Hay intersection and on the bridge over Cashmere Stream</li> </ul>	29	62	91
<b>Request for traffic lights / roundabout at Penruddock Rise</b> <ul style="list-style-type: none"> <li>Proposed roundabout or traffic light treatment instead of pedestrian refuge islands to address safety and congestion</li> </ul>	11	10	21
<b>Request to reseal road</b> <ul style="list-style-type: none"> <li>Address condition of the road and cycleway before putting this treatment in, or instead of a dedicated cycleway altogether</li> </ul>	4	8	12
<b>Request for more treatments at side streets</b> <ul style="list-style-type: none"> <li>Consistency of crossings across Leistrella Road, Mavin Road and Kaiwara Street to have raised intersections, better pedestrian facilities and kerb buildouts</li> </ul>	6	3	9
<b>Address flooding</b> <ul style="list-style-type: none"> <li>Surface flooding with a lack of stormwater drain between Kaiwara Street and Mavin Road, as well as outside Oderings</li> <li>Investigate ground conditions generally before installing a cycleway</li> </ul>	4	3	7
<b>Change the treatment to a bidirectional cycleway</b> <ul style="list-style-type: none"> <li>Several requests came through to install a bidirectional cycleway to retain some parking</li> </ul>	4	2	6
<b>Fix the Francis Reserve footbridge</b> <ul style="list-style-type: none"> <li>Address the Francis Reserve broken footbridge to enhance cycling safety in the project area</li> </ul>	1	3	4

### Changes made to the scheme as a result of consultation feedback

- 5.27 Reallocated space of existing carriageway to increase the width of the separated cycleway on both sides of Cashmere Road.
- 5.28 Inclusion of Give Way controls at the intersections of Leistrella Road, Kaiwara Street, Opihi Street and Mavin Road.
- 5.29 Relocate the raised safety platform crossing outside Oderings Garden Centre further east.
- 5.30 Increase the centre island on Cashmere Road near Penruddock Rise and remove the crossing facility at this point.
- 5.31 Provide allocated space delineation to shared path for cyclists and pedestrians at Penruddock Rise intersection.
- 5.32 The bus stop opposite Francis Reserve will not become an in-lane stop and will remain within the road shoulder.

### Responses to comments and feedback not included in the final scheme

- 5.33 Francis Reserve footbridge – This footbridge is due for renewal and this is planned to be complete by the end of 2023. This is being delivered by the Parks Unit as a separate project.
- 5.34 Retaining the left turn slip lane on Cashmere Road at Penruddock Rise – The removal of the left turn lane will assist right turners out of Penruddock Rise. Currently westbound traffic on Cashmere Road can travel through the intersection unimpeded. With the removal of the left turn lane, westbound traffic on Cashmere Road will have to slow down for left turning traffic into Penruddock giving right turners out of Cashmere Road an opportunity to go.
- 5.35 Extend the cycle lanes further to the west (towards Hendersons Road and wetlands) and further east – There is a wider cycle plan for the area that is in a preliminary stage that extends the above project on Cashmere Road in both directions.
- 5.36 Request for signals at Penruddock Rise – Outside the scope of this project and not aligned with the Transport Choices funding criteria.

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
  - 6.2.1 Activity: Transport
    - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
    - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
    - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
    - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction

- Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections

### Policy Consistency Te Whai Kaupapa here

- 6.3 The proposals are consistent with Council's Plans and Policies, in particular:
- 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report are likely to:
- 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.
- 6.10 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel. Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that “the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety.” Transport Choices projects have been designed in accordance with these requirements.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - the total project estimate is \$3,096,399. This is inclusive of design and project management.
- 7.2 Maintenance/Ongoing costs – \$17,566 per year additional costs associated with coloured surfacing, cycle lane separators, new signalised crossing and sweeping costs. These costs will be eligible for Waka Kotahi subsidy at Council’s 51% Funding Assistance Rate. The net maintenance cost for the full Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 ID 72759, Transport Choices 2022 – Westmorland Cycle Connection, \$1,334,668.
- 7.4 There is a budget shortfall of \$1,761,731 within ID #72759 to meet the project funding requirements presently. The additional budget will be sourced by reallocating budget within the Transport Choices programme. Expenditure on the Transport Choices programme is forecast to be \$25.3 million, which compares to \$26.8 million budget. It is proposed to align individual project budgets in conjunction with Waka Kotahi physical works funding approvals.
- 7.5 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council’s share.
- 7.6 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.6.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.6.2 Project costs are in accordance with expectations.
  - 7.6.3 Ability to deliver the project prior to June 2024.
- 7.7 The staff recommendations of this report include that Council’s approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.



## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023/24.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.



### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Westmorland Cycle Connection Scheme Plans	23/1386853	28
B 	Westmorland - Submission Table (Public)	23/1372181	31

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

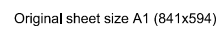
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

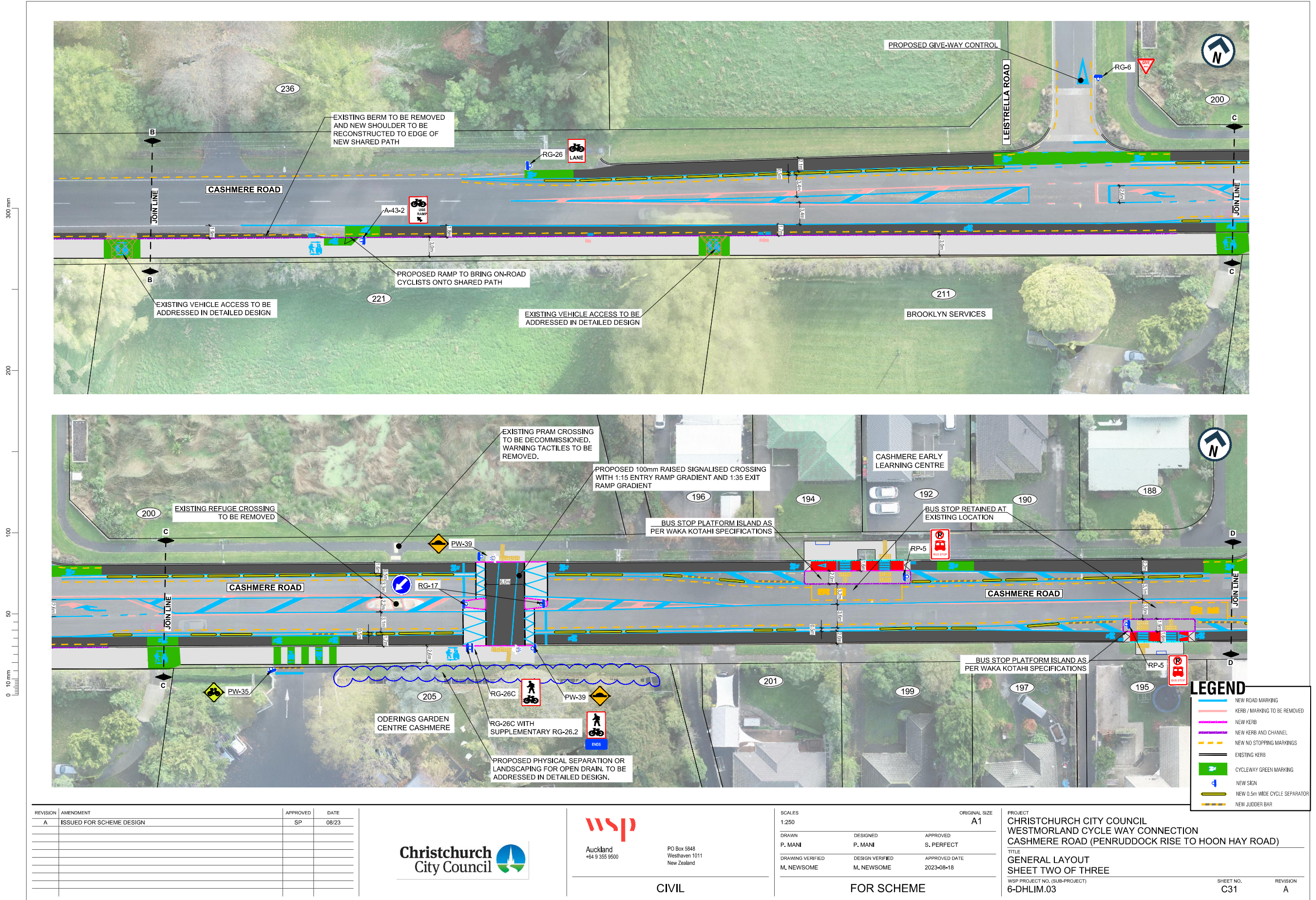
## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Chris Strydom - Project Manager Wayne Gallot - Senior Transportation Engineer Ann Tomlinson - Project Manager Samantha Smith - Engagement Advisor Alanna Warhurst - Project Manager
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management



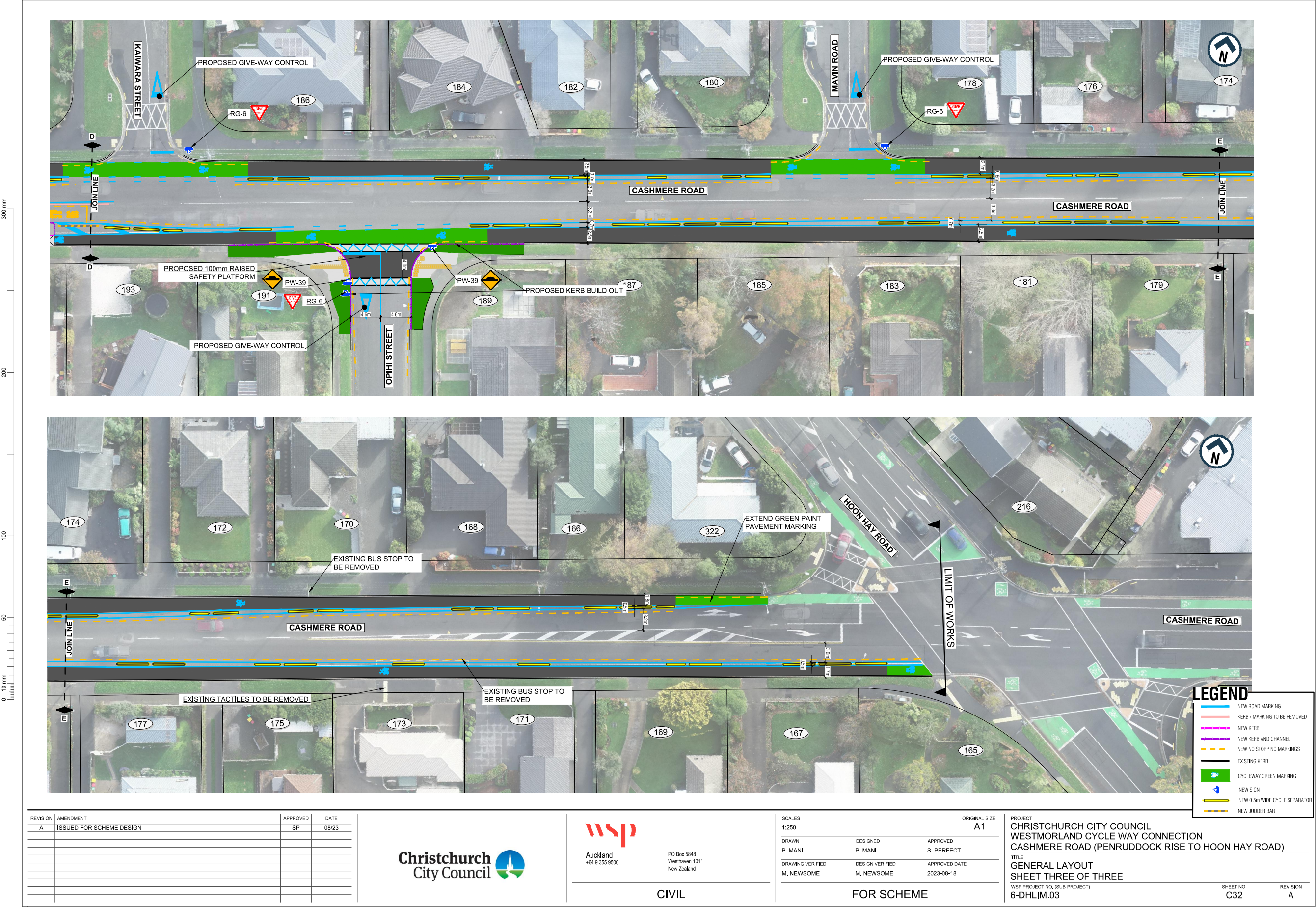






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Submissions table – Westmorland cycle connection, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10132	N/A	<p>Thank you for the opportunity to make a submission relating to the proposed improvements to the Westmorland Cycle Connection.</p> <p>Westmorland is a unique community in that it has none of the infrastructure that most communities enjoy - there is no shopping centre, supermarket, service station, restaurant, church, community centre, or sporting facilities - and the residents have to travel to access these amenities elsewhere. Due to the distances that are often involved in doing so, travel by motor vehicle can be the only viable option for many, and Cashmere Road is used by all as a consequence.</p> <p>Accordingly, any changes made to that road corridor affect us all and council’s recent Facebook posts, which were “shared” on our two community Facebook pages, prompted significant feedback from the community.</p> <p>Council’s statement that it had received “Government funding to improve cycling connections on Cashmere Road”, was well received, but many challenged the fact that the emphasis is obviously on “cycling”, while motor vehicles still make up the majority of traffic in our community and, based on our comments in paragraph two above, are likely to remain that way due to our isolation from services.</p> <p>Some of our residents also challenged the wisdom of removing on-street parking along Cashmere Road, others expressed concern over bus stops on Cashmere Road apparently being sited within the roadway itself, and many more were totally against the signalisation of the refuge crossing outside Oderings Garden Centre.</p> <p>However, the proposed changes around Penruddock Rise/Cashmere Road intersection will have the biggest impact on our community, and there was a lot of feedback around that, as detailed below:</p> <ul style="list-style-type: none"><li>• Currently, the intersection can accommodate traffic turning both left and right out of Penruddock Rise at the same time. However, the proposed raised safety platform, dividing strips and curb re-alignment will take that option away, resulting in even longer queues during peak hours.</li><li>• For traffic turning right out of Penruddock Rise, the removal of the merging lane on Cashmere Road means they will be turning directly into the same lane as the straight-through traffic approaching Westmorland along Cashmere Road from the west, plus the need to navigate a refuge crossing just metres away from the intersection – a safe refuge that appears to go nowhere, by the way. These changes could lead to an increase in vehicles reluctant to turn right, and seeing them turn left instead, before making a U-turn, further adding to traffic congestion and the possibility of accidents.</li><li>• Removal of the left-turn lane, into Penruddock Rise from Cashmere Road, and the curb re-alignment, does not improve traffic flow for any road user in any way. It will put straight-through traffic, left-turning traffic and cyclists all in the same stretch of roadway, creating even greater hazards than exist now. Only a roundabout or traffic lights will bring about meaningful change.</li></ul>	See submission attachment 10132	Lindsay Richards - Westmorland Residents' Association

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		<ul style="list-style-type: none"><li>• Recreational users of Francis Park and the tennis courts will no longer be able to park on Cashmere Road. This facility (one of the very few amenities that Westmorland enjoys) is widely used year-round, and alternative parking options are not readily available.</li><li>• Finally, from the WRA’s perspective, if Council is serious about improving safety for cyclist, why not escalate the repair/replacement of the foot-bridge across Cashmere Stream. It sits alongside the road-bridge (on the eastern side) and leads to a sealed path through Francis Park, and out onto Cashmere Road. The foot-bridge has always been widely used by cyclists and pedestrians (especially school children) and eliminated the need to navigate the busy Penruddock Rise/Cashmere Road corner - and, more importantly, the need to cross the road-bridge, on that eastern side, which has no footpath – putting cyclist and pedestrians mere inches away from passing traffic, which is surely a safety issue in itself?</li></ul> <p>We would ask that council considers our views in relation to this particular stretch of road. There are around 1000 homes in Westmorland now and, with a link road through to Worsleys Road bringing even more traffic into Westmorland, there is now significant traffic at peak times. We believe the proposed changes will add to more congestion, more delays and poor decision-making, which can only increase the likelihood of accidents for all road users – cyclist included. Thank you for taking time to read of our concerns.</p> <p>Regards Lindsay Richards Chairman Westmorland Residents’ Association</p>		
10133	N/A	<p>The Waihoru Spreydon-Cashmere-Heathcote Community Board appreciates the opportunity to provide a submission to the Christchurch City Council on the Way Safer Streets proposal and thanks staff for the work done on this matter.</p> <p>The Board's statutory role is, “to represent, and act as an advocate for, the interests of its community” (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere-Heathcote area.</p> <p>Our Community Board Plan’s vision is that Spreydon-Cashmere-Heathcote is a place where people are actively engaged and contribute to thriving communities and environments, where they feel they belong and are safe and connected with each other. The Way Safer Streets programme aligns deeply with our Board Plan priorities.</p> <p>We strongly support the aim that everyone should be able to safely walk, scooter, bus, cycle or drive where they want to go.</p>	See submission attachment 10133	Callum Ward - Waihoru Spreydon-Cashmere-Heathcote Community Board

Submissions table – Westmorland cycle connection, June/July 2023

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		<p>We do, however, have a question about what consultation is being undertaken for the suggested removal of bus stops and would appreciate an answer to this please.</p> <p>Below is a list of changes we believe would improve the scheme:</p> <p>Westmorland cycle connection</p> <ul style="list-style-type: none"><li>• Would like to see safety improvements made – Penruddick Rise bridge, look at wands across the bridge</li><li>• Leistrella Road, through Kaiwara Reserve is a possible connector to Cashmere High. Would like to revisit the siting of the signalised placement (currently near Leistrella Road).</li><li>• Would like to see a future link to Sparks Road</li><li>• Improve safety for cyclists at Hoon Hay Road intersection.</li><li>• Notes issues with squeeze point around the curve by Cracroft</li></ul> <p>Simeon Street cycle connection</p> <ul style="list-style-type: none"><li>• Safety around cambers – extra wide cycle lanes with painted line alongside the deep-dish channel</li><li>• Love the crossing!</li><li>• Road surface needs to be suitable for purpose. Currently it is very dangerous for cyclists, scooters, trikes, etc.</li><li>• We would also like to see the suggestions made by Rebecca Finch, a local resident in their submission about Howard Street incorporated into the scheme. Ref: 22/ 1802768 attachment to report 22/1214265</li></ul> <p>Te Aratai College cycle connection   Safer intersections and crossings at Alwins/Ensors/Ferry Roads</p> <ul style="list-style-type: none"><li>• Strongly support improving the cycle connections along here.</li><li>• Strongly support safer intersections for all road users.</li><li>• We appreciate the efforts staff are taking to work with the affected business owners on this matter</li></ul> <p>The Board would like to speak to this submission.</p> <p>Ngā mihi,</p> <p>Callum Ward Chairperson, Waihoru Spreydon-Cashmere-Heathcote Community Board</p>		



## Submissions table – Westmorland cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10099	No	There is already a cycle way in this area, all this new proposal will do is create disruption to an already busy piece of road. I have serious concerns with what will ultimately shrink the road carriage way, cause congestion for motorists and buses, and create danger for pedestrians, cyclist and scooters on a widened shared path that will cross in front of a major retail/cafe business.	This proposal will see the removal off a bus stop, add congestion for cars as the remaining bus stops down Cashmere rd will be operating in a narrowed carriage way, a pedestrian crossing in front of Oderings will create real difficulties in customers trying to exit right out of this premises. A widened shared path will create issues as it crosses in front of a retail site, forcing customers to have to cross this space while contending with people travelling at speed on bikes and scooters.	Jeremy Odering - Oderings Nurseries Ltd
10116	No	Keep cyclists off this busy stretch of road where conflicts exist with buses and stops by encouraging them to use quieter streets such as Kaiwara/Blakiston to get to Hoon Hay Rd rather than busy Cashmere Rd. See my attached suggestions. Sending cyclists along Kaiwara St also would avoid the treacherously dangerous corner/bridge at Shalamar/Cracroft.	Removing all street car parks in the area of the proposed cycleway is unfair and majorly inconvenient to the residents concerned.  <i>See submission attachment 10116</i>	Melanie Jane
10129	N/A	I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a>  There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.		Cameron Bradley
10002	Somewhat	Consider the parking at [REDACTED] Cashmere Road.. Even to drive through the gate into this property will cause disruption to the cycleway, and because this property gets so wet, parking inside the gate isn't always feasible. Also the cycleway should be separate from the walking path as horses and bikes do not mix, horses and pedestrians are fine. It can't be ignored that this area is used for equestrian activity and always has been!!!	I think the council needs to aware of the visual vomit and overload of some of the road paintings. Its too visually cluttered and overload!	Jane Nuttridge
10004	Yes	Notes for Westmorland cycle safety improvements  1. Is it going to be a pedestrian crossing or just a raised crossing point at the intersection of Penruddock rise. Would prefer pedestrian crossing, but may not be possible due to how close it is to the intersection. Otherwise love the raised intersection. Makes it clear that drivers need to be careful and slowdown. 2. Support the proposed refuge crossing, I don't see where it is going but what I see is preventing dangerous overtakes from drivers who may want to pass a slowing down car turning left on to penruddock rise. Great safety improvement. 3. On sheet two the current bus stop is rubbish. It's basically in a hole of water. Could a section be filled in with a pipe or some solution to make it a better bus stop please. 4. The shared pathway, 3m isn't that wide for a shared pathway. Especially because there are trees that grow out along this section which cut into the pathway space. Can the pathway be made 4M wide and push out a little further onto the road so there is plenty of space for all users. There are already many people who like to walk down this section to get the cafe at orderings and/or go for a walk so with these improvements I can see it becoming even more popular so please make it wider so there is less room for conflict. (If 4M is too much, 3.5M?) 5. For the driveway exit from orderings can there be a speed bump before the drivers exit the car park or make the shared pathway higher so it acts like a speed bump.	So excited to see these changed made, It will make our bike to our parents in law so much safer, especially along this section as there is no other alternate route and it feels very dangerous with the cars passing you. Keep up the great work, Christchurch is really turning into an amazing city with all these new cycleways coming online connecting the city.	George Laxton

Submissions table – Westmorland cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
		<p>6. Support the changes to the signalised crossing, I would like to see detector loops placed further up the pathway and for the lights to prioritise the movement of bikes and pedestrians similar to the lights on deans ave (close to the Blenheim road bridge) where the lights change usually before you get there. This could be better achieved here if the loops were placed further away so it has lots of time to trigger the lights so you don't have to wait long. Also for pedestrians an acceptable wait time would be 5 -6 seconds or people will just walk across so from pressing the pedestrian button the lights should immediately turn orange.</p> <p>7. Why does leistrella road not have a raised crossing for the cycle-lane. The cars should be clearly signalled to that they are entering a cycle-lane. It should act like a speed bump to prevent cars from pulling out quickly to try "make a gap" causing danger for all road users.</p> <p>8. Why does Kaiwara street not have a raised crossing for the pedestrians it would also make it safer for cyclists. The cars should be clearly signalled that they are entering a place for pedestrians. It should act like a speed bump to prevent cars from pulling out quickly to try "make a gap" causing danger for all road users.</p> <p>9. Love the raised crossing on Opihi street, should be on all the intersections.</p> <p>10. Why does Mavin Road not have a raised crossing for the pedestrians it would also make it safer for cyclists. The cars should be clearly signalled that they are entering a place for pedestrians. It should act like a speed bump to prevent cars from pulling out quickly to try "make a gap" causing danger for all road users.</p> <p>11. I really like how the cycle-lane is separated from the road by a curb. Grade separation is the best way to improved the perceived safety in my opinion. Great job!</p> <p>12. At the intersection of Hoonhay road could the bike lane curb be extended a couple of meters further, Just to where the green paint is in the picture? I like how the raised crossing of cars turning left though will hopefully make them slow down.</p> <p>13. My last bit of feedback would be to make the bike lane clear they are cyclelane, and please before installing the concrete curbs please resurface the bike lanes so it's asphalt not chip seal, it's so much nicer to ride on and if it's not done before the concrete curbs go in, I would envisage that it would not be done for a long long time, like how the ferry road cycleway is very bumpy and cracked along most of it's length. Also in a similar vein I will be asking this every time (and I doubt it will happen for this particular project) but can it be looked into using coloured asphalt like they do in the Netherlands instead of painting the road. It doesn't wear off like paint and clearly shows what is a bike path and what is the road.</p>		
10008	Somewhat		<p>In your original notification that we received in the mail you said 'some on street parking' would need removal. Then a matter of days later this info says and shows all on street parking is removed. This seems dishonest.</p> <p>The proposal sounds great in theory to have all these cycleways but the reality is that this city is too spread and a car is still the only practical method of transport for most. As property owners and cyclist that live on this stretch of Cashmere Road we support safer cycling and the overall intent of this but we still need some</p>	Chris Johnson

Submissions table – Westmorland cycle connection, June/July 2023

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			on street parking for us and our visitors. It might be easy to paint some lines on the road but more needs doing than this. My suggestion is either widen the walkway that already exists and make it shared use or build multiple parking bays into the large grass verges that exist prior to painting a cycleway.	
10009	No	Yes lots more. but this submission doesnt give me room to explain.	<p>Rather than spending money in an area that does not need a cycleway.</p> <p>My parents have lived on Cashmere Road for over 40 years and only know of 1 cycle incident in all that time.</p> <p>However. If the council wants to make a cycleway somewhere because they have funding available then I would highly recommend Hendersons Road, the area from Cashmere Road to Sparks Road in particular really needs to be made safer and would be a bonus to everyone as there are no houses to contend with on most of that road.</p> <p>1 house on the corner of Cashmere and Hendersons ( the old classic cottage at the junction)</p> <p>I urge you and council to look at this area before you get engrossed in an area that does not need a cycleway.</p> <p>A pedestrian crossing near Oderings and another near Westmorland would be highly beneficial.</p>	Iain Mcdonald
10010	Somewhat	having you provide better education to cyclists,..... riding two or three abreast, going through red lights, no lights on at night, puts them all at risk	<p>I am struggling to understand the justification of having a cycle way on both sides of the road. As a resident and property owner it will have a detrimental affect on visitors (including elderly) being able to park outside or nearby my property ( ). There is already a functioning cycle lane in nearby Sparks Road. Most cyclists on Cashmere Road are weekend ones who are out to do some exercise and get fit.</p> <p>Having a cycle lane on both sides of the Road is completely over the top.</p>	Bryan Noonan
10011	Somewhat	More substantive improvements are needed for cyclists around the corner between Worsys Road and Princes Margaret Hospital	<p>The north side of Cashmere Road between Kaiwara Street and Mavin Road is subject to surface water and flooding as there is no stormwater drain on this stretch of road so all the water flows overland. This needs to be addressed so that cyclists are able to use the cycle lane consistently.</p> <p>Raised tables should be installed on the northern side streets (Kaiwara and Mavin) to provide the same environment and level of safety as on Opihi Street.</p>	Martin Peat

## Submissions table – Westmorland cycle connection, June/July 2023

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			What consideration has been given to indented parking for local residents?	
10016	Yes	dedicated cycleway along both sides of Cashmere Road all through handerson		Raviv Carasuk
10020	No	Why do you need to improve cycling safety? Do you know how many bikes travel down this road? Be lucky if 5 a day except for the weekend when a bike group on Saturdays and Sundays bike down there. And they don't use the cycle lanes as they ride 5 a breast! Where are cars suppose to park? Lots of houses on this street have houses down a drive. Think of old people visiting and the fact that cars parked down Mavin Street and Opihi street always get broken into. If you have to spend rate payers money on stupid cycleways why don't you put parking where the berms are and the cycleway on the road. Putting cycles on the side where cars are coming out of their driveways is madness!! Waiting for a cyclist to be hit off their bike. I voted for Phil Mauger as he said he was going to stop these ridiculous cycleways that no one every uses! Prime example is that I work on Riccarton Road and twice last week nearly got hit on two separate occasions by bikes on the pathway!!		Michelle Noonan
10023	Yes	Yes. Create similar cycleway along Hoon Hay Road and link to Rose St then the cycleway past Pioneer Centre. This is a good way into town linking up with the cycleway on Milton. However Hoon Hay Road and the Hoon Hay Rose St intersection are unsafe. Also consider linking Cashmere to Mavin Rd then Blakiston St then Hoon Hay Rd to provide a convenient shortcut from Westmoreland / Cashmere Rd generally towards town. This is popular already.	I live in this area, and my off-street parking would be removed by the proposal. We have ample parking off street but also 6 adults living at home. We often need to park on the street. Despite this, we're all on board for these improvements and will suck up having to park elsewhere from time to time. For the greater good! One option that may have been considered (and that I would support even more than the current proposal) is trimming the widths of the verges. There are plenty of lawn strips along Cashmere Rd with no planting of any value, and narrow footpaths not making the most of the space. Trimming this on each side could free up enough space for a 2-way cycleway on one side of Cashmere Road, leaving parking on the other side.	J N Morris
10034	Somewhat	Please consider widening the shoulder on both sides between Oderings and Penruddock Rise - IE, continue the current layout that is outside Oderings, right along. There is plenty of space, only about .5 of a meter required to be added to the existing shoulder to allow cyclists to keep well left out of the path of cars. Cyclists heading east past Penruddock will not cross over and use the shared path as this adds awo tricky crossings and as they are mostly road cyclists and commuters travelling some distance, they need to be able to get along at a speed which is not appropriate for a shared pathway.	A holding "island" in the middle is sufficient.	Alan Clelland
10042	Yes	Cyclists coming out of Westmorland either turn right if they are going towards town or left if they are wanting to get anywhere north and west. Turning right: It would be great to get a safer route east along cashmere road. Many cyclists get off Cashmere road as soon as they can by turning down Marvin road which lets them avoid the Hoonhay-cashmere intersection. This also works in reverse (ie going to Westmorland) as this intersection is very difficult on a bike (although its hard to turn right into Cashmere road). The Marvin Road route allows access to the bike cycleway to the west of centennial park and the bike route system but the Rose Street Hoonhay -Road	The bendin Cashmere road on the bridge (Shalamar drive area) is pretty dangerous on a bike and best avoided. Its a pity it doesn't seem to be possible to do anything about this as the bridge would need widening.	Lynette Hartley

Submissions table – Westmorland cycle connection, June/July 2023

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		intersection is nasty. Going all the way east to access the southern end of the NW arch is not really an option at present as the Cashmere road bridge is dangerous on a bike in either direction despite it being defined as having a bike lane. Turning left: I see many people have mentioned the need for a bike lane/walking lane to the Sparks Road Wetland. Hendersons road is the only way for a cyclist to access the Quarrymand cycleway to go west or indeed any of the northwestern side of Christchurch. At present it is dangerous in both directions and many cyclists are having to do it in the dark or half dark on the way too and from work as there is no other route.		
10046	Don't know / Not sure	Due to the large numbers of users cycling from Westmorland, if only there was a cycle way cutting through the farmland opposite Penruddock through to Sparks Rd cycle way. One straight line connecting Westmorland via a designated safe route to the safe cycle lane.		Bridget Macfarlane
10049	Somewhat	Yes. This initiative is great but doesn't address the real problem: the 'missing link' in the SW Chch active transport infrastructure: the section of Cashmere Road that is horrible for active transport is the section we call 'the Gauntlet' which runs between Hoon Hay and Fernihurst roads. It gets very narrow, and has a footpath only on the river side. It forces walkers, cyclists, and motorists (often large trucks coming from property developments further west!) into a very compressed space. Motorists often drive in the cycle lane, making it very unsafe for the dozens (perhaps hundreds) of kids who ride to school along it daily. The solution to that problem would be for an active transport bridge to go between Cashmere Rd and Ashgrove Tce (which dead ends by the Heathcote river where Cashmere Stream enters it). The Council should acquire the small amount of land (134 Cashmere Rd) required for the end of the bridge. The bridge could also integrate with an active transport corridor along Cashmere Stream on the other side of Cashmere Road, with a crossing on the Hoon Hay Rd side of the Cashmere Stream bridge. That would also provide far better access to the Christchurch Adventure Park for those getting there via active transport.	Connecting the various segments of cycle lane together to provide a full, safe, and ideally *off-the-main-arterial* path is key. This project is another piece of the puzzle, but unless the 'missing link' is also addressed, it's a waste of resources.	Dave Lane
10050	Yes	The more shared paths the better! A shared path similar to this to connect the existing shared path on sparks road through to Halswell would also be a big safety enhancement		Hayden Wright
10052	Somewhat	The combined path will be safe for young children, however the majority (95%) of cyclists will stay on the road because they are going too fast to have pedestrians in the way - they are either commuting or recreational cyclists. The cycle path on the north side of the road is completely token. It should extend all the way up Hendersons road to Sparks road. The cycle path on the south side of the road needs to go across the front of Penruddock road. Having an odd raised path going through is going to cause problems with cars waiting at the intersection, instead of being able to ride straight through as they would if it was designed to be "part of Cashmere road". The raised lights crossing on Cashmere road is a huge waste of money. A simple zebra crossing would save money which can then be used to continue the cycle path on the north side of the road to Hendersons road and beyond. The bus stops that are oddly on the roadway, will also cause problems where cyclists will run into people who exit the bus and, without looking, cross the cycle path. The bus stop should be on the footpath side	Lights are incredibly expensive - that money should go towards more cycle paths. 95% of cyclists will not use that crossing, and it will simply be an annoying "bump in the road" for all users for the rest of the time. A zebra crossing is more than enough. To be honest, my children currently cross at that island every day to school, and it works just fine as it is. How about putting an island on Hoon hay road, so that kids crossing to go down Rose street can get across???	Lindsay Sandford

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		of the cycle path. All in all, I do wonder if the council has actually talked to any cyclists in coming up with this design???		
10055	Somewhat	<p>1. Having a safe cycleway between Penruddock/ Cashmere corner to access Sparks Rd cycleway. It is really dangerous to walk or cycle this part and access the cycleway along Sparks Rd. As well as being able to utilise the wetlands.</p> <p>2. Moving the refuge island from Penruddock cnr right turning into Cashmere Rd. The refuge will remove a well utilised right turning feeder lane, the extremely well used left turning Lane for traffic turning into Penruddock [Westmorland]. This is a busy road for cyclists and the refuge squeezes the traffic, and groups of cyclists into a narrow passage at a very busy intersection. I don't see the need for a refuge here, as it only access' fields. Further along the road where the newly proposed bus top would be makes much more sense.</p> <p>3. Having a continuous two way cycleway like the one along Sparks Rd would be fanatic and we'll utilised. As a resident of the area for the last seven years I have seen the number of cyclists bike along Cashmere Rd increase, especially with the adventure bike. But as this is such an unsafe road, we have not been able to let our children bike along here to school. Now they are high-school age, I would love to see a safe cycleway access built before they finish.</p>	I am not sure who the lighting is for at Oderings? Most people would access Oderings by foot fom the hill side, bike or car. Ensuring safe cycleways were in place (such as a continuous 2 Lane path along that side of Cashmere Rd).	Nicola Allan-Caney
10056	No	Cycle lines are fine but definitely don't do combined foot path with cycles is dangerous pulling at of driveways		Sam Aitken
10061	No	Put a cycle way through the reserve that completely avoids the intersection		John Brown
10063	No	<p>What would improve safety? – dedicated single direction, cycle only, cycleways in both directions the full distance along Cashmere Rd to Hoon Hay Rd. No need for traffic furniture in the Penruddock Rise intersection that will only obstruct views, create a pinch-point, and add to confusion. Removal of the current left turning lane into Penruddock Rise is also madness, and will create more problems than any it might solve as it'll cause a back-up along Cashmere Rd during busy times only making it HARDER to get out of Westmorland turning east.</p> <p>Cashmere Rd is used by A LOT of cyclists, with those coming/going from Westmorland being the MINORITY – most are riding straight past, often in large groups. The best solution is to create space for the cycling traffic to move quickly and safely (many of us easily ride at 30km/hr) without confusing the cars with islands or other obstacles, and with a separate pedestrian walkway on the south side, as bike and people (especially walking dogs) don't mix well.</p> <p>Finally, what's the actual purpose of an island shelter across the road at that point? There's NO FOOTPATH on the northern side to walk on, so I can only imagine it's for cyclists (?) and if so putting it right at the intersection is madness. I for one would NEVER consider using it. I rarely if ever have trouble crossing Cashmere Rd on my bike, and would suggest that anyone currently struggling with that needs to consider whether they're safe on a bike in the first place. Similarly, if it's mildly frustrating in a car trying to turn right out of Penruddock Rise at busy times, further slowing traffic with</p>	If you're really interested in safety, please make a real effort to fix the regular potholes that appear on a daily basis at the bottom end of Penruddock Rise. When cycling down the hill in the dark it's impossible to tell the difference between a black patch and a black hole. It's literally Russian Roulette every morning down that stretch, the only "safe" path being down the middle of the road.	Rod Mckay



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		the introduction of islands, people using the proposed island shelter, and removal of the left turning lane off Cashmere Rd, is only going to make it worse.  I can see no merit at all in the proposed “improvements”. Simply cleaning up and sealing the current verges, and creating a designated cycling strip in both directions will achieve a far better outcome for considerably less cost and ratepayer angst.		
10075	No		A cycleway worth \$ big money - when there is an amazing cycleway one block over on springs road. It would be stupid. Another reason is most of the cyclist that cycle Cashmere road are groups of cyclist that will NOT use the cycleway. I have spoken to 23 different people in our immediate vicinity and no body is keen for this to happen.	Nigel Grant Urquhart
10077	Yes	Please consider a separated cycle lane from the Penruddock/ Cashmere junction to Sparks road wetlands or ideally, to the Henderson road/ Sparks road intersection.	With the proposed changes there remains no complete cycle lane from Westmorland to Hoon Hay school.	John Arkless
10085	No	Put a cycleway beside the waterway on Hendersons Road between Cashmere Road and the Sparks Road Wetlands	There are no houses on the north side of Cashmere Road between Hendersons Road and Liestrella Road carries virtually no pedestrian traffic. This proposal is a public inconvenience, a waste of our rates, and a flight of fancy by Council staff with nothing better to do.	Lindsay Smith
10086	Yes	The cycle route needs to extend to Henderson Rd and link with the cycle route on Sparks Rd. I cannot walk safely from Westmorland to the wetlands. This should be included in the plan. Also a safe crossing island would be far more beneficial near Boonwood Close. It's a difficult junction to exit. My teen is a learner driver and it's like a gauntlet. My younger children cross the road there to go to the wetlands or Westmorland or for the bus. An island would improve safety.		Vikki Hart
10090	No	Im all for cycle lanes, but Hoon Hay Rd to Oderings isnt the most dangous area to ride a bike. Hendersons road between Sparks Road and Cashmere Road is an accident waiting to happen. One, two way cycle lane, hoon Hay Road to Hendersons road and from Hendersons road to Sparks road...would be a better investment if you really want to save a life.	I dont own a car, just an ebike... I live i. halswell Commons, which is off Henderson Road. I can go to cashmere road via Hendersons road because it is too dangerous due to speed limit and the lack of verge on either side of the road. The most dangerous part is the bend on Henderson road. To negotate this bend I have to get off the bike, run across the road to the reserve and then walk my bike toward the bend...facing on co ing traffic. The road is full of pot holes and the white line on the edge of the road dissapears. This. Cycle lane proposal ...on boths sides of Cashmere road down to Oderings is just a tital waste of money.	Karen Whitla
10100	No	Ignore this section of road as it is wide enough to cope with bikes and cars, it works well for all road users, focus your resources on Henderson Road and Hoon Hay valley Road.	Why do we have to continually raise the road surface for pedestrian crossings. Place an uncontrolled pedestrian crossing in if the need is there. I personally don't see why its required when there are controlled crossing at the Cashmere and Hoon Hay Road intersection. Spend the money on a pathway connecting from where the footpath ends on Cashmere Road to	Alan McKinney

### Submissions table – Westmorland cycle connection, June/July 2023

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			the new Wetlands on Henderson Road. Currently everyone has to walk on the road shoulder	
10110	No	the access from cashmere ponding on hendersons road, needs to connect back to Cashmere road safely, how should folk get from end Cashmere road cycle way to the ponding basin, also cycle way onto sparks road intersection of Hendersons. Way more important that oderings westmorland changes. At least there is a footpath ther but nothing on hendersons, Can i pay for it myself?	Access out of westmorland NEEDS the 2 way exit as at busy time traffic banks up a lot. so leaving Penruddock should be kept easy. Speed not an issue turning into penruddock as no fast way around corner. Your own research shows yo max speed on that sort of cnr is 30kph. Raised speed calming(angry making) hump obscene unnecessary when urgent work need to access ponding basin. spending priorities, how many accidents have happened here?	David Diggs
10111	Yes	Continue the cycle lane through to the new pond walkways which connect to the other cycle ways in the area.	The cycleway and pathway rebuild I fully support. Well done. However...The proposed intersection design at Penruddock Rise is poorly designed. Firstly the addition of the pedestrian island makes turning right out of Penruddock Rise very distracting. You now need to look for potential pedestrians, whilst also trying to look around buses parked on the bus stop (as they do whilst waiting to start their run) which blocks line of sight to traffic travelling west on Cashmere road. The current slip lane makes this much safer as cars both move over and create gaps in the traffic flow. With this gone you don't know which cars are turning and which are continuing on, so can you go or not. Currently many people turn left out of Penruddock and then do a uturn further down Cashmere Rd, further delaying others trying to turn right out of Penruddock. The raised pedestrian crossing in Penruddock is too close to Cashmere Rd pushing cars out onto cashmere rd dangerously as they roll off the hump. Particularly an issue if you have a trailer or truck. There is also a risk this will narrow the road to single file. End result is many in Westmorland will now use Worsleys Rd which will put additional pressure on this road as Cashmere estates come online. In short keep the slip lane on Cashmere Rd merge the cycle lane along the outside and inside of the slip way. Don't move the bus stop. Put a roundabout into the Cashmere Rd , Penruddock intersection as this is the least distracting option for cars trying to get onto Cashmere Rd. This should have been done years ago, so let's get it done now.	Richard Hamilton
10119	No	Removing the turning lane into Westmorland will not benefit anyone. Traffic flows smoothly with turning traffic being able to pull over allowing other traffic to go ahead without being impeded. Moving the bus stop closer to the intersection of Penruddock Rise & Cashmere Road is a safety concern. Drivers & cyclists will not be able to see past the bus to view on coming traffic from the east. This will only increase the chance of an accident. Pedestrian crossings with safe speed platforms at the intersections of Cashmere Road and Penruddock Rise will also be a hazzard. Watching out for pedestrians is just	Removing the turning lane into Westmorland will not benefit anyone. Traffic flows smoothly with turning traffic being able to pull over allowing other traffic to go ahead without being impeded. Moving the bus stop closer to the intersection of Penruddock Rise & Cashmere Road is a safety concern. Drivers & cyclists will not be able to see past the bus to view on coming traffic from the east. This will only increase the chance of an accident. Pedestrian crossings with safe speed platforms at the	Mark Hyde



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		another things for both drivers & cyclists to watch out for. Also speed platforms will also cause an issue if you are exiting Penruddock with a trailer.	intersections of Cashmere Road and Penruddock Rise will also be a hazzard. Watching out for pedestrians is just another things for both drivers & cyclists to watch out for. Also speed platforms will also cause an issue if you are exiting Penruddock with a trailer.	
10120	Yes	The bus stop positioned on the north side of Cashmere road is unnecessary, there is no safe access to cross from Francis park and no footpaths on the north side for some distance in either direction. The idea of creating a pedestrian refuge on Cashmere Road at the corner of Penruddock is most ridiculous and unsafe. It is already difficult for cars to exit Penruddock on to Cashmere road with the slip lane, to remove that and put a pedestrian crossing/refuge will be a recipe for disaster. Bad enough trying to cross at the existing refuge outside Oderings with traffic coming in 3 directions. Why has the council refused to meet with residents over this, are you just going to go ahead with this unsafe plan. Is this submission just a “going through the motions “ then council will do as they please? Totally disrespectful for local residents who have to live with whatever mistakes are made by planning.	Consult with local residents before making plans in future , then you will find out what we really need.	Ellen Jane Griffen
10122	Somewhat	consideration needs to be made for all cyclists, not just those interested but concerned cyclists. confident road cyclists deserve safer streets to ride on too. Please widen the shoulders so fast cyclists aren't riding on shared paths.	Please lower the speed limit on Cashmere Rd to 40 km/h	Fiona Bennetts
10125	No	Provide a cycleway/shared path from Penruddock Rise to the wetlands, and also a safe means of cycling from Westmorland to Cashmere High (ie over the bridge at Cracroft shops). Those are the most dangerous parts of the road for cyclists.	Signals will likely delay traffic on Cashmere Road. If the cost of signals is warranted, these may be better located at the Cashmere Road/Penruddock intersection. A zebra crossing outside Oderings may suffice.	Monique Thomas
10126	Somewhat	I think a major opportunity is being missed by not utilising the new areas of subdivision ie Cashmere Park to link the Westmorland area with the cycleway along Sparks Road and/or joining the Centennial Park route. The area between the Cracroft shops and Ferniehurst Street bridge is unsuitable for cycle lanes as it is too narrow and floods regularly. This is a well used footpath and is often an unsafe area to walk or cycle due to the drenching received from passing vehicles. To be channeling more bicycles along this route is unsafe and I think this should be addressed before Cashmere Road is changed between Hoon Hay Road and Oderings. The removal of all street parking along the area of Cashmere Road with housing is unfair to the homeowners and residents of this area. It reduces accessibility to homes and the preschool. It will also increase traffic along side roads and make these streets less safe due to congestion. I know I am more likely to take a side road than say Strickland or Frankleigh Streets which I frequently used prior to cycleways being installed on them. This seems to me to be just moving the problem. It does also seem bizarre that cyclists are safe using a shared path between Oderings and Penruddock Rise but need to have designated spaces in the only area which impacts residents whose safety and needs are being ignored. Once again, an area away from vehicles would be a much safer option and achievable at this stage before all the development of the farmland is undertaken. It also beggars belief that the wonderful work which has been done around the Henderson Reserve area has no safe route planned to make it accessible from		Jennifer Horsburgh

Submissions table – Westmorland cycle connection, June/July 2023

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		<p>Westmorland. To me this is a much more dangerous area for cyclists and pedestrians alike and should be prioritised over the works between Oderings and Hoon Hay Road. It would also open up the option to use the under-utilised Sparks Road cycleway. Some main concerns I have, apart from the parking being removed, relate to the effects which will come from narrowing of a busy route. Traffic already backs up significantly at busy times of the day and with no space to go around turning traffic, stopped buses, rubbish trucks etc, things will back up even further. Once again, not ideal on a busy thoroughfare and one which is often used by emergency vehicles. I also can't see the large groups of road cyclists which have been a feature of living on this stretch of road for nearly two decades, suddenly deciding to use cycle lanes. They have every right to use the main carriageway but are often more rude than the motorists who nearly always get the blame for inconsiderate behaviour!</p> <p>I can't even fathom how Penruddock Rise is going to become freer flowing from the diagrams I have looked at. The raised crossing outside Oderings is another issue as there are many heavy trucks and EV buses using this route (not to mention the emergency vehicles) which are going to cause even more damage to our houses when they hit it than the poorly repaired road has in recent years.</p> <p>This all feels as if there has been money allocated to spend, which MUST be spent, so a plan has been thrown together with no thought as to how it will impact on the residents (and our lovely little preschool). I assume it is a fait accompli but I really hope there will be an opportunity for the older and possibly quieter members of our community to be heard. I may not ride a bike anymore but my family still walk, run, bus and love living in this wonderful area. Please hear us as well as those on the other side of the fence.</p>		

Organisations / Businesses

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10047	No	NO		Hayley Rouse - Cashmere Early Learning Centre
10131	N/A		See submission attachment 10131	Paul Lonsdale - Cumbria Lane Residents Group
10127	N/A		See submission attachment 10127	Chris Ford - Disabled Persons' Assembly NZ

Submissions table – Westmorland cycle connection, June/July 2023

Individuals

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
10001	Yes			Cody Cooper
10003	Somewhat	The really dangerous part is over Hoon Hay Road (following Cashmere Road towards PMH ) you have to pass busy shops, with a narrow footpath and a narrow busy road and the footpath is only on one side and not very wide. It's a pity there isn't a way down off the bridgeover the Heathcote into the start of Ashgrove Terrace that links up to the shared pathway along the river in front of PMH.		Steve Entwistle
10005	Yes			Digby Symons
10006	Yes	This is sure to be an excellent connection to a suburb that is very difficult to get out of via bike. Please ensure that this connection is sufficiently connected to existing and future MCR's		Jack Halliday
10007	Yes		Strongly support this proposal to make this section of road safer for cycling.	Eline Thomson
10012	Yes	ensure the shared pathway is well signed posted to keep pedestrians on the right of the path. As a cyclist I am constantly 'frightening' pedestrians when I ring my bike bell. As a pedestrian I often encounter cyclists who pass way to close and without warning.		Mark Regan
10013	Yes			Ben Hart
10014	Yes			Nathan Hubbard
10015	Yes	Please make sure that all the cycleways meet up. It would be great if this could be extended to meet the Sparks Road wetland and also the cycleway along the river by PMH.		Saskia Wilson
10017	Somewhat	Current road surface is appalling in places - very patchy and the recent reseal is already breaking down. Quality surface would improve safety without having to weave through road irregularities, manhole and fire covers, and piles of loose chip.	have you considered a single side cycle lane to negate the need for cyclists to join the northern side of the road? School children currently use the southern pedestrian pavement - and then cross at Hoon Hay... Plus why not extend to the West to join Sparks Rd - and what about the pinch point over the bridge with Shalamar - constantly get vehicles cutting the bend and getting very close when cycling.	Darran Humpheson
10018	Yes	Cycle lanes should extend to Ferniehurst road. It is dangerous and is a popular area for cyclists coming from the adventure park into Cashmere. It will also make it safer for walkers with prams / pets etc. Currently it is very close to the road and unsafe.		TJ Chan
10019	Yes	We regularly travel from Halswell through the Sparks Rd wetland to this area. The corner turning left from Henderson's Rd to Cashmere Rd is dangerous for cyclists because there is very little paved verge to move onto and cars coming round the corner from behind don't see you to the last minute. Would it be possible to widen this short section of paved verge at the same time?		Chantelle Waters
10021	Yes	Extend this cycleway around onto Hendersons road as far as the wetlands. Cycling around the bend onto Hendersons road is dangerous. My wife has had cars driving very close to her shouting to get on the other side of the white		John Hynes

Submissions table – Westmorland cycle connection, June/July 2023

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		line, but there is no road surface left of the right line, it's extremely badly potholed.		
10022	Yes	Wish list - cantilevered cycle/footpath along stream side of cashmere road between fernihurst and cracroft shops !  connecting this initiative with cashmere stream path / brookford place, ie continuing across penruddock rise  a decent bit of asphalt along the north side of casmere rd between oderings and penruddock rise	i think this will be great for students and people from westmorland accessing cashmere. Commuters coming from hendersons road or the hendersons rd wetlands will still probably use the north side of cashmere rd along this stretch. This bit needs widening, even just the shoulder as it is pretty sketchy at the moment.	Robert Braun
10024	Somewhat			Harrison Craythorne
10025	Yes	Mandatory new driver training		Will Doons
10026	Yes	I live on the corner of Cashmere and Henderson's road. We need the cycleway to extend from Westmorland estate down Henderson's past the wetlands and meet up with the sparks road cycleway. The amount of very near misses outside my house is terrifying. There is no path never mind safe cycleway to the wetlands but it is VERY popular for Westmorland families to head down there on foot or cycle. People get confused thinking there may be a 2 way cycle lane and cars do not look both ways coming from cashmere road turning left onto Henderson's. The speed limit has been reduced on Henderson's Road due to the foot and cycle traffic but having a designated footpath and cycle lane with a curb to protect from cars crossing into it is what's needed to keep everyone safe. We are the only house it would really effect and our driveway isn't on Henderson's so it should be an easier and cheaper fix than having to put in all the dropped curbs for peoples driveways.		Emily Rogerson
10027	Yes	Connect penruddock with the cycleway along sparks road. This would allow safer access to the wetlands and an alternative route to school for kids. Also fix the bridge over cashmere stream - it is not safe for young kids going on the road.	Lights at oderings are key. This is where young families and kids are crossing when coming from westmorland. Cashmere road is extremely busy in the morning and difficult to cross	Jodi Johnson
10028	Somewhat		Is the proposed crossing on cashmere rd near Penruddick Dr far too close to the corner (esp for right turning traffic)?	Carolyn Cousins
10029	No	Yes, make it better for drivers so they don't have to turn without creating a hazard. Get rid of the road humps	You need to keep the left turn into Penruddock. Don't use any money on things that remove car parks for slow traffic	Andy Gee
10030	Yes	Currently as a cyclist I find it a bit dangerous turning left onto penruddock rise at the same time as cars (turning both left and right) especially with the island making it quite narrow. I'd love to see some separation - either by road markings or a "slipway" like for the left turn from annex road onto Birmingham drive	While I do believe there should be a crossing at oderings, I think that a signalised one would be overkill and disruptive to both pedestrians and traffic (at least with current volumes of foot traffic) and might even result in excessive jaywalking. I think that instead a pedestrian crossing (ideally with an island in the middle) would be more than adequate and I don't see a need for a raised surface. Potentially the raised surface could be added later if necessary when the subdivision becomes more populated.	Reuben Clarkson
10031	No	This section of road isn't the problem. This money would be much better spent on the other side of Penruddock, connecting Westmorland to the Sparks Road wetlands via Hendersons. Hendersons is very narrow on both	I am concerned about the removal of the lefthand turning lane into Westmorland (from the Oderings side) and replacing it with grass. It currently works well to divert cars out of the flow of traffic past Westmorland. This lane is required - as is the right-hand turning lane from the other direction. As stated before - this	Sheree Brinch

## Submissions table – Westmorland cycle connection, June/July 2023

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		sides with no footpath and this is much more dangerous for cyclists and pedestrians.	money would be much better spent on Hendersons road between Sparks and Cashmere.	
10032	Somewhat	<p>I highly recommend creating a shared cycle/walk way along Hendersons Road from Cashmere Road to the entrance of the wetlands on Sparks Road. This is the route I take from Westmorland to access the cycleway which I use to bike into the central city for work. This short section is extremely dangerous and there appears visually to be enough road width to create a cycle lane for this short length.</p> <p>I have concerns about the removal of the left hand turning lane into Penruddock off Cashmere Road. I don't think this is a sensible idea due to the number of vehicles that use this road.</p> <p>I don't think the pedestrian crossing will get a lot of use located at the proposed point. There are a number of people who use the pathway through the reserve and then cross the road further down by the tennis courts which might potentially be a more suitable location for a crossing depending on the exact location or clash with the new proposed bus stop.</p> <p>The entrance in and out of Oderings is dangerous to bike past as it is very busy and people don't look for pedestrians here. Would it be possible to have the proposed traffic light crossing prior to the Oderings entrance?</p>		Ingrid Cooper
10033	Yes			Dea Majstorovic
10035	Yes	<p>At the intersection of Hoon Hay Rd / Cashmere / Worsleys: Particularly on Hoon Hay Rd and Worsleys Rd, there is no cycle lane leading to the intersection if you want to go straight through the intersection, you need to cycle in the car lane. This can be quite scary with cars trying to push past you at the same time. An issue I have found is coming from Worsleys Rd onto Hoon Hay Rd, cars approaching wanting to turn right on to Cashmere Rd towards Westmorland will not give way to you and will sneak through and turn right before any traffic (cars and cyclists) wanting to move straight will. It would be nicer to have at least painted cycleways on Hoon Hay Rd towards Cashmere Rd end as cars can sneak around the corner very fast.</p> <p>A cycleway is very needed past Westmorland turn off where Cashmere Rd meets Hendersons Road - cars do go very fast there and it is quite narrow, particularly going around the corner. There is a sign saying watch for cyclists, however a cycleway will very much improve safety.</p>		Helena Ruffell
10036	Yes	Please do not ignore the space between hendersons road and sparks road (from the cashmere road turn off). This are has no pedestrian paths or cycle paths and is a common walking / cycling area due to people who live in Westmorland visiting the Sparks Road Wetlands	See submission attachment 10036	Jared Weston
10037	Somewhat	My view is that we need a cycle lane on both sides of the road and it needs to be all the way from Sparks Road to Hoonway Road (although to Colombo Street would be even better!). This will ensure that mountain bikers (cycling	. I cycle to work and I find that cycling down Cashmere Road is very dangerous so I tend to ride down Worsleys Road in the morning instead to avoid it. However Worsleys Road is quite narrow so has some disadvantages.	Alicia Paulsen

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		<p>to/from Hallswell Quarry and the Adventure Park), commuters (to/from the city or other places) and weekend road cyclists (the Tai Tapu loop) have a safe space to cycle in. And it would join up with the existing cycleways.</p> <p>The new intersection proposal doesn't look very safe, the intersection at the moment does work okay although people have to be patient in the mornings.</p> <p>Lights are not required outside Oderings, there are not alot of houses down Cashmere Road and most people drive to Oderings. This would be a waste of money and the funds could be used more effectively.</p>	We need dedicated cycleway on both sides of the road from Colombo street all the way round to sparks road intersection. This would join the existing cycle networks together. There are a lot of cyclists in our area.	
10038	Yes	Enforce cyclists to stop at their red lights in the dedicated lanes. Too often I have stopped on my bike at the red lights for to be barged past by other cyclists.		Duncan Farish
10039	Yes			Steven Tully
10040	Somewhat	Put cycleways the full length of hoon hay road. I avoid the south section when I can on my bike, which would otherwise be my normal route. It's too narrow, but I have a child at penny lane preschool (he gets the shuttle that leaves from the old site on hoon hay rd) so it's too inconvenient to avoid hoon hay rd most of the time. I live on hawkshead way and work at chch public hospital, and carry a preschooler and a 5 year old on my family cargo bike		Emma Postles
10041	Somewhat	<p>How about connecting the proposed Cashmere Rd cycleway along Hendersons Rd to the Sparks Rd cycleway (and thereby to the rest of the network) If funding doesn,t stretch to this- cancel the silly platforms at each intersection - expensive, disruptive and questionably effective and this would make the funding go further where it,s really needed.</p> <p>Also OTT to have cycleways on both sides of Cashmere Rd.</p> <p>-Cut back the overgrown hedge between Penruddock rd &amp; oderings. It,s a hazard right now.</p>		Hans Van Oyen
10043	Don't know / Not sure	Please make the bridge on cashmere road over cashmere stream safer for cyclists & pedestrians crossing near the blind corner		Charlotte Wright
10044	Don't know / Not sure	Ensure cycle are properly marked on each side of Cashmere Road and into Henderson's Road & wetland area	With the amount of traffic exiting & entering Penruddock Rise from Cashmere Road you need to maintain the existing slip lane and not add to problems by placing a pedestrian refuge near that corner - that should wait until traffic lights are eventually required in the future at a full + intersection !!	Peter Hills
10045	Yes	Would be great to extend the cycle way along Worsleys road so there is a connection from Holmcroft terrace to the Cashmere / Worsleys / Hoonhay intersection. Currently when I cycle with my small children we cross over the road at Holmcroft terrace and bike along the footpathuntil we reach the intersection and then cross back over.	Would be great to have a separated cycle way along Cashmere road to Ferniehurst Street. I bike my kids on the narrow footpath b/c the road is too busy and cars travel too fast along this stretch of road. There are so many bikers along cashmere road heading to and from CAP.	Kate Berkett
10048	Yes	extend dedicated cycle lane to the Sparks Rd wetlands		Sina Tait
10051	Somewhat	<p>It's a good start. There should really be cycle lanes the whole way along cashmere road. It's used for biking a lot.</p> <p>Also it's crazy how the hoon hay road cycle lane just disappears half way</p>		Matthew Wigley



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		<p>down the road between sparks rd and mathers rd. (a common problem in Christchurch really - see barrington street and also wrights rd too for ones that I've encountered during my various daily commutes around the area.</p> <p>I think that a cycle lane is being built on simeon st too? that's good! that was another street that I was using for my daily commute at one point, that provided a good connection between the roker st cycle lane and the cycle lane along the southern motorway.</p> <p>It'd also be nice if the south end of sparks road had a cycle way - it's another one that just randomly disappears for about a km, and then you get a nice cycle lane along halswell rd.</p>		
10053	Somewhat	This upgrade need to desperately include improvements to the dangerous section between princess margaret hospital and hoonhay road - particularly around that corner. But hoonhay road seems to be where the upgrade stops so it's specifically missing the most dangerous part		Michelle Snape
10054	No	Maybe stop concentrating on just improvements for cyclists, and look at improvements for road safety in general. All these changes simply condense the available spaces on the roads that are used by cars, trucks, buses, motorcycles, pedestrians and cyclists - and create "choke points". Unbelievably short-sighted, CCC.	The traffic lights, at the corner of Cashmere, Hoon Hay. Worsleys was supposed to "pulse" the traffic flow - and it has.it works perfectly. Traffic lights outside Oderings (for cycles) will disrupt that traffic flow. Again - short-sighted, CCC.	Lindsay Richards
10057	Yes	The stretch of road between this intersection and Oderings is dodgy for cyclists and pedestrians in both directions. Needs serious sorting.		John Tait
10058	Don't know / Not sure	I am more concerned for turning right onto Cashmere Road by car and have the safebay so close to the intersection. It is way too close and will potentially cause more safety issues to pedestrians crossing there. Furthermore it makes no sense for it to be there. There is nothing on the other side of the road. The bus stop is much further down and being a regular use user to work daily, the bus never stops at that stop anyway. The pedestrian Island is going to cause a huge impact on traffic flow for no benefit as very few people will even cross there instead an obstruction to traffic flow will be the result.	This plan is going to make the congestion in Penruddock Rise so much worse than it already is and slow down traffic flow. It is not fixing a problem, just increasing it.	J Cheal
10059	Yes		The proposal to change the intersection at Penruddock and Cashmere won't improve safety and will cause traffic issues. There is no point in a crossing island if there is no footpath on the other side, the bus stop should be removed as people use the stop near the Penruddock bridge which is very close. In addition, adding the island means removing the off road on Cashmere road, this will cause delays and potential accidents with cars slowing down to turn into Penruddock rise.	Adam Wordsworth
10060	No	Have a cycle path going East from Penrodock on Cashmere	Very dangerous to remove the turning lane from Cashmere Road onto Penroddock. If pedestrians are crossing on Penroddock then all traffic will need to stop suddenly on Cashmere and crashes will happen.	Shuma Kinjo
10062	Yes	Traffic lights at the penruddock rise and cashmere rd intersection.		Murray Leckie
10064	Somewhat	As a long time Westmorland resident and cyclist with extensive experience cycling in NZ and Europe, I feel I have a valuable opinion on the proposed	Sort out the road surface at the bottom of Penruddock Rise. It's a high traffic area, and with building happening further up the hill the current road surface	Jo Mckay

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		<p>changes to Cashmere Rd and the Penruddock Rise intersection in particular. I have many concerns about the proposed plan, and see it causing more problems than any it might solve.</p> <p>Firstly though, what problem IS it trying to solve?</p> <p>If simply looking to improve cyclist safety, the best and easiest solution is the establishment of dedicated painted cycle lanes in both directions along Cashmere Rd. This this can be achieved by simply cleaning up and sealing the existing verges in the stretch between Oderings and Penruddock Rise. The vast majority of cycle traffic going down Cashmere Rd is going straight past Westmorland, and simply seeks to do that quickly and safely.</p> <p>My particular issues with this plan include:</p> <ol style="list-style-type: none"><li>1. Introducing an obstacle course in the form of a safety platform at Penruddock Rise and island shelter has no benefit at all, and few straight through cyclists will use them – they'll just ride on the narrow single lane remaining. Also, cars trying to enter or exit Westmorland will now have to look out for incoming traffic off the cycleway as well as the road, where now at least both cars and cycles are in the same field of view.</li><li>2. Removal of the left turning lane into Penruddock Rise, combined with a new traffic island in the middle of Cashmere Rd, is going to create a significant pinch point. This will not only reduce the efficiency of the intersection causing backups and delays, but it will create further hazards in the form of reduced visibility and driver tension / indecision.</li><li>3. Putting a Cashmere Rd crossing at the Penruddock intersection makes no sense. There's no footpath on the north side, and if it's for cyclists unsure enough to cross the road normally, it would be far better on the western side down the road a little. (ie. on the plan, the cyclist first has to cross traffic turning into Penruddock and THEN cross Cashemere Rd if wanting to go east, whereas if the crossing were down the road to the west they get a free turn left out of Westmorland, and then a cleaner opportunity to cross Cashmere Rd.)</li><li>4. My observation in NZ is that some young cyclists assume cycleways are safe, so creating apparent safe crossing zones is only likely to result in accidents as they zoom straight through without out consideration of cars.</li><li>5. Experience on cycleways in NZ and Europe suggests they're used when they're sensible, and ignored when they're not – this plan will likely fit into the latter category.</li></ol>	<p>repairs are woefully inadequate, and pothole after each shower of rain. In its current condition this is FAR MORE dangerous to cyclists than any hazards at the Cashmere Rd intersection.</p>	



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		In summary, if something is done, by far the best solution would be what's proposed at Kaiwara, Mavin & Opihi intersections – clean and simple! Better still, NO KERBING, just clean up and paint cycle lanes on either side of the road.		
10065	No	There is already a cycle path in existence - cyclists can bike around the back of the park and use the right hand side of the road going towards Cashmere High School. Perhaps there should be just one cycle lane on the left side of the road going towards Cashmere High School.	There aren't enough cyclists or walkers to support this.	Chichella Jo Cook
10066	No	The Intersection needs to be addressed first... Cashmere Road is busy especially around eight am . Lights on Cashmere Rd Hoon Hay Rd slow traffic so free flowing traffic will be more affected by adjustments of Penruddock Corner. Cars are the priority.		Hayley Henderson
10067	No	Don't change anything. It took years to get the left turn slip lane put in and now you want to remove it? Why fo you need a refuge on Cashmere Rd. Who would want to cross to the other side which has no footpath and empty paddocks? Common sense please. The intersection is busy enough now and you want to slow traffic more? It is the main access point for the whole hill area. A roundabout would be a better option as it is now 50 km/hr speed zone.	Foot traffic is so light on Cashmere Rd, crossing lights are unnecessary.	Geoff Tie
10068	No		<p>I have the following concerns with the proposed changes to the intersection at Penruddock Rise with Cashmere Road.</p> <ul style="list-style-type: none"> <li>• The removal of the 'Left Turning Lane' from Cashmere Road into Penruddock rise is going to inhibit traffic flow through the intersection</li> <li>• The addition of a 'Refuse Crossing' will remove the lead in lane for those cars exiting Penruddock turning right onto Cashmere Road – I'm not clear what the purpose of the 'Refuse Crossing' is, as the bus stop is someway east down Cashmere Road and in itself is dangerous as people have to stand basically in a drainage ditch to avoid the traffic.</li> <li>• Increased walking/cycling area will inhibit the ability to view traffic travelling both ways when turning from Penruddock onto Cashmere Road.</li> <li>• Moving the bus stop on the southern side of Cashmere Road is going to further inhibit access to the intersection and hold traffic flowing along Cashmere Road to the west.</li> </ul> <p>In summary, in my opinion the proposal does nothing to increase road user safety at the intersection but rather diminishes user safety and needs to be re-thought.</p>	Peter William Morgan
10069	No	Traffic lights at the end junction of Penruddock Rise and Cashmere Rd. This will assist both cyclists and cars to navigate this dangerous intersection.	Replace the uneven muddy footpath running along side cashmere road from oderings to Penruddock Rise, with a proper raised curbed footpath.	Richardson Family
10070	No		Abandon the entire project.	Tom Magrath
10071	No	I think there are bigger issues with the entire proposal, and not just for cyclists	<p>The current proposal to remove the left turning lane from cashmere Road into Penruddock Rise would significantly increase the likelihood of nose to tail vehicle accidents and congestion.</p> <p>Putting the raised reservation where proposed would further congest the area</p>	Louise Ann Berridge-Burley

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			and negatively impact pedestrian safety. Moving this reservation towards Hoon Hay Road where the current bus stop is would seem logical.	
10072	No	Able to pick through the park avoids the intersection Penruddock/cashmere road	I oppose changes on or near cashmere/ Penruddock corner.	Sally Croy
10073	No	Restricting flow like this for cars makes it more nerve racking for me as a cyclist (bike park mainly since live in westmorland) and more complicated	The outside orderings, the lights are a good addition but a raised island is unneeded, the traffic overflows from Sparks road during weekdays with school traffic, I have seen numerous times the backlog built up to westmorland and adding more restriction to flow as an island I do not see any benefits since the light system outside Cashmere high on the east side works perfectly fine without an island...	Andre Alexander
10074	Yes	Please shift the pedestrian refuge near Westmorland intersection in your proposal. Move it further away from the intersection. As it shows it will be right turn into Cashmere Road very tricky. Additionally, can you provide a safe crossing closer to the Early Learning Centre. Many young kids and parents cross at this point. It is very dangerous and hard to find a gap in traffic to cross.	The raising crossing proposed at Oderings is too far for young kids to walk to from the Early Learning Centre. Same as the existing refuge. It is not practical. Can it be shifted closer?	Noelia O'Leary
10076	Don't know / Not sure	Have a cycle option that doesn't impact on cars as this option you are proposing does at the only entrance and exit for all Westmorland drivers	There is only one entrance in and out of Westmorland with all the extra housing the focus of the intersection needs to be with the majority which are vehicles, the minority are cyclist Already there is a major back up of traffic in the mornings with cars trying to turn right onto cashmere road with more development out near quarry and halswell this is only to get worse. The intersection is the only exit and entrance in/out of Westmorland that hasn't been updated to take into account the increase in number of residents. Speed bumps are a waste of money as I do not see anyone speeding in or out at this intersection Again the majority of residents drive vehicles and very small amount are cyclists so feel the council should be spending money on making the intersection better for cars, I don't see any need for cycle way or need for it as no problem for them at that intersection main problem is back up of cars trying to turn right onto cashmere road	Kathryn Mary Steel
10078	No	Do not put cycle lane in. There's one on sparks road.		Rachel Rollinson
10079	Yes	Kennedys bush road to hemdersons road part of cashmere road needs a cycle lane , every morning and every afternoon I am constantly slowed to 10kms behind cyclists at either blind corners or because they're are not riding in single file and the road is very narrow making it impossible to safely pass them , and I am just 1 person who uses that road atleast twice a day , the long sleight is really the only safe place bu the new wetlands to pass that is where they seem to always be 2 - 3 cyclists wide ,	Just that the whole cashmere road should introduce a cycle way. Not just the part by orderings	Cassie Welton
10080	Somewhat	Traffic lights....	Please do not follow through with the plan on penruddock rise, this will make turn left into and out of westmorland an absolute nightmare for hundreds of drivers daily for the sake of the 5 cyclists that use it every day	Greg Smith
10081	Somewhat	There are lots of cyclists in this area and many of them are school children. They need a proper cycle path that is physically separated from cars. There also need to be a couple of additional crossings and lights to allow traffic	Despite only driving cars I support the move towards making CHCH a more bike friendly city. Suburban areas like this, which also happen to have major through roads, need extra infrastructure to make it safe for cyclists. More controlled	Regan J. Elliott

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		pulsing at peak times to disincentivise risky road crossings, which I currently see often.	crossings, more crossings in general, more low speed zones, and more cycle lanes physically separated from car lanes.	
10082	Somewhat	The cycle lane should always be separated from pedestrian footpath. The cycle at needs to extend beyond Penruddock to Hendersons/Sparks Road intersection.	I don't think it's safe to have a pedestrian crossing at the Penruddock intersection. It would be safer further east in Cashmere Road closer to the North side bus stop. There is no footpath on the north side of Cashmere Road from Penruddock Rise to the North side bus stop so no need for the crossing proposed. Please stop raising the road as it increases wear on car suspension, makes travelling uncomfortable for those with back injuries and ambulance patient. Save the money.	Grant Hartley
10083	Somewhat	Connect Westmorland to the sparks road wetland and upgrade the cashmere road/Henderson's road intersection. It's currently a deathtrap in either direction for those that want to walk and cycle to the wetlands from Westmorland. Please do something here before someone gets hurt. Get the designers/councillors to take a small child on a bike across that intersection and walk to the wetlands at 17:00 in the evening and they will see how urgent safety improvements are required here.	A signalised intersection would be better at the entrance to Westmorland as there are more traffic movements in this area especially early in the morning, turning right into the city. With the volume of development council has consented in this area there has been a significant increase in car movements along this road in the morning. I see cars turning left and doing u-turns instead of waiting for a right turn. Lights would help manage the flows here	Simon Gaynor
10084	Yes	This area is heavily used by cyclists and this needs to be accepted and supported. The more attention paid to keeping everyone safe on that stretch the better.		Kylie Ehrich
10087	No	Yes. Stop cyclists from using [REDACTED] driveway to access Westmorland East Reserve when there's a perfectly good track right next to it. And pedestrians. Someone will get badly hurt one day.	Narrowing Cashmere Rd with an island and cycle lane will cause slowing left turning traffic into Penruddock to hold up drivers going straight down Cashmere Rd.	Grant Magrath
10088	No	The whole proposal is going to bottle next traffic near Penruddick, the crossing there adds little. Shared footpath is best idea don't over complicate it		Ryan Brinch
10089	Yes	Yes please provide a dedicated cycle verge down Henderson's road. I have cycled this road for years but always treat with respect and trepidation, particularly if the wetland area floods and you are forced to cycle in the road.	I look forward to its completion, its great to have lots of cycle ways in Christchurch. Keep up the good work.	Jeff Hall
10091	No	Put the cycle way on Hendersons Rd not cashmere rd	Don't see the need for this. It will cause traffic congestion	Stephanie Spain
10092	Somewhat	Please ensure vehicles must give way to cyclists and pedestrians, especially cyclists using the cycleway. This is the safest and most equitable approach.	I would support the raised crossing outside Oderings as long as the lights change quickly and any bicycle sensors work for all bicycles (including lightweight bicycles). Please ensure adequate maintenance funds are allocated to sweeping, cleaning, and removing grass and plants from cycleways and shared use paths.	Ernette Hutchings-Mason
10093	Don't know / Not sure	Seal road sides along the length,allow shared use with walkers where needed or appropriate.....volume is low relative to other modes so proportionality is important?of cyclists	Oderings is a relatively significant destination on Cashmere Rd with turning n and out a feature of road use .The crossing whilst desirable should not be placed where proposed as there will be too many conflicting activities in a small area.The crossing and raised zone should be placed instead just to the west of the Leistrella Rd intersection with Cashmere Rd.As well as servicing the existing foot and cycle traffic (currently limited ) this would provide for future development better in both the Cashmere Park subdivision which is just getting momentum and which will link up with the original Leistrella Road and even now produces much of the foot traffic,as well as the prosed/ potential subdivision closer to and opposite the Westmoreland intersection.A crossing at the western	Wayne Thomas

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			side of the Leistrella Rd intersection will also provide breaks in the traffic to allow traffic to exit Oderings and traffic turning out of Leistrella Rd into Cashmere ( both ways),providing a natural solution to competing flows. Arguably safer for pedestrians also as they will be crossing at a spot clearly visible to motorists from both sides allowing time for reaction and planned stopping.  The design proposed for the Westmoreland exit onto Cashmere Rd will throttle the flow with out any real advantage to pedestrians or cyclists .This is a major outlet for a very large subdivision with high flows.The ability to turn right (east ) into Cashmere Rd and to wait in a holding zone is very important to turning traffic and to road safety in the area.A modified approach should be considered	
10094	Yes		The predestine refuge at Penruddock should not go ahead. It effects right turning traffic out of Penruddock. This intersection probably could be a round about. Removing the left turning bay off Cashmere in to Penruddock would be a mistake also.	Matt Blakemore
10095	No	Traffic lights	Not ATM	Sarah Licchen
10096	Don't know / Not sure	Fix the road surface so the potholes do not reappear after every occurrence of rain. Better illumination.		Natalie Evans
10097	No			Robin Densem
10098	No	A cycle way along Hendersons Rd from intersection of Cashmere and Hendersons. No pedestrian crossing at bottom of penruddock. Not necessary	Yes. Turning right from penruddock onto Cashmere, especially in peak hour, is getting more dangerous with the increased housing builds. Traffic along Cashmere has increased tremendously. A signalised intersection would be much safer and appropriate.	Jeanette Gray
10101	No		Please do not put a refuge crossing where there is a busy intersection. Cnr Cashmere and Penruddock Rise. A lot of traffic on this road. As a driver it's dangerous.	Gill Smith
10102	Yes	Continue cycle lanes out to Henderson's road and along cashmere to Kennedy's bush		David Sidery
10103	No	Fix the muddy side of cashmere road. Asphalt the whole side.	Do *not* put in a raised section on the road	Phil Shaw
10104	No	Focus cycle safety improvements on the hendersons/cashmere rd intersections and pedestrian access to the wetlands and at the bridge on cashmere rd past the shops. I have seen cyclists hit in both these places. As a cyclist with kids that ride, the bit in between is fine these two danger areas and doesn't need money wasted on it.	The plans for the penruddock intersection are dangerous. The pedestrian refuge is not in a safe place and the changes will make turning left more difficult and add to traffic in the morning leaving Westmorland. You are making the problem worse	Helen Ecroyd
10105	Yes	Am concerned about what the impact will be for properties along cashmere rd and how hard or easy it will be for vehicles to access them, as this has an effect on cyclists when vehicles cross the cycle way.	Am concerned about whether this section of cycleway will be acceptable to road cyclists, as this section is part of long bays ride. Also previous work done by contractors at corner of opihi st and cashmere rd has been sub optimal. Please choose contractors carefully and have high quality control.	Ann O'Callaghan
10106	Somewhat	Have traffic lights at the Penruddock rise intersection so that when turning right onto Cashmere Rd and heading towards Cashmere, you know that all traffic will be stopped on Cashmere Rd so that a cyclist can safely enter.		Mark Heald

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10107	Somewhat	Delighted to see funding for cyclist safety improvements in this area. Please also consider the following areas to improve overall accessibility and connections to Westmorland, particularly for children biking to schools: 1. Pedestrian and cycling connection between Westmorland and the Sparks Rd cycle way and wetlands. The current roadside route is very unsafe, with children, pedestrians, cyclists, buggies etc all forced to the side of a busy 60km/h road. 2. Separate cycle lane around Cashmere Rd over the bridge near Shalamar Dr intersection. This busy corner is a major pinch point and very dangerous. 3. The Hoon Hay Road and Rose Street intersection is also very difficult on a bike at rush hour, when turning right off Hoon Hay.		Charlotte Stephen
10108	No	Dedicated cycle lanes from Penruddick Rise along Cashmere road onto Henderson Road, extremely dangerous section for cyclists as there aren't even street lights.	Turning right out of Westmorland has got increasingly difficult as the traffic has increased over the years and is very difficult to navigate with cars travelling at speed in both directions on Casmere Road.	Alison Eastes
10109	Yes	I drive weekly (to visit family) and sometimes bike. Further around Cashmere Road towards Hallwell Quarry is dangerous, as blind corners and cyclists and cars on a narrow road		Rosie Fyfe
10112	Yes	I would love for the cycleway to be continued down Hendersons Rd and connect into the cycleway that is already on Sparks Rd.	The exit at Oderings has been a busy crossing for years and I have seen many near misses and backed up cars trying to get out. Installing lights here will make this much safer and less congested	Sarah Laxton
10113	Somewhat		Walk over is too close to Penruddock Rise and turning lane into Penruddock Rise from Cashmere Road should definitely not be removed.	Carla Butson
10114	No	Cycle lanes are good but have to work with all the users		Cheryl Smith
10115	Yes	Extend the facility further towards Hendersons Road.		David Hawke
10117	Somewhat	A cycleway on the road would be great but I understand that the shared path is intended for that purpose. What I would say is that is a 1 metre wide shared path enough? Given there will definitely be increased walk, run, scoot, bike traffics once there is a safe route I would hope a wider shared path would be installed. My family and other families would like to cycle as a group to school, to the mountain bike park paths etc etc. I think the idea of a safe crossing near Oderings is also really really important. I want to be confident my child is safe getting to school (Hoon Hay) and seeing her friends on the north side of Cashmere Rd. Finally to make cycling more safe from Westmorland the bridge near Francis Reserve should be fixed to make it a seamless and safe cycling experience.	I would just re-ternate that the safe crossing near Oderings with traffic lights (or similar) and also fixing the Francis Reserve bridge and also making the shared path &gt; 1 metre wide are what comes to mind.	Chris Moore
10118	Somewhat	Recomenation would be to install traffic light for motor vehicles, cyclist and pedestrians at the Cashmere Road Penrudduck Rise intersection. The installation of traffic lights would greatly improve safety for all trafic movement at this intersection.	Reducing carparking on Cashmere Road inconveniences all residents who live on the road. If signals are installed at this positon then they should be installed at Casmere Road, penruddock Rise intersection as well. Retain the left and right lane for turning at the intersection of Cashmere and Penruddock Rise as this is a busy intersection especially at peak hours. Removing the left and right turning lanes will greatly impact on traffic flow through the area.	D Keith Grant
10121	Somewhat	Extend separate cycle way to reach Sparks Road	Raised signalway outside Oderings makes it more difficult to drive out of Oderings, or to queue to get into Listrella. Is Listrella going to be connected to	Samantha A Quigley

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			another cycleway? Otherwise, it is only there to help cyclists avoid the cycle lane stopping abruptly. Just install complete cycle lanes to both sides of the road. I am also concerned that the majority of cyclists that currently use this route are the MAMILs, who will continue to use the road regardless. Why not cater to them and let pedestrians use the footpath. Additionally, there is a lot of drainage problems on the existing footpath, and it is not clear if these will be fixed with the proposal. I am generally not in favour of this proposal as it seems like a half measure, rather than a complete solution.	
10123	Yes	<p>In general I am in favour. Thank you!</p> <p>I cycle commute daily from Westmorland to the uni via Henderson Rd. I find a raised crossing or platform unhelpful, but a protected shelter zone at the centre of a busy road is very effective to allow crossing each half independently, especially where there is more than one lane to cross. This will be great at the Oderings crossing, with or without a raised platform or signals. Several times on my bike commute home I have come very close to being cleaned up when making a right turn into Penruddock Rise from Cashmere Rd, by a car waiting to make a right turn out of Penruddock Rise. This is one of the scariest parts of my commute, with fast flowing twin lanes to cross. I therefore continue on the left of the road to let through-going cars pass, then dive across into the right turn lane when there is a gap to make the turn. But I therefore remain hidden behind the through-going vehicle until the last moment. The waiting (turning) vehicle assumes the road is clear behind the through-going vehicle, and is usually checking the other way.</p> <p>Your proposal does not consider the intersection from this end. To overcome this when the traffic is dense I have started crossing earlier, then cycling backwards up the pedestrian footpath to the intersection. Not ideal!</p> <p>If the shared path was extended a little further towards Henderson Rd, then a protected shelter zone at the centre of Cashmere Rd could allow cycles to cross safely and avoid the right turn at the intersection.</p> <p>Although outside of the scope for this consultation, an easy win to provide a connection of Westmorland to the other cycle routes, and to reduce the number of cycles in this congested part, would be to create a sealed path through Kaiwara Reserve to connect Leistrella Rd with Blakiston St (and thence to Hoon Hay Rd). I use this in summer when the grass is firm.</p>		Stephen Beuzenberg
10124	Somewhat		We live in Penruddock rise. We don't think that a safe crossing across cashmere road from Penruddock will be very effective given there is nothing on the other side (paddock). A proper kerb and cycling space along cashmere road from Pen rise to Hoon hay rd will be good, as currently it's very loose roading /gravel down the pen rise end. Please do consider the locals feedback as to what makes sense for us but also allows improved safety in this area.	Susi Ratnakar
10128	N/A	I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.		Colleen Philip



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		<p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city.</p> <p>One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15 minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off.</p> <p>My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr.</p> <p>People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p> <p>An elderly friend after listening to talk back radio recently said “ ‘they’ are trying to make me cycle and I don’t want to!” We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can.</p> <p>Reducing speed limits in areas where this will improve the safety of all has my support too. I drive through town often and while I have taken time to adjust to the 30 km zones I find they are not an inconvenience at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p> <p>Thank you</p>		

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10130	N/A	<p>Emailed - 15 July 2023</p> <p>Lyn Bailey's <span style="background-color: black; color: black;">[REDACTED]</span></p> <p>SUBMISSION to the CCC on the proposal plan to alter Cashmere Road and Penruddock Rise to include a cycleway/walkway.</p> <p>Firstly the only conclusion I can come to, after closely examining the proposal, visiting the site and having many discussions with many Westmorland residents and interested parties, that the planners have not actually visited the area, because there are dangerous design issues proposed.</p> <p>My main concerns are listed below (1) and (2).</p> <p>Do planners not realise that this suburb of Westmorland has well over 1000 houses and increasing?</p> <p>We have absolutely no amenities in Westmorland, (apart from our parks and reserves), which means that the whole population of Westmorland is comprised of many thousands of residents, who need to travel in and out of Westmorland every day to go about their daily lives. I reiterate this equates to many thousands of vehicular and people movements and so on, all needing to exit and enter Penruddock Rise at our Cashmere Road entrance, daily !</p> <p>(1) Of real major concern is the danger of the proposed siting of a PEDESTRIAN REFUGE, on Cashmere Road, right at that very pressure-point of the intersection with Penruddock Rise.</p> <p>All traffic turning right from Penruddock Rise onto Cashmere Road (being mindful it's many thousands each day), will travel straight towards that pedestrian refuge sited on the dual carriage roadway...!!! Who in their right mind would want to be standing there in taunting danger. Heaven help them!</p> <p>It will be a disaster waiting to happen! The talk of the area is disbelief at this intended proposal and that they will never use it. Reason: there is no need and it's too dangerous.</p> <p>Now the question being asked is . . . . why the need to have that refuge there at all?</p> <p>It's rural.....paddocks, there are no houses or residents along that northern side of Cashmere Road until you reach further east near Oderings, where there is a perfectly fine pedestrian refuge which can be used to cross from the proposed cycle/walkway to a footpath on the north side of the road, and which currently works well and caters for all foot and cycle traffic from to access that side.</p> <p>“PLEASE RECONSIDER - DO NOT SITE THE PEDESTRIAN REFUGE AT OR NEAR THE PRESSURE-POINT OF THIS INTERSECTION”</p> <p>(2) My second major issue is on Penruddock Rise at the intersection. There ABSOLUTELY must be two lanes exiting at the intersection - one for left turning and one for right turning.</p>		Lyn Bailey



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		<p>Currently even now with the two lanes exiting, we experience backlogs sometimes backing up right to the elevated area of Westmorland, especially at peak times, but not exclusively at those times.</p> <p>To reduce Penruddock exit to one lane only is not only ludicrous, but a danger to our residents, you will (or should) know, during our Port Hills Fire evacuation etc, our residents had a shocking time trying to evacuate Westmorland quickly, so to reduce this to one lane will cause Westmorlanders to resort to various dangerous other ways to overcome this.</p> <p>“PLEASE DO NOT CHANGE, CLOG OR BLOCK OFF THIS LEFT TURNING LANE EXITING PENRUDDOCK WITH BOLLARDS, CONCRETE KURBING OR WHATEVER ELSE YOU ARE PROPOSING. IT WILL CREATE SO MUCH DIFFICULTY BE NOTHING SHORT OF A NIGHTMARE FOR ALL WESTMORLANDERS “.</p> <p>THE MOST SENSIBLE, DECISION FOR THE INTERSECTION, INCLUDING CYCLE/WALKWAY WOULD BE A FULLY FUNCTIONAL ROUNDABOUT.</p>		
10134	N/A	<p>To whom it may concern</p> <p>Christchurch City Council</p> <p>I am submitting as a resident of Westmorland and a member of the Westmorland Residents Association for at nearly 20 years.</p> <p>The Cashmere Rd/ Penruddock intersection has been has been of concern for many years.</p> <p>The current arrangement of slip lane turning left in to Penruddock Rise has improved the safety for motorists and cyclist without impeding the traffic travelling to Henderson rd it allows traffic slowing down to enter Penruddock Rise, it also provides a bay for traffic coming from the west to safely wait until the way is clear to turn into Penruddock Rise</p> <p>You state that this funding is to improve cyclist and pedestrian safety.</p> <p>The current pedestrian bridge beside the road bridge used to provide safe access for both cycles and pedestrians is closed and the council seems unwilling to fix this. This pedestrian bridge enables cyclists and pedestrians to be off the road and busy traffic.</p> <p>The current footpath between Oderings and Penruddock Rise has been subject of many complaints to CCC The only improvement that has occurred here was by the subdivision developer across the road from Oderings.</p> <p>I see the money from Govt should be used to complete this dual use pathway right through to the Henderson rd Wetlands, reinstate the dual use bridge beside the main Penruddock Rise road bridge.</p> <p>A recently discussed pedestrian crossing west of Oderings would enable access for both cyclists and pedestrians to cross</p> <p>The ideas presented in your proposals seem to take little regard for actually what is there now and how it works.</p> <p>Providing a pedestrian crossing and refuge where you have right turning traffic coming out of Penruddock rise( the most common movement at peak hours) with cars on Cashmere rd who will only have one lane to travel in</p>		William Harper Kingston

Submissions table – Westmorland cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
		<p>doesn't fit with the reality of traffic volumes and patterns.</p> <p>I wonder seriously if any of the planners have actually observed or been in traffic whether as a cyclist or motorist at any time.</p> <p>I know from many years of discussions with CCC about this section of road it has been extremely difficult to get CCC staff on site.</p> <p>The bus stop upgrade can be done at the same time with limited loss of carparks. The bus service is under-utilised currently due to poor timetabling and not being fit for purpose. One family recently sold up partly due to the bus timetable not working for their teenage children despite the bus stop being outside their place) Francis park users utilise all current carparks so maintaining similar numbers need to be provided.</p> <p>Please focus on improving cyclist and pedestrian safety without compromising motorists access and safety. The residents at Westmorland (some 900 houses) are often older than some suburbs in Christchurch so buses and cars access will be important for the foreseeable future.</p> <p>It maybe appropriate to actually discuss traffic lights as it actually stops traffic on a planned basis. This is the best security for cyclists and pedestrians</p> <p>Thank you for the opportunity to present this written submission.</p> <p>I am willing to discuss this issue further as an oral submission or a meeting with those concerned about long term improvement for this area.</p> <p>Regards Bill Kingston</p>		
10135	N/A	<p>Dear Christchurch City Council,</p> <p>This consultation is advertised as being for Cyclists only for Cashmere Road, Simeon Street, Aidanfield and Nga Puna Wai, yet in each of these you are taking from pedestrians for cycling. How can you have that you are proposing a "shared" path but have only put a cycling logo on the map? Why no pedestrian logo?</p> <p>It would appear that the only reason for proposing these works are, 'We've received Government funding to create safer cycle connections'. Is this a worthy reason? So only cyclists count, and you only want the views of cyclists, regardless that you are proposing "shared" paths or "shared" spaces at intersections. The only consideration is cycling, with no consideration for children at playgrounds, pedestrians, and other road users.</p> <p>So-called "shared" paths are no longer safe for all pedestrians. The arrival of e-bikes and e-scooters has resulted in faster speeds and heavier bikes. Cargo bikes take up most of the room on "shared" paths. On roads, pedestrians are to go on the right so they can face oncoming traffic. But on shared paths, pedestrians are expected to be on the left, like all traffic. That's scary when the vehicle coming behind you may be travelling 6 times faster than you!</p> <p>Pedestrians interact with a surface by foot-strike, whereas wheels roll over a</p>		Mary O'Connor

Submissions table – Westmorland cycle connection, June/July 2023

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		<p>surface, having tyres for cushioning, and now some bikes have suspension too. Whereas pedestrians, particularly those who run or jog, on impact with a surface have impact forces through the person. The harder the surface, the harder the force. Hence, building asphalt "shared" paths are negative outcomes for pedestrians.</p> <p>From the NZTA website</p> <p>The Transport Agency recommends:</p> <ul style="list-style-type: none"><li>• E-bikes with a maximum speed cut out of 25km/h for those new to riding, or 32km/h for experienced riders who spend most of their time on the road</li></ul> <p>Clearly e-bikes can travel over 30kph. Those walking might manage around 5 kph, with faster speeds to about 15kph for those running.</p> <p>Aidenfield Cycle Connection</p> <p>The present situation ensures that no cyclist travels at fast speeds. It is a quiet space where children can wander and explore. Bronco playground is away from traffic. Grass has a softer impact than asphalt.</p> <p>Building the proposed "shared" path will replace grass, a softer more pedestrian-friendly surface than asphalt and result in wheels travelling at faster speeds. It will be very close to Bronco playground - are there no concerns that a child may be hit by a cyclist, especially if on an e-bike? The intersection with the Little River Link will be very dangerous as there is little visibility. It is not sufficient to trim the greenery, as it will grow back. As it is downhill from both directions on the Little River Link, bikes will be travelling faster than the normal at this point, increasing the probability of an accident.</p> <p>There has been insufficient information given with this consultation. And nothing regarding the surrounding area and the impact building this "shared" path might have. Bronco playground will have traffic that could travel 30+ kms only meters from it - how is this safe and acceptable?</p> <p>The close options of Aidenfield Drive and Awatea Road are already adequate.</p> <p>Nga Puna Wai</p> <p>Again this is taking a pedestrian path for a cycleway, without regard for pedestrians or the semi-natural area. We need non-traffic spaces and this includes cycleways. And to add lights to an area away from other traffic and houses would not seem a good option for personal safety. The Aidenfield Drive overpass, with marked cycle lanes is close by and a safer option. Again no pros and cons or safety assessment.</p>		

Submissions table – Westmorland cycle connection, June/July 2023

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		<p>Simeon Street</p> <p>This proposal really needs to consider the wider area and other factors like intensification. The decisions Waka Kotare make regarding Brougham Street will have a large impact on Simeon Street, yet no mention of this possible impact. If Waka Kotare removes the right-turn into Selwyn Street more traffic will be forced to use Coronation Street. Intensification is having a large impact on the area, and with no longer a requirement for developers to provide on-site parking, congestion will get worse.</p> <p>The street plan's key has the symbols a blur and it's difficult to see what's "shared". The shading appears to indicate that at intersections footpaths are replaced with "shared" space. Why? This might leave pedestrians in a dangerous position of a cyclists coming fast around the corner with no visibility. Any greenery or building that could reduce visibility will be on private property. If a corner section gets redeveloped by developers building will be built much closer to the footpath. Why do you think it's okay to have cyclists on footpaths at intersections?</p> <p>Will passengers alight the bus straight onto the cycleway. There is something written on the plan but it's illegible. Have you thought about the different passengers - those in wheelchairs, parents with young children in buggies, those with a full shopping basket on wheels having been to Barrington Mall. Who will give way? The passengers wanting to get on the bus/leave the bus or the cyclists whose path they will be on?</p> <p>I cross Milton Street in both directions most days at Selwyn Street and have no trouble crossing. I sometimes cross at Simeon Street and no problems. This is due to the lights on Colombo, Selwyn and Barrington Streets creating gaps in the traffic at other places. The island in the middle may need enlarging and a sign on Simeon Street for left-turning traffic to give way to pedestrians and cyclists, but traffic lights are unnecessary. Slowing cyclists down by causing them to dismount will be less time than them having to wait for the lights to turn in their favour. Traffic lights on Barrington/Coronation Street intersection are more necessary than for cyclists to cross Milton Street.</p> <p>Cashmere Road</p> <p>Again, pedestrians are ignored. But by the comments it also seems that residents and businesses are too.</p> <p>There needs to be more information for everyone when these are put out to</p>		

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		<p>consultation - pros and cons, impact on different means of travel, materials to be used and more detailed plans unless there is to be a further consultation, effect on the neighbourhood, cost v's benefit, consideration of the wider area, ...</p> <p>A new approach is needed that considers pedestrians and acknowledges that pedestrian paths are necessary for health and well-being as a means of getting from one place to another. Also all pedestrians need to be considered. All walkers are pedestrians but not all pedestrians are walkers. Yet so often pedestrians are referred to as walkers and councils and government only consider walkers. Those that run and jog are not mentioned and their specific needs, particularly the impact on hard surfaces and camber, not considered. If pedestrian infrastructure considered all pedestrians - those that run, jog and walk, and have areas for pedestrians-only, away from all traffic, including cyclists and those on wheeled recreational devices, it would improve liveability in Christchurch.</p> <p>There needs to be a separation between active travel and green travel, and the health benefits of each. Pedestrian activities are the most active. How can riding an e-scooter be considered active travel? It may be green travel with reduced emissions but is not active. Priority needs to be given to active travel for the health and well-being benefits.</p> <p>Your proposals do not give "Way Safer Streets" for pedestrians, rather the opposite!</p> <p>Please consider more than cycling.</p> <p>Mary O'Connor</p>		

Comments

Comment	Upvotes	Downvotes	Relevant information marker
Why don't you come out and see the intersection before designing it? This design will make it dangerous to turn right out of Penruddock, back up traffic significantly and make it very difficult to turn left, and make it dangerous to overtake cars turning left into Penruddock. Back to the drawing board, this is horrendous for cars.	13	9	Information Marker: Site 1 - Penruddock Rise
Where exactly do you want people to park to use the tennis court? Park? Playground? There should be dedicated parking for that space instead of yet another bus stop that no one uses.	4	13	Information Marker: Site 1 - Penruddock Rise
This proposal doesn't make a lot of sense. A cycle lane on both sides of Cashmere road is very needed. This will ensure that the mountain bikers, commuters and weekend road cyclists have a safe space to cycle in. And it would join up to the existing cycleways and enable us to cycle to Halswell and the city safely.	11	0	Information Marker: Site 1 - Penruddock Rise

## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Doesn't look like a very safe place to have the pedestrian refuge right near intersection and will be hard to see traffic coming past that new bus stop. Might be better with traffic lights!	6	6	Information Marker: Site 1 - Penruddock Rise
Support the raised crossing for Penruddock Rise. The redesign of the Penruddock Rise intersection also makes it much safer for crossing.	1	1	Information Marker: Site 1 - Penruddock Rise
Traffic lights here are long overdue. Morning traffic leaving Penruddock Rise backs right up and it can be very slow to turn right onto Cashmere Road. The proposed refuge crossing removes the merging lane, which will make it even harder to turn right onto Cashmere Road.	19	4	Information Marker: Site 1 - Penruddock Rise
The next car wanting to turn out of Penruddock Rise will want to be as close to Cashmere Road as possible to see approaching traffic and reduce the time it takes to turn. This means that vehicles will undoubtedly sit on top of the proposed raised safety platform at the end of Penruddock Rise, blocking the shared path crossing.	10	0	Information Marker: Site 1 - Penruddock Rise
I agree that a dedicated left turn lane for motorists turning from Cashmere into Penruddock is *not* required. Cashmere Rd is 50kph like most other roads in the city. The argument that some commenters are making that “we need a dedicated lane in which to slow down and not hold up traffic” is nonsensical. It's just like any other left turn. Good to see the space used more effectively for a cycle lane.	14	0	Information Marker: Site 1 - Penruddock Rise
Very dangerous having a pedestrian crossing/ refuge with right turning traffic crossing as well. What is happening to the current slip lane and merge lane on Cashmere Rd	12	8	Information Marker: Site 1 - Penruddock Rise
Completely agree with other comments. There is no. Red for a road island by penruddock rise. As there are no ammenities on the other side of the road. The connection between cashmere road and the wetland is super busy and very dangerous for cyclists. Many cars park along there creating little room for cyclists and traffic and this should be the priority. The level crossing is a great idea however but there is genuinely no need for that road island until you sort the road margins before sparks Rd	5	8	Information Marker: Site 1 - Penruddock Rise
I support the cycleway but wish it could be extended as far as the wetlands. With the Westmorland intersection, I am concerned that through traffic on Cashmere Rd is prioritised ahead of residents turning out of Westmorland. Traffic along Cashmere Rd from the west is not being slowed in any way, but it will be harder to turn out of Westmorland with the loss of the left turning lane and the right turning slip lane. Please prioritise residents in their own neighbourhood.	12	2	Information Marker: Site 1 - Penruddock Rise
Don't agree with losing the slip lane left off Cashmere onto Penruddock. Can't see the point of the refuge island on cashmere. No pedestrians cross the road there. Attention should be given to making a safe way for cyclists and pedestrians to get to the the Sparks Road Wetlands along Henderson Road	8	7	Information Marker: Site 1 - Penruddock Rise
Delighted to see funding for cyclist safety improvements in this area. Please also consider: 1. Pedestrian and cycling connection between Westmorland and the Sparks Rd cycle way and wetlands. The current roadside route is very unsafe, with children, pedestrians, cyclists, buggies etc all forced to the side of a busy 60km/h road. 2. Separate cycle lane around Cashmere Rd over the bridge near Shalamar Dr intersection. This busy corner is a major pinch point and very dangerous.	15	0	Information Marker: Site 1 - Penruddock Rise
This is where I currently cross with my children when biking to school however currently it's very hard to do with no consideration for cyclists. These amendments will allow us space to cross the road and avoid the busy, high speed of traffic on Cashmere Rd. Wouldn't it be great to see more Westmorland residents biking to reduce the traffic turning right at peak time every day.	22	4	Information Marker: Site 1 - Penruddock Rise
Refuge so close to the Penruddock/Cashmere Road intersection, where drivers are watching for cars, buses and cyclists, is dangerous and as many others have noted, there is no reason to cross the road in that location. Cycleway/shared path to wetlands is desperately needed, as is a safe cycleway to Cashmere High. Council has closed footbridge in Francis Reserve. That bridge was key to allow cyclists to avoid Penruddock/Cashmere intersection. Please fix it urgently!!	0	0	Information Marker: Site 1 - Penruddock Rise
Please lower the speed limit on Cashmere Road to 40 km/h. This will make it feel safer for drivers turning left from Cashmere Rd onto Penruddock - less like they will be rear-ended by inattentive tail-gaiting drivers.	0	1	Information Marker: Site 1 - Penruddock Rise
Concerned the proposed pedestrian refuge crossing will be extremely dangerous. Pedestrians will not be able to see cars when a bus is parked at the bus stop by Francis reserve. Cars exiting Penruddock Rise will now have to watch for pedestrians, it's already a nightmare trying to exit Penruddock and turn right on to Cashmere Road, now planning to take	2	0	Information Marker: Site 1 - Penruddock Rise



## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
out the slip lane and introduce pedestrians into the mix. Even though the speed limit has been reduced, cars regularly speed on Cashmere Road.			
Not a good plan for the intersection. This looks like it would narrow the intersection so that there is no longer a left hand tuning lane. . Also, putting a pedestrian refuge in the current slip lane will make turning right from Penruddock even harder. This would cause more traffic to back up in the mornings. Traffic lights would be better here than outside Oderings and would make it safer for pedestrians and cyclists to cross.	10	9	Information Marker: Site 1 - Penruddock Rise
Please improve to Hendersons Road through to the wetland first. This is much more of a safety issue than this part of Cashmere Road. The other area to improve for cyclists and pedestrians is Cashmere Road after Hoon Hay by the bridge and shops. Having seen cyclists get hit in both these two areas, this straight section of Cashmere Rd is a much lower safety priority	12	1	Information Marker: Site 1 - Penruddock Rise
Can you please extend the path to the next intersection where cashmere Rd swings left? That is a common route for recreational cyclists.	15	2	Information Marker: Site 1 - Penruddock Rise
another left-right-right-left-to-go-straight crossing. together with usually uneven crossing cycle path - road, i suspect that with this design many road cyclists using this route will not use the shared path and will be on the road. If you are serious about climate change and active travel, cycling needs to be safe, convenient and fast (and not being slowed down at every side street), yes, all three, not just safe. This needs cycle paths or cycle lanes on both sides and footpath on south.	8	4	Information Marker: Site 1 - Penruddock Rise
this is a very cool way to consult. it is easy to use, pretty self-explanatory and intuitive. this makes it much easier for people to provide comments. well done! love it! whoever came up with it deserves a medal! Key was a bit tricky to use as quite small and low resolution but i think i figured it out.	9	1	Information Marker: Site 1 - Penruddock Rise
The pedestrian refuge is in a strange location. Turning out of Penruddick Rise on a busy morning will be more difficult with the refuge situated where planned, plus moving the bus stop closer to the intersection will impede the view of oncoming traffic. Where are the pedestrians going to ? There is no footpath on that side of the road and the existing bus stop there seems unnecessary when there is one at the bottom of Penruddick Rise. What about installing traffic lights?	3	3	Information Marker: Site 1 - Penruddock Rise
It will be fantastic having safer cycling options down here, however the current plans need some changes made. As a roadie I won't cross over the road for a few hundred metres heading eastbound, and will just stay on the left hand side of the road, where there is currently only a very narrow shoulder. It would be much better to have a path on each side of the road. Also agree that a higher priority is the section on Hendersons. The higher speeds and narrow shoulder make this section dangerous	12	0	Information Marker: Site 1 - Penruddock Rise
Great plan but please extend onto Hendersons Road to the wetlands as its very dangerous cycling around that bend. To all the people who suggest traffic lights at the bottom of Penruddock Rise, this will only cause the traffic on Cashmere Road to drive faster as they try and get through the lights before they change. Please put a roundabout there instead, this will slow the traffic on Cashmere making the pedestrian crossing safer and help the traffic leave Westmorland in the mornings.	3	0	Information Marker: Site 1 - Penruddock Rise
Generally this section looks good with a couple of caveats. A cyclist coming down Penruddock and turning right onto the shared Cashmere Rd path has to cross using the pedestrian crossing presumably? Then, turning left onto Penruddock from the Cashmere path, there should be a green cycle filter so drivers are aware that cyclists are merging. The last one is the pedestrian crossing over Cashmere going where? If to the bus stop on the right then there should be a path ideally.	6	3	Information Marker: Site 1 - Penruddock Rise
Like it or not, there will always be cars, trucks and motorcycles entering and exiting Penruddock Rise at the Penruddock Rise T-intersection. Westmorland has no amenities (shops, service stations, sports/leisure facilities etc) and people have to travel to reach them. These plans make the intersection, and Cashmere Road itself, very difficult for vehicles to navigate. Instead of pandering to the pro-cycle lobby, use some common sense and look for a bold, realistic approach.	1	18	Information Marker: Site 1 - Penruddock Rise
Is it going to be a pedestrian crossing or just a raised crossing point at the intersection of Penruddock rise. Would prefer pedestrian crossing to prioritise pedestrians. Otherwise love the raised intersection. Makes it clear that drivers need to be careful and slowdown and protect our vulnerable users.	9	4	Information Marker: Site 1 - Penruddock Rise
What is the method for turning left onto Penruddock rise? Straight onto the road? I only ask because right after the intersection there is a narrow bridge heading up Penruddock rise which doesn't feel safe when getting passed on it. Could some traffic calming be added near the bridge?	6	4	Information Marker: Site 1 - Penruddock Rise



## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Support the proposed refuge crossing, I don't see where it is going but what I see is preventing dangerous overtakes from drivers who may want to pass a slowing down car turning left on to penruddock rise. Great safety improvement.	10	6	Information Marker: Site 1 - Penruddock Rise
I have concerns about the apparent loss of the left-turn lane into Penruddock Rise from Cashmere Road, and the removal of the merging lane for traffic turning right from Penruddock Rise into Cashmere Road. At peak times, traffic build-up for vehicles and cyclist leaving Westmorland via Penruddock Rise, goes back beyond the bridge over Cashmere Stream. These changes will make that worse.	13	9	Information Marker: Site 1 - Penruddock Rise
Where are the pedestrians who use this refuge actually going?? There is no footpath on that side to walk anywhere, no safe waiting space for the bus and Westmorland residents who use the bus are already on it by the time they get to Cashmere Road. Seriously, if you want pedestrians to cross the road safely don't put a crossing point right at the intersection where between 8 & 9am every morning, there are at least 10-20 cars backed up for the whole hour, waiting to turn right onto Cashmere Road.	6	4	Information Marker: Site 1 - Penruddock Rise
Please work on a dedicated cycle lane for Hendersons road first (by the wetland). This desperately needs a cycleway.	18	1	Information Marker: Site 1 - Penruddock Rise
Great that we are finally getting a 3m shared path. However a number of other items are poorly designed. Eg who is the bus stop for? There is one just around the corner where there are houses. Putting one so close to the intersection just creates conflict. Ideally the intersection would be similar to the one for Travis Road & Travis Country Drive in Burwood. Removing the lane turning left into Penruddock is also odd. There are over 1000 houses in Westmorland, so it needs a turning lane.	5	4	Information Marker: Site 1 - Penruddock Rise
Absolutely agree with the need for improvements Hoon Hay Road to Smarts Bridge from CASHMERE road to Ferniehurst. The marked Cycle line on the road does not give enough room for cyclists especially when trucks and busses encroach into the cycle area. Footpath is too narrow also as it crosses CASHMERE stream. 3 pedestrian crossing areas further west- Opihi to Penruddock is a bit OTT.	4	1	Information Marker: Site 1 - Penruddock Rise
I see two problems with the proposal - will there be enough room for cars to turn left in to cashmere from Penruddock or will the road there be too narrow for two cars to be side by side. Also - if you want to turn left from Cashmere Rd (going West) in to Penruddock - at present there is a lane for cars to turn left, the proposal looks like that that lane will disappear meaning when you slow down to turn left traffic behind you will also have to slow and this could cause congestion & accidents?	2	5	Information Marker: Site 1 - Penruddock Rise
Cyclists coming from Westmorland will be either commuting to schools or work, heading to mountain bike trails/CAP or recreational road cyclists. A shared section does not work for the majority of these users. Also there is no safe way for a cyclist to cross once the eastbound lane does start further down the road.  Why stop here? seems silly not to connect around to Sparks road. Creates a better path for cyclists from Halswell heading for the bike park etc.	15	0	Information Marker: Site 1 - Penruddock Rise
Looking forward to a better design for this intersection. There are some important changes that need to be made though. The pedestrian refuge over Cashmere road is a bridge-to-nowhere, and worse than that, it will make it extremely difficult to get out of Penruddock rise - even more than currently. The raised "safely stripe" across Penruddock is also odd. Traffic is already slow, and it is currently no problem to get across. Perhaps the island could be made big enough for a bike?	1	9	Information Marker: Site 1 - Penruddock Rise
The volume of traffic in the morning trying to get out of Penruddock is very high and backs up. Has the council considered putting lights in at this intersection or a round-a-bout to make it easier for traffic to escape Penruddock during peak times?	11	7	Information Marker: Site 1 - Penruddock Rise
I think the traffic island / refuge is very good for pedestrians			
Somebody who draws up these plans to slow traffic needs to actually see how all types of traffic actually use this intersection before drawing anything on their fancy computer planning software. The only long term solution to such T intersections are traffic lights where the traffic flows can suit peak flow and quieter off peak useage !!	4	8	Information Marker: Site 1 - Penruddock Rise
For east bound cyclists coming from beyond Penruddock Rise to use the bidirectional shared pathway they need to cross Cashmere Rd at Penruddock then re-cross by Oderings. Crossing at Penruddock amongst turning vehicles is so dangerous it simply won't happen. Both crossings can be avoided by continuing the cycleway on the northern side of Cashmere Rd to	9	0	Information Marker: Site 1 - Penruddock Rise

## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
west of Penruddock Rise. This then removes east bound cyclists from the congestion of the Penruddock/Cashmere intersection			
While we are very keen to get a cycle lane so our kids can cycle to school. Can we please have a separate cycle path & footpath. Lots of people run & walk along that path. The pedestrian refuge shouldn't be this close to this intersection. There is so much traffic coming from the Halswell side now, can we please have a longer turning bay for right turning traffic to merge with this traffic. This will enable more cars out. Move the bus stop from Cashmere road to create more space for this bay.	11	1	Information Marker: Site 1 - Penruddock Rise
Just a generic comment about the frequency of crashes etc at some Christchurch intersections.  Firstly the majority of traffic accidents always DO happen at intersections. That's a road safety "given".  In respect of ChCh much of the issue is with decades out of date intersection design and traffic signal systems that date from the 1970s.  Install dedicated right turning lanes accompanied by right turn traffic signal arrows and most of the problems goes away.  It's NOT a driver issue!!!	1	4	Information Marker: Site 1 - Penruddock Rise
Surely peak time traffic lights at this junction should have been the logical solution, slowing traffic and allowing ease of access and exit from Penruddock Rise, especially since more and more houses are being added to this area. The grass berm currently along Cashmere Rd should have been made a cycle lane years ago instead of remaining a muddy waste of space.	7	3	Information Marker: Site 1 - Penruddock Rise
This looks like an improvement on the current intersection for cyclist and pedestrian safety. A pedestrian crossing across Cashmere Rd is welcome and long overdue.	12	13	Information Marker: Site 1 - Penruddock Rise
I cycle along here to and from work, it is currently very dangerous. A cycle lane along here (on both sides of the road) is very needed and it needs to continue all the way to sparks road. This will ensure that the mountain bikers, commuters and weekend road cyclists have a safe space to cycle in. And it would join up to the existing cycleways and enable us to cycle to Halswell safely. Please don't make it more dangerous.	9	0	Information Marker: Site 2 - Cashmere Road
A shared path is suitable for young children biking and those less confident. For those that bike much faster and are confident with being near motor vehicle traffic they will still use the road - that is correct and makes sense.  It seems like there should be education for drivers that helps them understand that just because a shared path exists a person riding a bike may still use the road. This makes sense where their speed would be too fast for a shared path.	1	0	Information Marker: Site 2 - Cashmere Road
As a cyclist I am concerned that 3m is not wide enough for a shared use path in both directions. Other times I have used these kind of paths felt like a free-for-all where someone could easily be hurt. A separate footpath is needed for pedestrians due to the volume of walkers, runners, cyclists and kids on scooters that use this stretch of road	9	0	Information Marker: Site 2 - Cashmere Road
No houses on this side of the road, or footpath. Bus stop seems to be seldom used and no footpath/safe place to wait. Safer for people to catch bus from stops inside Penruddock Rise.	1	0	Information Marker: Site 2 - Cashmere Road
Please widen the sealed shoulders of the roadway, as this is where faster cyclists will and should ride - not on a shared path. Please ensure that the proposed design caters for all types of cyclists, while protecting pedestrians. Anticipate that the large number of bunch rides (groups of cyclists riding together) that use Cashmere Road will be riding on the road, not the shared path. The shoulder is very narrow between Penruddock and Leistrella and needs to be widened and made into a cycle lane	0	0	Information Marker: Site 2 - Cashmere Road
The current setup allows for parking for playing tennis/basketball. Please don't remove this. Does the bus have to stop in the middle of the road?	6	9	Information Marker: Site 2 - Cashmere Road
3m wide bidirectional path sharing with road cyclists. not good. accident waiting to happen.	0	0	Information Marker: Site 2 - Cashmere Road
I thought there was a proposal to properly link Westmorland with the new Sparks Road wetlands and the Quarryman's trail with a dedicated cycleway or shared path all along Cashmere Road and Hendersons Road? Please ensure whatever changes are done include safe passage into the wetlands. Don't just start at Penruddock Rise and travel East...	20	0	Information Marker: Site 2 - Cashmere Road

## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Keep the rural athetic of the area.. there is enough room on this part of Cashmere Rd for cyclists!! There really is! .. and the footpath is safe for horses and pedestrians.. and there is parking if needed!!!! WIN WIN WIN	1	11	Information Marker: Site 2 - Cashmere Road
The shared pathway, 3m isn't that wide for a shared pathway. Especially since there are trees that grow out along this section which cut into the pathway. Can the pathway be made 4M wide so there is plenty of space for all users. There are already many people who like to walk down this section to get the cafe at orderings and/or go for a walk so with these improvements I can see it becoming even more popular so please make it wider so there is less conflict.	12	0	Information Marker: Site 2 - Cashmere Road
The shared path is fantastic for young children etc, but is not useful for the *large* numbers of cyclists who use Cashmere road. There is a large verge which should be expanded for a proper cycle lane on the north side. Planning to have the bus stop in the roadway looks like it is designed to create conflict between different user groups. Have an area the bus can pull into - which also means the bus users don't have to stand within inches of the busy roadway!	2	0	Information Marker: Site 2 - Cashmere Road
Can a bus shelter / refuge be added to the eastbound stop (i.e. city bound stop) on cashmere road. Bus users that catch the bus here have very little space to stand and wait for the bus, you either need to stand on the road (with lots of traffic wizzing by) or jump over the drainage ditch and stand on the wet soggy grass.	11	0	Information Marker: Site 2 - Cashmere Road
I think cycle lanes would work better if there was a 2 directional lane on southern side between the crossing at Oderings & Penruddock*. From Oderings to Worsley there could be a marked lane on either side. The footpath could be alongside the 2 directional lane. Shared paths need decent width and without protocols for sharing, they are hazardous & push cyclists onto the road. I don't see the need for a crossing with lights outside Oderings - I cycle regularly. *continue this to wetlands!	7	0	Information Marker: Site 2 - Cashmere Road
This is a busy stretch of road for pedestrians, cyclists, and vehicles. Very often there are road cyclists two or more abreast, which is perfectly fine on the road but will cause issues on a shared path. A better solution would be to extend the on-road cycle lanes along the entire length of Cashmere Road (and Hendersons Road to connect to the Quarryman's Trail at Sparks Road). The road is wide enough for this, and is the proposed layout further towards Hoon Hay Road, so why not the full length?	8	0	Information Marker: Site 3 - Cashmere Road
This will make cycling with children much safer. Children are too young to be on the road. I currently bike with my family and I see these changes as essential in allowing other families to do so safely.	13	0	Information Marker: Site 3 - Cashmere Road
Yeh I bike this piece of road often and must admit that I balk at the idea of a 3m shared path where cyclists will lose their right of way at Penruddick intersection and have to contend with pedestrians and dogs. I'd rather see a cycle lane on the road. I like the idea of no parking - dooring accidents keep killing cyclists.	1	4	Information Marker: Site 3 - Cashmere Road
Ground conditions here need to be investigated before \$\$ is spent. Council are forever patching up this part of road and the verges there are very boggy.	1	0	Information Marker: Site 3 - Cashmere Road
I agree regarding extending this to Henderson's road. Means we can safely bike our children to the cycle way and to the wetlands right through to Halswell. I'd bike so much more and so would my kids!	15	0	Information Marker: Site 3 - Cashmere Road
Shared path is great for kids to ride their bikes and people not in a hurry, provides a really safe recreational space. Really need on road painted cycle lanes to complement the shared path for road cyclists and commuters. Looking at the cross section there is plenty of room for both. Also hope drainage will be looked at - the existing path is flooded every time it rains.	11	0	Information Marker: Site 3 - Cashmere Road
Good to see a curb along here. The current path often floods making it difficult for pedestrians to use. Assume that the hedge stays - but it needs a regular trim. Be great to see the cycleway extended to Hendersons Rd corner to the wetlands as that is where the real danger point is for cyclists. Have witnessed someone get hit here. Wetlands are great to walk along, but dangerous to get to.	17	0	Information Marker: Site 3 - Cashmere Road
This is going to be diabolical with horses, walkers and bikes.. the issue that needed a path was the Hendersons corner reaching to the wetlands.. CCC need to look at the visual overload with these designs.. simple is better.. and hey.. what do we already have.. simple!! The concreted park outside 221 Cashmere Rd is very well utilised.. I use it multiple times a week to load and offload horses. Will be dangerous to remove this. Focus on a simple path leading to the wetlands.	3	23	Information Marker: Site 3 - Cashmere Road
Why do this, there is nothing needed other than the road needing resealing. Putting cyclists with pedestrians is going to cause more issues, there isn't enough busses going down there to warrant this either, and no parking well that's rubbish, there's a preschool there and they need it, why congest the side streets?? Fix some of the earthquake damaged roads if you need to spend money, this is not something I will let go through and will for one stop paying rates if you waste money like this,	2	16	Information Marker: Site 3 - Cashmere Road

## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
There has been no cyclist accidents down this stretch of road for many years, and the only congestion has been caused by the traffic lights being put in, this roading layout does not need changing, use the money somewhere else that actually needs adjusting like between princess Margaret and cracroft shops	2	16	Information Marker: Site 3 - Cashmere Road
Most recreational cyclists will stay on the road, and there is no provision for this. Use the verge on the north side for a proper cycle lane. Cashmere road is *very* heavily used by cyclists, especially at weekends. The shared path would need to be 4m wide if you want recreational cyclists to use it.	3	0	Information Marker: Site 3 - Cashmere Road
In reply to the comment "I balk at the idea of a 3m shared path where cyclists will lose their right of way at Penruddick intersection" - Proficient cyclists, i.e. road cyclists and commuters can still ride their bike on the road (and have appropriate rights of way as a road user), I believe the shared path is aimed at and more suited to vulnerable users such as kids riding to school, people out for a slow recreational cycle ride etc.	9	0	Information Marker: Site 3 - Cashmere Road
There is no need for lights here, a simple crossing would do. There is need for a cycleway on both sides of the road for mountain bikers, commuters and road cyclists. Having a two way option for a short stretch makes no sense at all. Given we are likely to be cycling to Halswell or town.	3	7	Information Marker: Site 4 - Oderings Garden Centre Cashmere
The proposed reconstruction of corner Penruddock Rise and cashmere road means there is no room for a left turning lane. There is often a build up of cars at this intersection, this change will make it worse. Council have allowed a lot of development in Westmorland without upgrading connecting roads. A design that allows easier access out of Penruddock Rise for cars, and cycles.	1	8	Information Marker: Site 4 - Oderings Garden Centre Cashmere
If \$ is going to be spent on lights, it would likely be better spent on the Cashmere Road/Penruddock Intersection.	1	0	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Is a signalised crossing here needed? Wouldn't it be better to spend the money on traffic lights at the end of Penruddock Rise and improving the road to allow cycle lanes both sides of the road. For cyclists heading to town crossing the road twice would then not be needed.	7	2	Information Marker: Site 4 - Oderings Garden Centre Cashmere
I am really confused here. South side bidirectional shared path and one directional cycle lane? north side cycle lane that abruptly ends? why not cycle path on both sides of road? This road is extensively used by road cyclists including groups of them, good luck mixing groups of road cyclists with pedestrians. I can already tell you the road cyclists will not be crossing the road twice in a few hundred meters. Sorry, this is absolutely terrible.	4	15	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Visual overload.. simple is good. Roads are becoming way to over done with markings...	1	8	Information Marker: Site 4 - Oderings Garden Centre Cashmere
While broadly in support (and having already submitted in support) I do agree based on comments below that there is a potential issue with this being fit for purpose considering some of the major cyclist use of this area is the huge hordes of road cyclists at weekends. They won't use a one-way cycleway - you can't form a peloton and go super-fast, which seems to be the goal! So, whatever is created needs to not put those folks more in the way of the traffic.	1	2	Information Marker: Site 4 - Oderings Garden Centre Cashmere
I can't see the reason to put a raised section in at the Oderings crossing. This area of roading already causes damage to houses along Cashmere Road due to the lumps in the surface and I dread to think what effect a raised area being hit by the many trucks and heavier EV buses will have on our homes.	1	0	Information Marker: Site 4 - Oderings Garden Centre Cashmere
For the driveway exit from orderings can there be a speed bump before the drivers exit the car park or make the shared pathway higher so it acts like a speed bump?	5	1	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Support the changes to the signalised crossing, I would like to see pedestrian and cyclists made priority at the lights similar to the lights on deans ave. If prioritise cars you intersections like Montreal street near the earthquake memorial where pedestrians ignore the crossing because it take so long to trigger defeating the point of the lights. From pressing the pedestrian button the lights should immediately turn orange for cars and start the cycle for a pedestrian cross.	32	6	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Leistrella road should have a raised crossing for the cycle-lane. The cars should be clearly signalled to that they are crossing a cycle-lane. It should act like a speed bump to prevent cars from pulling out quickly to try "make a gap" causing danger for all road users. For example many cycleways around the city, it's the intersection to side streets that is most scary as you are worried a car might come from behind and try cut in front of you. Making it raised would make it feel much safer.	4	2	Information Marker: Site 4 - Oderings Garden Centre Cashmere
The cycle lane on the north side needs to continue west - why does it only start here? Why a raised crossing in addition to lights? A zebra crossing would be more than enough. 95% of the cyclists on this road will not use that crossing, yet this will annoy all cars even when no one is using it! Truly odd design!	3	5	Information Marker: Site 4 - Oderings Garden Centre Cashmere

## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
the real issue at the road is large cycling groups on the road , will they use the shared path - ? I hope so. the pathway fromoderings toward Westmoreland does require improvement so that is good to see,	1	4	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Please do not have a raised curb between the cycle lane and the road. This road is used a lot by groups of cyclists, if you have a curb between the cycle lane and the road they are unlikely to ride single file along the cycle lane and will just ride on the road. Better option is to have no curb which doesn't box cyclists in and allows them to ride two abreast (when traffic allows).	5	7	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Is a signalised crossing really needed? I doubt there is an extreme volume of people crossing the road here and suggest a standard pedestrian crossing (without signals) would suffice and save costs.	6	1	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Leistrella Road should have a stop sign.	2	0	Information Marker: Site 4 - Oderings Garden Centre Cashmere
Why cant the bus pull into the exiting space off the road and the cyclists wait? Makes it hard to put your bike on the bus if it is holding up all the traffic. Everyone gets impatient	3	4	Information Marker: Site 5 - Opihi Street
The bus stop outside the preschool will make it even more difficult for parents dropping off kids	2	7	Information Marker: Site 5 - Opihi Street
I think the bus does not cross the bike lane right? That would be good. Bit confusing in the plan. Raised platform Opihi St will slow drivers, not sure why it is there but not the other streets, i don't think it is that busy a street, not busier than the other.	0	0	Information Marker: Site 5 - Opihi Street
Kaiwara street should have a raised pedestrian crossing combined with the cycleway so it slows cars entering and leaving the street. Would make it feel much safer.	14	4	Information Marker: Site 5 - Opihi Street
There is nothing wrong with cashmere road as it is, why change something that's not broken, as it is your modification to the entrance of Kaiwara has made it dangerous and a race track. If you need to waste money put lights at Westmorland a cycle lane from Oderings to Westmorland and fix the stuff up between cracroft shops and the hospital, cars and buses can't stay in there own lane there and it floods causing cyclists and walkers to wear water. I didn't even let all the residents knw abt this	1	13	Information Marker: Site 5 - Opihi Street
Nice of you to delete prior comments too, my original one has been deleted from a couple of weeks ago??? Real transparency there and another reason this is all trying to be pushed under the blanket to get done, firstly you don't even tell everyone in the area what's happening, I'm 1 house off cashmere you would think I would be told, secondly you delete our discussion points,	0	19	Information Marker: Site 5 - Opihi Street
Great work CCC keep trying to screw us			
Very odd that cyclists are deliberately put into conflict with bus users! Why not have the bus against the footpath, and the cycle lane go around the bus? Then you don't need that strange pedestrian loading area between the cycle path and the bus stop, and cyclists don't have to worry about people jumping off the bus and straight over the cycle lane.	0	2	Information Marker: Site 5 - Opihi Street
Hard to tell but having a bus stop in the middle of a live lane frustraights people and stops traffic or encourages people to make bad passing choices.	5	1	Information Marker: Site 5 - Opihi Street
Also can we make sure when building cycle ways that the whole road is resurfaced otherwise it looks patchy and ugly			
Raised platforms should be included on Kaiwara St and Mavin Road - do it once and do it right.	12	5	Information Marker: Site 5 - Opihi Street
The cycle lane on the north side of Cashmere Road between Kaiwara Street and Mavin Road will be subject to surface water as there is no stormwater drain. This means that any stormwater flows along the road and in heavy rain causes localised flooding. Drainage will need to be fixed with these works.	5	0	Information Marker: Site 5 - Opihi Street
removing on street parking is a great idea. Provides space for the cycle lane but is a massive safety improvement in itself as it improves visibility. Residents have heaps of lawn space they can turn into off street parking if they need it. Public roads are for safely transport people and goods - not for free private parking!	2	1	Information Marker: Site 6 - Cashmere Road
The group cyclists will not use the cycleway. They will continue to ride on the road. They will avoid the cycleway if anyone else is on it because they ride 2 across and do not want their training disrupted. Then you will have more accidents because they have been forced to ride outside the cycleway. Also the camber of the road does not lend itself to a flat ride. You should come and see for yourselves. Perhaps a cycleway on one side of the road may work but not both.	1	18	Information Marker: Site 6 - Cashmere Road
All good. removal of parking means no parked cars means no need to be super vigilant for opening doors or riding in middle of road to avoid them. much safer on this busy road	17	4	Information Marker: Site 6 - Cashmere Road



## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
As a homeowner I strongly oppose the removal of off street parking along the road. The current plan shows total contempt for residents by removing all car parks despite the original flyers given to residents saying that they are aiming to preserve them. Many of the homes along the road are subdivided and lack car parks for residents and visitors. Having to park many hundreds of meters away is especially challenging for the elderly and those with reduced mobility.	3	16	Information Marker: Site 6 - Cashmere Road
This is a great idea. It's a shame the cycleway can't be extended to join the cycleway on Ferniehurst Street. The section of road to cycle from the end of Worsleys Rd to Ferniehurst is dangerous.	18	2	Information Marker: Site 6 - Cashmere Road
Love the raised crossing on Opihi street, should be on all the intersections but currently isn't. Please copy this for all the intersections connecting along here.	9	3	Information Marker: Site 6 - Cashmere Road
What a joke, all you need to do is cycle lane from Oderings to Westmorland, traffic lights at Westmorland and fix the cracroft S corner. As a resident you didn't even let half know, you tried to just push it under the blanket. If this goes through I will not be paying my rates because it is absolutely rubbish and another street screwed up, it's not broken other than needing resealing. Ur recharge of Kaiwara is a joke as it is the entrance is dangerous and will be worse with more traffic	1	24	Information Marker: Site 6 - Cashmere Road
I hope the raised separator between the cycle lane and the roadway will be like the cycleway on Ilam road opposite the university ie similar to humps in carparks. Then it will be cheap to build and you can afford to do it all the way along Cashmere road and up Hendersons road - rather than a token 100m section...	1	1	Information Marker: Site 6 - Cashmere Road
I cycle along here to and from work, it is currently very dangerous. A cycle lane along here (on both sides of the road) is very needed and it needs to continue all the way to sparks road. This will ensure that the mountain bikers, commuters and weekend road cyclists have a safe space to cycle in. And it would join up to the existing cycleways and enable us to cycle to Halswell safely.	9	1	Information Marker: Site 7 - Cashmere / Hoon Hay Road
These works do not address the two most dangerous parts of Cashmere Road for cyclists - between Penruddock Rise and the wetlands (dangerous for pedestrians too), and the bridge near the Cracroft shops. Why create large reserves like the wetlands and then make safe access for the intended users difficult?	0	0	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Please can the Council urgently fix the footbridge in Francis reserve over Cashmere Stream that it closed last November? That bridge was relied on by many people including mums pushing prams and young children on bikes as a means to avoid the busy Cashmere Road/Penruddock Rise intersection. Closing the bridge has resulted in several near misses at that intersection. This is an urgent health and safety issue.	0	0	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Cycle paths need to be smooth surface and cleared/swept regularly.	9	1	Information Marker: Site 7 - Cashmere / Hoon Hay Road
all good, makes sense	13	4	Information Marker: Site 7 - Cashmere / Hoon Hay Road
i ride here a lot on a road bike and there are many other road bikers who also use this road to Old Tai Tapu road training ground. all good, makes sense to me to have cycle lanes here. they are already there partly.	11	4	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Why can't car parking be maintained in addition to a cycle way? Perhaps a two lane cycle way on one side or widen the road. The current plan will be very detrimental to those that live on the street in terms of quality of life, accessibility and house value. Is there going to be a public meeting to debate this? Just because some funding has suddenly become available doesn't mean this is a good idea that will benefit residents.	2	9	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Please before putting down the new curbs, can the cycleway be resurfaced n asphalt? If it's not done with this project it won't be done for a long long time and end up like ferry road all bumpy and cracked along its length.	7	2	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Instead of wasting money on this joke of a proposal just put Cycle lanes from oderings to sparks road a set of traffic lights at Westmorland and sort the dangerous cracroft shops to fernihurst st section that warrants getting money spend on it because a) cars and buses can't stay in between the solid lines, b) when it rains pedestrians get drenched from the water build up with cars driving through. The cracroft to oderings part does not need to be altered it's absolutely fine as it is.	2	6	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Cycle lanes just stop??? What about around to Fernihurst street? The bridge is the most dangerous area!	6	1	Information Marker: Site 7 - Cashmere / Hoon Hay Road
I would have hoped that Hendersons Rd got improved, very dangerous to bike to walk there from cashmere Rd to the Wetlands - that should be a priority	11	0	Information Marker: Site 7 - Cashmere / Hoon Hay Road
Like others are saying it great to have this cycle connection. But also like others say, it should extend to the Wetland tracks off Hendersons Road.	0	0	Information Marker: Westmorland cycle connection

Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
The curved road where Hendersons Road joins to Cashmere Road is always a risk. When biking toward Cashmare Road from Hendersons Road, drivers often travel fast and hug the corner. Their line can be unnerving when riding a bike. Hope we can see a solution for this in future.			
Great to see that proper thought and consultation is going in to improving the cycling experience along this busy (bikes and vehicles) section of road. However, very disappointed that this ends at Penruddock Rise and does not continue to connect to the Sparks Road Wetland, and in turn the Quarryman's Trail cycle path.	23	1	Information Marker: Westmorland cycle connection
this looks great, but agree with other commenters about the need to connect it to the Wetlands tracks. I'd also suggest a better connection to the bike lanes and park area opposite Princess Margaret Hospital. There is a large number of cyclists coming out of Worsley's road plus kids on bikes (including my 5 year old) the danger point is the Shalimar Road intersection (have seen crashes there), over the bridge toward the hospital - super narrow and cars will often cut into the 'bike lane'.	0	0	Information Marker: Westmorland cycle connection
WHY ON EARTH DOES THERE HAVE TO BE A SEPARATE CYCLE WAY ON BOTH SIDES OF THE ROAD.? THIS IS GOING TO BE A MASSIVE INCONVENIENCE TO HOME OWNERS (WHOM I AM ONE). WHERE ARE VISTORS SUPPOSTED TO PARK. THERE IS ALREADY A CYCLE WAY ON SPARKS ROAD. WHAT HAPPENS WHEN BUSES STOP, DO THEY JUST LET THE TRAFFIC QUEUE UP BEHIND THEM. MOST OF THE CYCLISTS ON THIS ROAD ARE IN THE WEEKEND, OUT TO GET FIT. WHEN WE GO TO SELL THE HOUSE AND HAVE AN OPEN HOME, WHERE DO PEOPLE PARK.? RESULT DROP IN PROPERTY VALUE	7	22	Information Marker: Westmorland cycle connection
Work should be prioritized to the corner of Cashmere onto Hendersons. Given the HUGE developments of housing in the area the use of these roads has increased. I lives in Boonwood close getting out of there in a car is hard enough but biking with 3 children is very high risk going left or right. Put a dedicated shared bike lane on the left from Penruddick around to the Wetlands. People on foot & school bikers would be safer to go through the wetlands to link onto Sparks Rd bike lane.	19	0	Information Marker: Westmorland cycle connection
I cycle this road every day and the quality of the road surface is a safety concern not the lack of cycleways. Even after the reseal the road is hazardous with loose chip and uneven surfaces– so spend money on a quality surface, improved white lines (why do contractors paint over loose chip or put a chip over an asphalt surface?) and a policed speed limit. If a cycleway is needed then 2-way route on southern side of Cashmere Rd – easier for those existing Penruddock. Improve the existing road!!	10	2	Information Marker: Westmorland cycle connection
A footpath or bike trail to the Hendersons Road wetland from Westmorland is required. It is dangerous for many people who want to use this space and they currently walk on the side of the road.	2	0	Information Marker: Westmorland cycle connection
The current plan shows total disregard for residents of the street. It will prevent residents, visitors and delivery people form accessing their properties and force them to park dangerously or hundreds of meters away. The original consultation documents stated that car parks would be preserved. Why can't a solution be found that preserves most parks e.g widen the road, have a two way cycleway on one side or use sparks road? There should be a public meeting so residents voices are not ignored.	3	9	Information Marker: Westmorland cycle connection
As per my comment on another link, why does this stop at Penruddock Rise- why does it not go all the way to the entrance to the Wetlands which is crying out for improvement for pedestrians and cyclists?	23	0	Information Marker: Westmorland cycle connection
I live in this area, and my on-street parking would be removed by the proposal. We have ample parking off street but also 6 adults living at home. We often need to park on the street. Despite this, we're all on board for these improvements and will suck up having to park elsewhere from time to time. For the greater good!	12	3	Information Marker: Westmorland cycle connection
I live in the area and usually commute by car. Any investment that encourages people out of their cars and onto bikes is going to have long-term positive effects on the community's health and climate change mitigation.  I agree the section between Cracraft shops and PM hospital should be the highest priority, this section is scary on a bike.  I'm neutral on whether the lanes should be on both sides or one side.	13	1	Information Marker: Westmorland cycle connection
Having cycle paths on both sides of the road is excessive and not warranted. As a couple who cycle and live on Cashmere rd, and regularly utilize sparks rd cycleway, we question the need for dual cycle paths. That section of Cashmere road is currently safe for cyclists, and the focus needs to be on finding a solution to the problem of the narrow section on Cashmere rd between the cracraft shops and ferniehurst street. I suggest the counci try installing a cycle path on one side first.	6	13	Information Marker: Westmorland cycle connection



## Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Drivers have been "stopping in time when they need to" since 1970. I can never figure out what is in the CCC engineers minds with these speed humps at intersections. It appears that Penruddock Rise will be narrowed thus no separate left turning facility onto Cashmere Road anymore, More congestion. I guess the social engineering and agenda is working.....Take a bus. Electric car or ICE you will still be stuck in traffic. Why not address the wetlands parking/walking/cycling area.	3	12	Information Marker: Westmorland cycle connection
This is a good plan but needs to be extended around onto Hendersons road to the wetlands. And why not put a roundabout at the bottom of Penruddock Rise. This would make it much easier for traffic trying to get out of Westmorland in the morning and slow down the traffic along Cashmere Road making the pedestrian crossing point safer.	2	0	Information Marker: Westmorland cycle connection
Shouldn't stop at Penruddock Rise but should go to the wetlands.	2	0	Information Marker: Westmorland cycle connection
As a cyclist, walker, driver, passenger, bus and scooter user... this plan will impede traffic flows, create impatience and reduce safety. The critical issue is traffic volumes have increased markedly from Halswell and Westmorland Heights through development. The Hoon Hay Road traffic lights have already caused eastbound traffic on Cashmere Road to back up for multiple phases, exacerbated by no left turn slip lane.	0	0	Information Marker: Westmorland cycle connection
As a cyclist, walker, driver, passenger, bus and scooter user... The proposed raised signalised crossing at Oderings will cause eastbound traffic to back up creating gridlock at Penruddock Rise. The raised pedestrian crossing at Penruddock is dangerous - pedestrians crossing north will not look behind them at vehicles turning right out of Penruddock and be injured at best. In fact, a roundabout is the best solution to enable all modes of people's movement.	0	0	Information Marker: Westmorland cycle connection
As a cyclist, walker, driver, passenger, bus and scooter user... A third crossing at Opihi will exacerbate traffic congestion unnecessarily when all crossings can be eliminated by having a shared two-way path on the south side, like Sparks Road. The raised safe speed platform across Penruddock Rise will cause westbound traffic buildup on Cashmere Road as vehicles slow to turn left without a slip lane.	0	0	Information Marker: Westmorland cycle connection
As a cyclist, walker, driver, passenger, bus and scooter user... All this vehicle congestion exacerbates carbon emissions, which can be reduced by keeping vehicles moving rather than stationary and prolonging journey times.	0	0	Information Marker: Westmorland cycle connection
I agree with concerns raised by residents along Cashmere Road. Cycle lanes on BOTH sides of the road will cause issues. Residents who park on the road, or their visitors and delivery vehicles, will have nowhere to park without causing a dangerous situation. There is already an excellent cycleway on Sparks Road. Surely, Cashmere Road doesn't need one on both sides of the road. Also, parents dropping off, or picking up kids from the early learning centre will add to the congestion and the danger.	6	16	Information Marker: Westmorland cycle connection
Where are the pedestrians who use this refuge actually going?? There is no footpath there to walk anywhere, no safe waiting space for the bus and Westmorland residents who use the bus are already on it by the time they get to Cashmere Road. Seriously, if you want pedestrians to cross the road safely don't put a crossing point right at the intersection where between 8 and 9am every morning, there are at least 10-20 cars backed up for the whole hour, waiting to turn right onto Cashmere Road.	4	4	Information Marker: Westmorland cycle connection
Our preschool is along Cashmere Road (Cashmere Early Learning Centre). I have to safely drop off my 2 year old whilst bringing his baby brother along with me. This makes it horribly unsafe. We love our preschool, but if this makes life too difficult we will have to change which I Really don't want to do for my son. He is very settled and happy here.	2	3	Information Marker: Westmorland cycle connection
This looks great. Again, apart from landowners (if affected) don't see the point of consultation. Grab that Govt funding and start building.	8	3	Information Marker: Westmorland cycle connection
Yes to a cycle lane on each side	0	0	Information Marker: Westmorland cycle connection
We are a small childcare centre who needs the parks outside our centre for the parents to park. It's not best practice to make the parents park 100's of meters down the road or round the corner. I don't understand why you have to have cycle lanes on both sides of the road. This is a very busy road for cars, trucks and busses. Narrowing the road is only going to cause more accidents and make it unsafe for our tamariki. This will also put a strain on our business, as no parking will detour families	1	7	Information Marker: Westmorland cycle connection
Congestion is already a problem for Westmorland and you want make it worse?? Reminds me of the previous Bus Stop that was put on the BLIND CORNER of Sedgewick Way - WTF? Get the road surfaces sorted. The repairs and resealing of the road surfaces have been shocking. One wet episode and there are holes again. Penruddock Rise resealing has left stones everywhere - in the gutters and drains, over the footpaths and front lawns that have to be mowed. Get the priorities sorted!!	4	15	Information Marker: Westmorland cycle connection

Submissions table – Westmorland cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
As a homeowner and cyclist on Cashmere Rd, I think this dual cycle way is completely unnecessary and is going to cause a lot of inconvenience for fellow residents. There are honestly not enough cyclists to warrant a dual cycle way down this part of Cashmere Rd (makes more sense to do it further up around Hackthorne Rd), and it is going to use up all of our street parking! This seems like a waste of money and very disappointing from the council where the money could be better spent elsewhere.	5	15	Information Marker: Westmorland cycle connection
The existing left turning lane into Penruddock from Cashmere is very useful, especially as Cashmere Rd gets busier with more housing developments further along. Also, the left turning space from Penruddock into Cashmere is necessary, to avoid hold ups of traffic getting out, especially when people are waiting to turn right. These access ways help with the traffic flow along Cashmere Road and will help negate an argument for lights, which I believe aren't necessary.	1	3	Information Marker: Westmorland cycle connection

Submission attachment 10132

## Westmorland Residents' Association – Submission

Date: 15 July 2023

Re: Way Safer Street – Westmorland Cycle Connection

Thank you for the opportunity to make a submission relating to the proposed improvements to the Westmorland Cycle Connection.

Westmorland is a unique community in that it has none of the infrastructure that most communities enjoy - there is no shopping centre, supermarket, service station, restaurant, church, community centre, or sporting facilities - and the residents have to travel to access these amenities elsewhere. Due to the distances that are often involved in doing so, travel by motor vehicle can be the only viable option for many, and Cashmere Road is used by all as a consequence.

Accordingly, any changes made to that road corridor affect us all and council's recent Facebook posts, which were "shared" on our two community Facebook pages, prompted significant feedback from the community.

Council's statement that it had received "*Government funding to improve cycling connections on Cashmere Road*", was well received, but many challenged the fact that the emphasis is obviously on "cycling", while motor vehicles still make up the majority of traffic in our community and, based on our comments in paragraph two above, are likely to remain that way due to our isolation from services.

Some of our residents also challenged the wisdom of removing on-street parking along Cashmere Road, others expressed concern over bus stops on Cashmere Road apparently being sited within the roadway itself, and many more were totally against the signalisation of the refuge crossing outside Oderings Garden Centre.

However, the proposed changes around Penruddock Rise/Cashmere Road intersection will have the biggest impact on our community, and there was a lot of feedback around that, as detailed below:

- Currently, the intersection can accommodate traffic turning both left and right out of Penruddock Rise at the same time. However, the proposed raised safety platform, dividing strips and curb re-alignment will take that option away, resulting in even longer queues during peak hours.
- For traffic turning right out of Penruddock Rise, the removal of the merging lane on Cashmere Road means they will be turning directly into the same lane as the straight-through traffic approaching Westmorland along Cashmere Road from the west, plus the need to navigate a refuge crossing just metres away from the intersection – a safe refuge that appears to go nowhere, by the way. These changes could lead to an increase in vehicles reluctant to turn right, and seeing them turn left

Submission attachment 10132

instead, before making a U-turn, further adding to traffic congestion and the possibility of accidents.

- Removal of the left-turn lane, into Penruddock Rise from Cashmere Road, and the curb re-alignment, does not improve traffic flow for any road user in any way. It will put straight-through traffic, left-turning traffic and cyclists all in the same stretch of roadway, creating even greater hazards than exist now. Only a roundabout or traffic lights will bring about meaningful change.
- Recreational users of Francis Park and the tennis courts will no longer be able to park on Cashmere Road. This facility (one of the very few amenities that Westmorland enjoys) is widely used year-round, and alternative parking options are not readily available.
- Finally, from the WRA's perspective, if Council is serious about improving safety for cyclist, why not escalate the repair/replacement of the foot-bridge across Cashmere Stream. It sits alongside the road-bridge (on the eastern side) and leads to a sealed path through Francis Park, and out onto Cashmere Road. The foot-bridge has always been widely used by cyclists and pedestrians (especially school children) and eliminated the need to navigate the busy Penruddock Rise/Cashmere Road corner - and, more importantly, the need to cross the road-bridge, on that eastern side, which has no footpath - putting cyclist and pedestrians mere inches away from passing traffic, which is surely a safety issue in itself?

We would ask that council considers our views in relation to this particular stretch of road. There are around 1000 homes in Westmorland now and, with a link road through to Worsleys Road bringing even more traffic into Westmorland, there is now significant traffic at peak times. We believe the proposed changes will add to more congestion, more delays and poor decision-making, which can only increase the likelihood of accidents for all road users - cyclist included. Thank you for taking time to read of our concerns.

Regards

Lindsay Richards  
Chairman  
Westmorland Residents' Association



Submission attachment 10133



16 July 2023

Sam Smith  
Engagement Advisor  
[engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)  
Christchurch City Council  
53 Hereford Street  
Christchurch 8154

Beckenham Service Centre  
03 941 6633  
66 Colombo Street, Beckenham  
PO Box 73027  
Christchurch 8154  
[ccc.govt.nz](http://ccc.govt.nz)

Hello Sam,

## Submission on Way Safer Streets

The Waihoru Spreydon-Cashmere-Heathcote Community Board appreciates the opportunity to provide a submission to the Christchurch City Council on the Way Safer Streets proposal and thanks staff for the work done on this matter.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere-Heathcote area.

Our Community Board Plan's vision is that Spreydon-Cashmere-Heathcote is a place where people are actively engaged and contribute to thriving communities and environments, where they feel they belong and are safe and connected with each other. The Way Safer Streets programme aligns deeply with our Board Plan priorities.

We strongly support the aim that everyone should be able to safely walk, scooter, bus, cycle or drive where they want to go.

We do, however, have a question about what consultation is being undertaken for the suggested removal of bus stops and would appreciate an answer to this please.

Below is a list of changes we believe would improve the scheme:

### Westmorland cycle connection

- Would like to see safety improvements made – Penruddick Rise bridge, look at wands across the bridge
- Leistrella Road, through Kaiwara Reserve is a possible connector to Cashmere High. Would like to revisit the siting of the signalised placement (currently near Leistrella Road).
- Would like to see a future link to Sparks Road
- Improve safety for cyclists at Hoon Hay Road intersection.
- Notes issues with squeeze point around the curve by Cracroft

### Simeon Street cycle connection

- Safety around cambers – extra wide cycle lanes with painted line alongside the deep-dish channel
- Love the crossing!
- Road surface needs to be suitable for purpose. Currently it is very dangerous for cyclists, scooters, trikes, etc.



Submission attachment 10133



- We would also like to see the suggestions made by Rebecca Finch, a local resident in their submission about Howard Street incorporated into the scheme. Ref: 22/ 1802768 attachment to report 22/1214265

Te Aratai College cycle connection | Safer intersections and crossings at Alwins/Ensors/Ferry Roads

- Strongly support improving the cycle connections along here.
- Strongly support safer intersections for all road users.
- We appreciate the efforts staff are taking to work with the affected business owners on this matter

The Board would like to speak to this submission.

Ngā mihi,



Callum Ward  
Chairperson, Waihoru Spreydon-Cashmere-Heathcote Community Board

Submission attachment 10116

Cashmere Rd/Westmorland Cycleway Proposal

In your consultation document we received some weeks ago about the Cashmere Rd Cycleway there was mention made of "some parks" being removed. In the maps you provide of the proposal in greater detail, ALL our car parks from Hoon Hay Rd to Oderings are sacrificed! As residents of Cashmere Rd, we really value and are reliant on, our on-street parking. With no parks along this stretch of road for hundreds of metres how are our visitors to park their cars or our delivery/service people with vehicles to manage? We note that in other areas of the city such as Strickland Street provision has been made for resident parking as well as cyclists! Given the extremely busy nature of Cashmere Road; we also use the on-street parking to park our own cars before backing them into our driveway in the later evening, when the traffic has subsided, so as to be well placed and sighted to safely exit our driveway onto the busy street in the morning. We would not be able to do this without our on-street park.

We also question the safety of bringing/encouraging more cyclists along an already extremely busy stretch of road especially where they will end up at the most treacherous corner in the area, East of the Cracroft Shops on the bridge over the river at Shalamar Drive!

Why not upgrade the other direction down Cashmere Rd/Hendersons Rd, where there is no conflict with resident parking, bus stops and entrance ways etc and encourage Westmorland cyclists to go left at Penruddock Rise and get themselves on to Sparks Rd for a safe direct route into the city? Alternatively, a two-way cycleway could be established on the north side of Cashmere Rd and Westmorland cyclists brought on to it from a set of lights at the intersection between Cashmere Rd and Penruddock Rise. From the north side of Cashmere Rd cyclists could ride down Kaiwara Street to Blakiston and through to Hoon Hay Rd on these quiet streets. They would then avoid the busy section of Cashmere Rd and the treacherous corner at Cracroft altogether!

Alternatively, cyclists riding to the city could travel east via a two way on the south side of Cashmere Rd from Penruddock to Oderings. They could then cross over to the north, to the two-way section between Oderings and Kaiwara Street (suggested above) at the crossing you are proposing at Oderings and then continue on to the Kaiwara/Blakiston route (suggested above) from here. The bus stop that is currently outside the preschool could be relocated to just east of Kaiwara St on Cashmere Rd, so there is no conflict with cyclists and a bus stop.

The West Bound bus stop and proposed seat could remain on the south side, as, with the two-way cycleway situated on the north side there would not be the dangerous conflict between bus stop and cycleway that exists in your plan.

We agree with any measures that slow traffic in our area down, however the removal of all on-street parking in our whole area is extremely inconvenient and unfair to residents in this section of the road. We are all, already living on an extremely busy road, that just seems to get busier and busier, a trend that's likely to continue with all the building projects going on to the west of us. Residents here are having to manage their lives on a road with ever increasing traffic accordingly, and you are now proposing to steal all our car parks as well! Very disappointing!

Your current plan may result in safer cycling for Westmorland folk (although we have our doubts about this, as we have indicated) however this plan will cause significant inconvenience to Cashmere Rd residents, and from our perspective is blatantly inconsiderate and unfair.

Submission attachment 10131

## Cumbria Lane Residents Group – Submission

Date: 14<sup>th</sup> July 2023

Re: Cashmere Road Improvements

Thank you for providing our group the opportunity to make comment on the proposed Cashmere Road Improvements.

We have read the Westmorland residents Association submission and support their views. We also have considerable concerns over the placement of bus stops in the centre of the traffic flow, however, we thought we would concentrate our comments on:

1. The entry / exit from Penruddock Rise aspect of your proposed changes
2. The loss of parking on Cashmere Road in front of Francis Reserve
3. Raise issue with the poor quality of road repairs around Westmorland and Cashmere Road.

### 1. Penruddock Rise

We understand that council wants to improve road safety for all modes of traffic, however, we believe there is always room for improvement.

With over 1000 houses now in Westmorland and still growing, and only two entry exits out of our community, there is a considerable amount of traffic wanting to exit from Penruddock Rise at peak times.

Currently, traffic turning both left and right out of Penruddock Rise can be accommodated. We are concerned that with the raised platform and curb re-alignments may remove the ability for traffic leaving Westmorland to turn left and right at the same time, resulting in increased queuing at peak times.

As you will appreciate, reducing exiting wait time, considerably reduces frustration and ultimately poor decision making.

### 2. Loss of Parking

Francis Reserve is one of the few amenities our community has to enjoy and used all year round so we ask council to consider some alternative parking options for Francis Reserve.

### 3. Poor Quality Road Repairs

All users of Cashmere Road, Penruddock Rise and Ravensdale Rise have been subjected to ongoing issues related to very poor road repairs. Your roading contractors are not doing their job properly, whereby users are constantly subjected to pot holes regularly appearing, increasing the level risk to all users. Pot holes are particularly dangerous for cyclists and definitely increase the risk of damage to our cars.

We ask Council place more pressure on their contractors to perform to higher level as we the ratepayer expect our road repairs lasting longer than a few days.

If you want to make contact my details are:

Regards

Paul Lonsdale  
Chair  
Cumbria Lane Residents Group  
E: [plonsdale@me.com](mailto:plonsdale@me.com)  
Ph: [REDACTED]



## 6. Transport Choices - Little River Link Cycle Connections (Simeon Street)

Reference / Te Tohutoro: 23/1168779

Report of / Te Pou  
Matua: Andrew Cameron, Project Manager Transport,  
andrew.cameron@ccc.govt.nz;  
Jacob Bradbury, Manager Planning & Delivery Transport,  
Jacob.bradbury@ccc.govt.nz

Senior Manager /  
Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management  
(Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Transport Choices Little River Link Cycle Connections (Simeon Street) project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approves that construction of the Little River Link Cycle Connections (Simeon Street) project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the Little River Link Cycle Connections (Simeon Street) project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves that the traffic controls, stopping and/or parking restrictions described in resolutions 4-120 take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.

[Revocations and General](#)



4. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to the existing uni-directional (southbound) off-road cycle path on the east side of Simeon Street commencing at a point 6 metres from its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary, and extending in a southerly direction for a distance of 13 metres, be revoked. This includes the existing Give Way control on the northern off-road cycle path approach to the Simeon Street cul de sac turning head.
5. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) on Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary, and extending in a southerly then southeasterly direction to its intersection with Milton Street, be revoked.
6. Notes that recommendation 3 specifically excludes existing traffic controls, stopping and parking restrictions around the Simeon Street cul de sac turning head, the left turn slip lane from the Simeon Street cul de sac to Brougham Street and shared path connection between the Simeon Street cul de sac and Brougham Street on the west side of Simeon Street.
7. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions within 30 metres of the respective intersections of Simeon Street with Andrews Crescent, Howard Street, Diamond Avenue, Rosewarne Street, Coronation Street, Sydney Street, Elstow Place, Bletsoe Avenue, Rosebery Street, Sugden Street, Meadowville Avenue, Althelston Street and Milton Street be revoked.
8. Notes that recommendation 5 specifically excludes the intersection of Simeon Street with Brougham Street, for which Christchurch City Council is not the road controlling authority.
9. Notes that the distance of 30 metres referenced in recommendation 5 is measured from existing kerb alignments, whereas references to distances in the following recommendations hereinafter are measured from existing kerb alignments where these are retained or new kerb alignments where these have been modified as shown on plan(s) TP362301 sheets 1-4 (Little River Cycle Connections: Simeon Street, Issue 1, dated 08/2023) and attached to this report as **Attachment A**.
10. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands and road markings on Simeon Street, commencing at a point 38 metres south of its intersection with Brougham Street, and extending in a southerly then southeasterly direction to its intersection with Milton Street, and on intersecting road approaches to Simeon Street (excluding Brougham Street), as detailed on plan(s) TP362301 sheets 1-4 (Little River Cycle Connections: Simeon Street, Issue 1, dated 08/2023) and attached to this report as **Attachment A**.

Bi-Directional Cycle Facility

11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that an off-road bi-directional cycle path, for the use of cycles only, be established on the east side of Simeon Street commencing at a point 6 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary and extending in a southerly direction for a distance of 13 metres.
12. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the east side of Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when

measured in a straight line parallel to the Simeon Street road boundary and extending in a southerly direction for a distance of 131 metres.

13. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the east side of Simeon Street commencing at a point 197 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary and extending in a southerly then southeasterly direction (on the northeast side of Simeon Street) to a point 5 metres northwest of its intersection with Rosewarne Street.
14. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 5 metres southeast of its intersection with Rosewarne Street and extending in a southeasterly direction to a point 18 metres northwest of its intersection with Coronation Street.
15. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 18 metres southeast of its intersection with Coronation Street and extending in a southeasterly direction to a point 6 metres northwest of its intersection with Sydney Street.
16. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 6 metres southeast of its intersection with Sydney Street and extending in a southeasterly direction to a point 5 metres northwest of its intersection with Elstow Place.
17. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 11 metres southeast of its intersection with Elstow Place and extending in a southeasterly direction to a point 6 metres northwest of its intersection with Bletsoe Avenue.
18. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 7 metres southeast of its intersection with Bletsoe Avenue and extending in a southeasterly direction to a point 5 metres northwest of its intersection with Rosebery Street.
19. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 5 metres southeast of its intersection with Rosebery Street and extending in a southeasterly direction to a point 6 metres northwest of its intersection with Meadowville Avenue.
20. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only, be established on the northeast side of Simeon Street commencing at a point 5 metres southeast of its intersection with Meadowville Avenue and extending in a southeasterly direction to a point 12 metres northwest of its intersection with Milton Street.

#### Cycle Lanes

21. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a northeast direction, be established on the northwest side of Coronation Street commencing at a point 14 metres

southwest of its intersection with Simeon Street and extending in a northeasterly direction to a point 37 metres northeast of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Coronation Street and ties in to the existing special vehicle (cycle) lane continuing further northeast that is not affected by this project.

22. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a southwest direction, be established on the southeast side of Coronation Street commencing at a point 30 metres northeast of its intersection with Simeon Street and extending in a southwesterly direction to a point 18 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Coronation Street and ties in to the existing special vehicle (cycle) lane connecting from further northeast that is not affected by this project.
23. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a northeast direction, be established on the northwest side of Athelstan Street commencing at a point 30 metres southwest of its intersection with Simeon Street and extending in a northeasterly direction to a point 20 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Athelstan Street and ties in to the existing special vehicle (cycle) lane connecting from further southwest that is not affected by this project.
24. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a southwest direction, be established on the southeast side of Athelstan Street commencing at a point 20 metres southwest of its intersection with Simeon Street and extending in a southwesterly direction to a point 30 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Athelstan Street and ties in to the existing special vehicle (cycle) lane continuing further southwest that is not affected by this project.
25. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a northeast direction, be established on the northwest side of Milton Street commencing at a point 30 metres southwest of its intersection with Simeon Street and extending in a northeasterly direction to a point 34 metres northeast of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Milton Street and ties in to the existing special vehicle (cycle) lane continuing in both the northeast and southwest directions that are not affected by this project.
26. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a special vehicle lane for the use of cycles travelling in a southwest direction, be established on the southeast side of Milton Street commencing at a point 30 metres northeast of its intersection with Simeon Street and extending in a southwesterly direction to a point 30 metres southwest of its intersection with Simeon Street. This reinstates an existing special vehicle (cycle) lane on this section of Milton Street and ties in to the existing special vehicle (cycle) lane continuing in both the northeast and southwest directions that are not affected by this project.

#### Shared Paths

27. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the east side of Simeon Street commencing at a point 170 metres south of its intersection with Brougham Street when measured in a straight line parallel with the Simeon Street boundary and extending in a

southerly direction for a distance of 31 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

28. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the northeast side of Simeon Street commencing at a point 19 metres northwest of its intersection with Coronation Street and extending in a southeast direction to its intersection with Coronation Street and then in a northeast direction on the northwest side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 13 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
29. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the northeast side of Simeon Street commencing at a point 18 metres southeast of its intersection with Coronation Street and extending in a northwest direction to its intersection with Coronation Street and then in a northeast direction on the southeast side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 13 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
30. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the northeast side of Simeon Street commencing at a point 12 metres northwest of its intersection with Milton Street and extending in a southeast direction to its intersection with Milton Street and then in a northeast direction on the northwest side of Milton Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 22 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
31. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the southeast side of Milton Street commencing at its intersection with Simeon Street and extending in a northeast direction to a point 22 metres from its intersection with Simeon Street. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

#### Priority Controlled Crossings

32. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Simeon Street (including across the separated cycle facility detailed in recommendation 9) commencing at a point 6 metres north of its intersection with Andrews Crescent and extending in a northerly direction for a distance of 3 metres.
33. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Simeon Street (including across the separated cycle facility detailed in recommendation 10) commencing at a point 9 metres

south of its intersection with Howard (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southerly direction for a distance of 3 metres.

34. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Coronation Street commencing at a point 9.5 metres northeast of its intersection with Simeon Street and extending in a northeast direction for a distance of 3 metres.
35. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on a raised platform on Coronation Street commencing at a point 6.5 metres northeast of its intersection with Simeon Street and extending in a northeast direction for a distance of 3 metres and further approves that Give Way controls are placed against traffic travelling northeast and southwest on Coronation Street on each approach to this cycle crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.
36. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 across the separated cycle facility on the northeast side of Simeon Street (if approved in accordance with recommendation 17) commencing at a point 48 metres northwest of the intersection of Simeon Street with Milton Street and extending in a northwest direction for a distance of 2 metres.
37. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a signalised roadway crossing for the use of pedestrians and cycles be installed on Milton Street, commencing at a point 16 metres northeast of its intersection with Simeon Street (northwest leg) and extending in a northeast direction for a distance of 5 metres. The signalised crossing is to be installed and operated in accordance with relevant sections of Land Transport Rule: Traffic Control Devices 2004.

#### Intersection Controls

38. Approves that the off-road bi-directional cycle path described in recommendation 9 at its north approach to the Simeon Street cul de sac head be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
39. Approves that the separated bi-directional cycle facility described in recommendation 10 at its south approach to the Simeon Street cul de sac head be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
40. Approves that the separated bi-directional cycle facility described in recommendation 11 at its northwest approach to Rosewarne Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
41. Approves that the separated bi-directional cycle facility described in recommendation 12 at its southeast approach to Rosewarne Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
42. Approves that the northeast approach of Rosewarne Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.



43. Approves that the northwest approach of Simeon Street at its intersection with Coronation Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
44. Approves that the southeast approach of Simeon Street at its intersection with Coronation Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
45. Approves that the separated bi-directional cycle facility described in recommendation 13 at its northwest approach to Sydney Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
46. Approves that the northeast approach of Sydney Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
47. Approves that the separated bi-directional cycle facility described in recommendation 14 at its southeast approach to Sydney Street and at its northwest approach to Elstow Place be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
48. Approves that the northeast approach of Elstow Place at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
49. Approves that the separated bi-directional cycle facility described in recommendation 15 at its southeast approach to Elstow Place and at its northwest approach to Bletsoe Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
50. Approves that the northeast approach of Bletsoe Avenue at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
51. Approves that the separated bi-directional cycle facility described in recommendation 16 at its southeast approach to Bletsoe Avenue and at its northwest approach to Rosebery Street be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
52. Approves that the northeast approach of Rosebery Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
53. Approves that the separated bi-directional cycle facility described in recommendation 17 at its southeast approach to Rosebery Street and at its northwest approach to Meadowville Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
54. Approves that the northeast approach of Meadowville Avenue at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
55. Approves that the separated bi-directional cycle facility described in recommendation 18 at its southeast approach to Meadowville Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

56. Approves that the southwest approach of Athelstan Street at its intersection with Simeon Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
57. Approves that the northwest approach of Simeon Street at its intersection with Milton Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.
58. Approves that the southeast approach of Simeon Street at its intersection with Milton Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

Stopping and Parking Restrictions – West / Southwest Side (including side roads)

59. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street road boundary, and extending in a southerly direction for a distance of 5 metres.
60. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Andrews Crescent and extending in a northerly direction for a distance of 35 metres.
61. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north side of Andrews Crescent commencing at its intersection with Simeon Street and extending in a westerly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Andrews Crescent and ties in to the existing stopping restrictions continuing further west that are not affected by this project.
62. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the south side of Andrews Crescent commencing at its intersection with Simeon Street and extending in a westerly direction for a distance of 14 metres.
63. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Andrews Crescent and extending in a southerly direction for a distance of 9 metres.
64. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Howard Street and extending in a northerly direction for a distance of 17 metres.
65. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the north / northwest side of Howard Street commencing at its intersection with Simeon Street and extending in a west / southwesterly direction for a distance of 13 metres.
66. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Howard Street commencing at its intersection with Simeon Street (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southwesterly direction for a distance of 13 metres.

67. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the west side of Simeon Street commencing at its intersection with Howard Street (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southerly direction for a distance of 23 metres.
68. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the west side of Simeon Street commencing at a point 38 metres south of its intersection with Howard Street (being the intersecting point of the prolongation of the Howard Street and Simeon Street kerb lines) and extending in a southerly direction for a distance of 13 metres. This reinstates existing Metro Bus Stop ID 22810.
69. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Diamond Avenue and extending in a northwesterly direction for a distance of 10 metres.
70. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Diamond Avenue commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 10 metres.
71. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Diamond Avenue commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 10 metres.
72. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Diamond Avenue and extending in a southeasterly direction for a distance of 25 metres.
73. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Coronation Street and extending in a northwesterly direction for a distance of 23 metres.
74. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Coronation Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 16 metres.
75. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Coronation Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 18 metres.
76. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Coronation Street and extending in a southeasterly direction for a distance of 28 metres.
77. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of

- Simeon Street commencing at a point 107 metres northwest of its intersection with Sugden Street and extending in a northwesterly direction for a distance of 34 metres.
78. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Sugden Street and extending in a northwesterly direction for a distance of 12 metres.
79. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Sugden Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 12 metres.
80. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Sugden Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 12 metres.
81. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Sugden Street and extending in a southeasterly direction for a distance of 7 metres.
82. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at a point 68 metres southeast of its intersection with Sugden Street and extending in a southeasterly direction for a distance of 9 metres.
83. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 11 metres.
84. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Athelstan Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 21 metres.
85. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Athelstan Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 20 metres.
86. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Athelstan Street and extending in a southeasterly direction for a distance of 8 metres.
87. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southwest side of Simeon Street commencing at its intersection with Milton Street and extending in a northwesterly direction for a distance of 8 metres.
88. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Milton Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this

section of Milton Street and ties in to the existing stopping restrictions continuing further southwest that are not affected by this project.

89. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Milton Street commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further southwest that are not affected by this project.

Stopping and Parking Restrictions – East / Northeast Side (including side roads)

90. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Simeon Street commencing at a point 38 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary, and extending in a southerly direction for a distance of 130 metres.
91. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles on the east side of Simeon Street be restricted to a maximum time limit of 3 minutes between 8:00 am and 9:30 am and between 2:00 pm and 4:00 pm on school days only, commencing at a point 168 metres south of its intersection with Brougham Street when measured in a straight line parallel with the Simeon Street boundary and extending in a southerly direction for a distance of 29 metres.
92. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Simeon Street commencing at a point 197 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary and extending in a southerly direction for a distance of 41 metres.
93. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the east side of Simeon Street commencing at a point 288 metres south of its intersection with Brougham Street when measured in a straight line parallel to the Simeon Street boundary and extending in a southerly then southeasterly direction for a distance of 25 metres.
94. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 78 metres northwest of its intersection with Rosewarne Street and extending in a northwesterly direction for a distance of 5 metres.
95. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 50 metres northwest of its intersection with Rosewarne Street and extending in a northwesterly direction for a distance of 6 metres.
96. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosewarne Street and extending in a northwesterly direction for a distance of 5 metres.
97. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Rosewarne Street commencing at its intersection with Simeon Street and extending in a northwesterly direction for a distance of 35 metres. This reinstates existing stopping



restrictions on this section of Rosewarne Street and ties in to the existing stopping restrictions continuing further northwest that are not affected by this project.

98. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Rosewarne Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 12 metres. This reinstates existing stopping restrictions on this section of Rosewarne Street.
99. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosewarne Street and extending in a southeasterly direction for a distance of 12 metres.
100. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Coronation Street and extending in a northwesterly direction for a distance of 18 metres.
101. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 29 metres. This reinstates existing stopping restrictions on this section of Coronation Street.
102. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Coronation Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 28 metres. This reinstates existing stopping restrictions on this section of Coronation Street.
103. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Coronation Street and extending in a southeasterly direction for a distance of 16 metres.
104. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 48 metres southeast of its intersection with Coronation Street and extending in a southeasterly direction for a distance of 7 metres.
105. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Sydney Street and extending in a northwesterly direction for a distance of 11 metres.
106. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Sydney Street and extending in a southeasterly direction for a distance of 11 metres.
107. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 21 metres northwest of its intersection with Elstow Place and extending in a northwesterly direction for a distance of 6 metres.

108. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Elstow Place and extending in a northwesterly direction for a distance of 8 metres.
109. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Elstow Place and extending in a southeasterly direction for a distance of 11 metres.
110. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Bletsoe Avenue and extending in a northwesterly direction for a distance of 52 metres.
111. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Bletsoe Avenue and extending in a southeasterly direction for a distance of 17 metres.
112. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 24 metres southeast of its intersection with Bletsoe Avenue and extending in a southeasterly direction for a distance of 7 metres.
113. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosebery Street and extending in a northwesterly direction for a distance of 10 metres.
114. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Rosebery Street and extending in a southeasterly direction for a distance of 10 metres.
115. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Meadowville Avenue and extending in a northwesterly direction for a distance of 66 metres.
116. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at its intersection with Meadowville Avenue and extending in a southeasterly direction for a distance of 113 metres.
117. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop for scheduled bus services only (per the definition of bus service in Section 5 of the Land Transport Management Act 2003) be installed on the northeast side of Simeon Street commencing at a point 113 metres southeast of its intersection with Meadowville Avenue and extending in a southerly direction for a distance of 13 metres. This reinstates existing Metro Bus Stop ID 54021.
118. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northeast side of Simeon Street commencing at a point 126 metres southeast of its intersection with Meadowville Avenue and extending in a southeasterly direction to its intersection with Milton Street.

119. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the northwest side of Milton Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 34 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further northeast that are not affected by this project.
120. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles is prohibited at all times on the southeast side of Milton Street commencing at its intersection with Simeon Street and extending in a northeasterly direction for a distance of 30 metres. This reinstates existing stopping restrictions on this section of Milton Street and ties in to the existing stopping restrictions continuing further northeast that are not affected by this project.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand’s carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Little River Link Cycle Connections Improvements project was included within the Transport Choices programme due to alignment with the “deliver strategic cycling/micro mobility networks” investment category of the programme.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
  - Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of

business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

### Project Options Considered

- 4.3 The following three options were considered with only option 3 being put through scheme design.
- 4.3.1 Option 1 - Low impact cycle treatments such as painted markings, low complexity stick on type physical road improvements and wayfinding. This option was dropped as it did not meet the latest requirements for Waka Kotahi cycle facility design which places a greater emphasis on separated cycle facilities that better cater for at risk and less confident user groups. Therefore this would be unlikely to gain funding through the Transport Choices programme.
- 4.3.2 Option 2 - Uni-direction in road cycle lanes. This option was rejected as it did not provide separation and would require the removal of all on street parking which would most likely not have been supported by the residents of Simeon Street. The lack of separation means this would be unlikely to gain funding through the Transport Choices programme.
- 4.3.3 Option 3 - Bi-directional separated cycle facility on the east side of Simeon Street. This scheme was retained as it met Waka Kotahi design guidance and maintained the highest level of on street parking which was considered to attract the greatest support from the residents of Simeon Street.

## 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:
- 5.1.1 Spreydon Ward
- 5.1.2 Waihoru Spreydon-Cashmere-Heathcote Community Board
- 5.2 Simeon Street has been selected for a cycle facility to progress the strategic cycle network providing connectivity from residential areas to major cycle routes and key facilities.
- 5.3 Simeon Street is categorised as a local road with an average daily traffic count ranging from 2,250 vehicles per day, adjacent to the Barrington Mall, to 1,774 vehicles per day north of Coronation Street. Pedestrian, cycle, and scooter counts were taken on Simeon Street between Milton Street and Athelstan Street in February 2023 between 7:00 am and 6:30 pm providing the following data.

North bound			South bound		
Scooter	Bicycle	Pedestrian	Scooter	Bicycle	Pedestrian
16	177	173	14	176	179

- 5.4 The numbers of people currently choosing Simeon Street over other cycle facilities in the surrounding area highlights the desirability of Simeon Street to connect into the wider existing cycle network. Currently Simeon Street does not have a cycle facility so has a poor level of service for less confident and more at-risk cycle groups such as children.
- 5.5 Simeon Street currently has the following characteristics:
- One bus route, the 120 running from Milton to Athelstan and Howard to Coronation streets.

- Trucking movements for the Barrington Mall entering Simeon Street from either Milton Street or Coronation Street.
  - Spreydon Fire Station is situated at 77 Simeon Street with vehicles exiting out of Simeon Street on to Coronation Street and Milton Street.
  - Te Kura Taumata Addington School, with a role of 268 years 1-6, has its entrance adjacent to Simeon Park.
  - Approximately 225 residential properties.
  - Connects two major cycle routes, Little River Link and Quarryman's Trail.
- 5.6 The proposed design, refer **Attachment A**, provides for a bi-directional cycle facility on the east side of Simeon Street between Milton Street and Brougham Street with the following additional facilities:
- Cycle and pedestrian crossing facility at Coronation Street.
  - Signalised crossing on Milton Street.
  - Pedestrian crossing facility south of Howard Street.
  - Pedestrian crossing facility north of Andrews Crescent.
  - Raised platform at bus stop located at 14 Simeon Street.
  - Timed parking area adjacent to Simeon Park to cater for school pick up/drop off.

### Parking impacts

- 5.7 There are currently approximately 204 on-street parking spaces on Simeon Street from Milton Street intersection to Brougham Street. There are parking spaces available on the 11 side streets, however these have not been counted, as they are unaffected by the proposal.
- 5.8 There are approximately 115 parking spaces on the east side of Simeon Street, of which 76 will be removed under the proposed scheme to install the bi-directional separated cycle facility.
- 5.9 There are approximately 89 parking spaces on the west side of Simeon Street, of which 11 will be removed to maintain traffic flow under the proposed scheme.

### Responses to Public Consultation Feedback

#### Loss of parking

- 5.10 The preferred option is a compromise between meeting Waka Kotahi's Transport Choices design parameters for cycle projects and minimise the loss of parking to residents on Simeon Street. Since the consultation there have been six additional parking spaces removed over four locations in response to the Safe Systems Audit. Six parking spaces have been added adjacent to Simeon Park with P3 at school drop off and pick up times.

#### School Safety

- 5.11 Two pedestrian crossings have been added to allow for safer crossing of Simeon Street in the vicinity of the Addington School entrance at Simeon Park. This will also make Howard Street a safer option for parents to park thus providing greater numbers of safe parking options to parents.

#### Sentiment that a cycleway is not needed

- 5.12 Comments were received that Simeon Street is sufficiently wide enough for current demand, the scheme will make property access less safe, and that money could be better spent elsewhere.



- 5.13 Physical separation of the cycleway is a Waka Kotahi design requirement for streets with the volume carried by Simeon Street. The physical separation caters for those less confident and at-risk groups, such as children, that these facilities are aimed to attract. It is noted that some confident cyclists may be more comfortable with the current situation and that bi-directional cycleways do have some minor additional risk associated with driveways. This is outweighed by the additional protection provided by the physical separation, noting that Simeon Street has regular truck and bus movements.
- 5.14 Transport Choices funding is not transferable to projects outside of the current allocation, and projects allocated funding from Waka Kotahi are required to meet Waka Kotahi's design requirements for funding to be approved.

Concern over the width of Simeon Street for the movement of traffic

- 5.15 There is some concern around navigating around parked cars, driveways and intersections, including concern for fire trucks turning out of the fire station. The narrowing of streets leads to overall lower vehicle speeds, which when combined with the approved change to a 30kph limit on Simeon Street, will result in a safer environment for all road users.
- 5.16 The consultation plan included No Stopping lines adjacent to the fire station to allow for fire trucks to exit. Post-consultation, the separator width has been reduced further to maximise space for fire trucks to manoeuvre. Parking restrictions have been proposed strategically to prevent parked vehicles from becoming an obstruction to the movement of traffic.

Cycleway extension

- 5.17 A connection to Quarryman's Trail at Roker Street was requested. This section of Simeon Street has very low traffic volumes so the impact to residents currently outweighs the benefits of continuing the bi-directional cycle facility at this location.

Wayfinding / road sharing signage

- 5.18 More signage for cyclists, such as more road paint markings at intersections, give way signs, and a wayfinding sign from the cycleway has been requested. The detailed design stage will include a check that all signage/road markings/wayfinding is in accordance with best practice.

Reduce speed for this area

- 5.19 The speed limit on Simeon Street has been approved as 30kph as part of the Safe Speed Neighbourhood's project.

Preference for other routes to be prioritised and improvements at other locations

- 5.20 Simeon Street is considered a priority due to the location of Barrington Mall, the connection of two major cycleways, location of Te Kura Taumata Addington School and the number of cyclists currently using this street. Requested cycle connections to Spreydon Domain and Barrington Park are outside the scope of this project.

Request for a fully signalised crossing at Coronation Street

- 5.21 Current traffic volumes do not promote the use of a signalised crossing at the Simeon Street / Coronation Street intersection.

Additional traffic calming for the Howard Street / Simeon Street intersection

- 5.22 The kerb buildouts proposed at the Howard Street / Simeon Street intersection cannot be increased further as this would impede the bus on the 120 route.

Resurfacing Simeon Street

- 5.23 Reseals are carried out under the maintenance contract/budget and are programmed a year in advance, with Simeon Street not programmed for this financial year.

**Public Consultation Te Tukanga Kōrerorero**

- 5.24 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.25 In early June, staff met with Barrington Mall to discuss the upcoming project and access concerns. Barrington Mall raised concerns with the overall project and asked a number of questions about their entrance and turning circles for heavy vehicles. Staff provided a response for these questions on the safety assessments conducted for trucks accessing the mall.
- 5.26 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, Environment Canterbury, Mahaanui Kurataiao, Te Kura Taumata Addington School, The Spreydon Neighbourhood Network and Barrington Mall. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.27 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets. Those who live on Simeon and side street intersections received consultation letters with scheme plans.
- 5.28 Two Newsline stories were published and picked up by local media outlets. Digital screens advertised the consultation in Civic Offices, as well as newspaper advertising in The Star and The Southern View. An online targeted advertising campaign ran for the entire consultation period.
- 5.29 A Christchurch wide cycling event, “Christchurch Winter Solstice Matariki Night Light Bike Ride” was attended, and flyers were distributed to ensure cyclists had access to the different projects.
- 5.30 Local residents adjacent to the Milton Street raised signalised crossing were doorknocked during consultation to ensure they were aware and understood how to provide feedback. Total responses were limited, but positive about the crossing.
- 5.31 During consultation, staff met with Fire and Emergency NZ to discuss raised platforms and turning circles, and the impact on response times. Fire and Emergency NZ recommended the plan be updated with more no stopping lines to improve the turning circle for fire trucks. They also recommended that CCC and Waka Kotahi should work with FENZ more closely on raised safety platforms across the city, especially in areas with fire stations.
- 5.32 After consultation, staff met with Te Kura Taumata Addington School to discuss parent and bus parking and safety issues crossing Coronation and Howard. P3 parking on Simeon and other entrances to the school was requested, as well as addressing the lack of pedestrian crossings from Howard Street to the school.
- 5.33 After consultation, a public street meeting was also held with staff, the Simeon Park Community group, local residents and elected members to observe traffic behaviour after school and discuss additional improvements and safety concerns, particularly near Harrow Street.
- 5.34 Key stakeholder meetings were also hosted throughout and after consultation, with Spokes, St John, NZ Police and Disabled Persons Assembly, to further inform projects in the Way Safer Streets program.

### Summary of Submissions Ngā Tāpaetanga

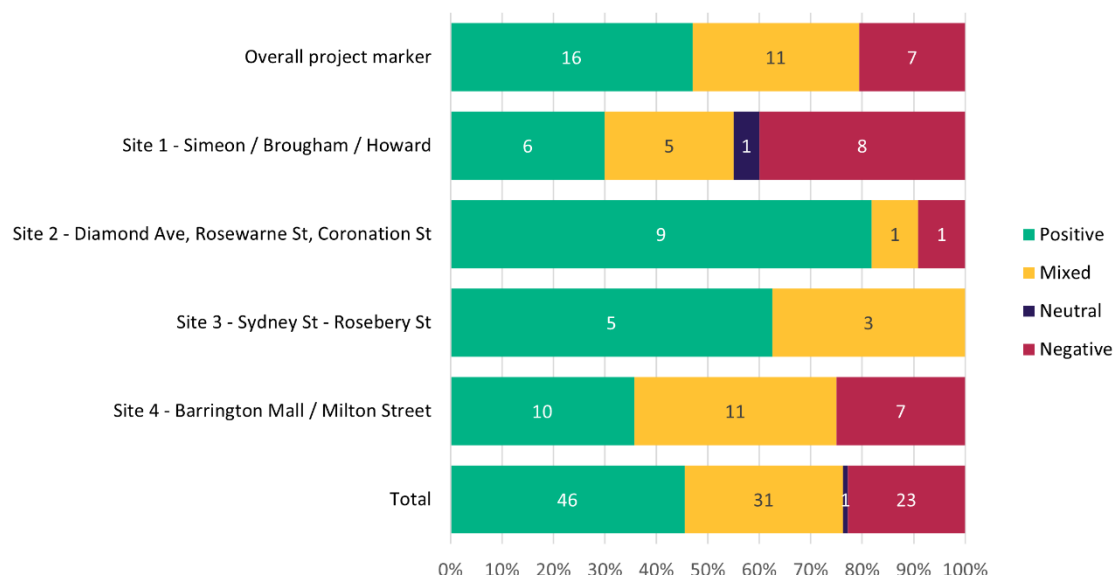
- 5.35 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.36 A total of 106 submissions and 101 comments were made on the project. 95 submissions were made in the interactive [Social Pinpoint Map](#), and 11 submissions were made via email/PDF. Submissions were made by Addington Te Kura Taumata, Fire and Emergency NZ, Disabled Persons Assembly, the Waihoru Spreydon-Cashmere-Heathcote Community Board and 102 individuals. All submissions and comments are available in **Attachment B**.
- 5.37 On the [Social Pinpoint Map](#), the project received a total of 229 upvotes, 58 downvotes, and 101 comments:

#### Summary from social pinpoint interactions

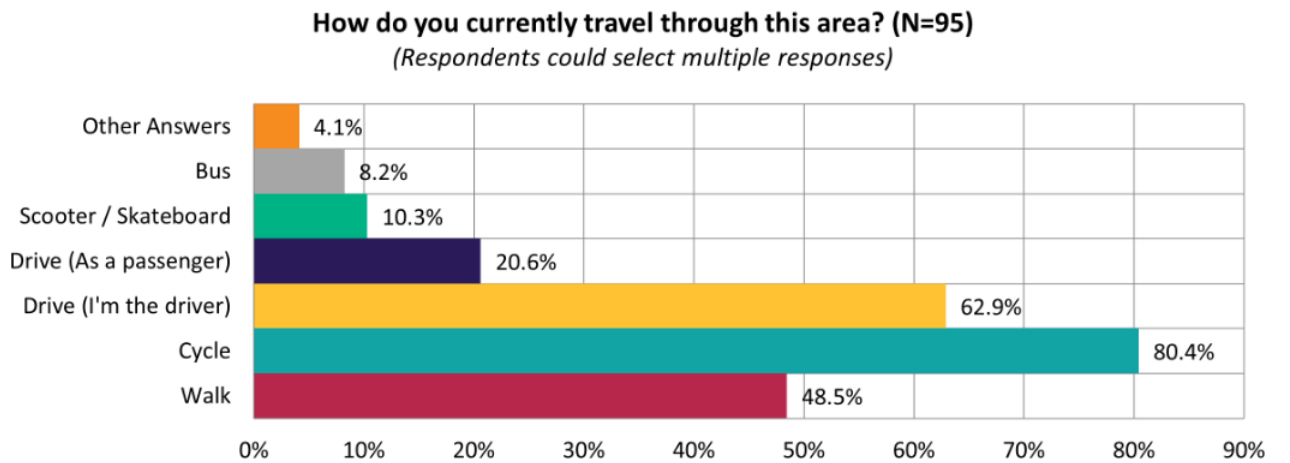
Project pin	Comments	Upvotes	Downvotes
Overall project pin	34	77	13
<b>Site 1</b> – Simeon St / Brougham St/ Howard St	20	36	13
<b>Site 2</b> - Diamond Ave, Rosewarne St, Coronation St	11	39	9
<b>Site 3</b> - Sydney St - Rosebery St	8	28	8
<b>Site 4</b> - Barrington Mall / Milton St	28	49	15
Total	101	229	58

- 5.38 For comments, sentiment was most positive for the Diamond Avenue, Rosewarne Street, Coronation Street scheme plan. 45.5% of comments on this project were positive, followed by 30.7% mixed.

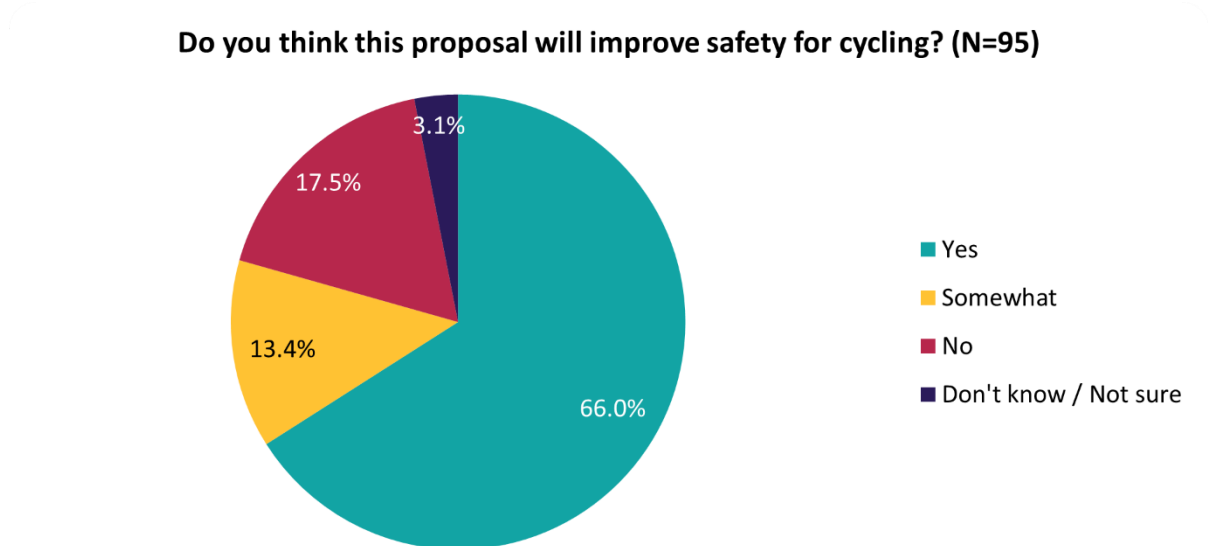
#### Comment sentiment (101 comments)



- 5.39 Submitters were asked for their methods of travel through this area. The majority (80.4%) of submitters cycle through this area:



5.40 The majority of submitters felt that this proposal would improve safety for cycling (66.0%):



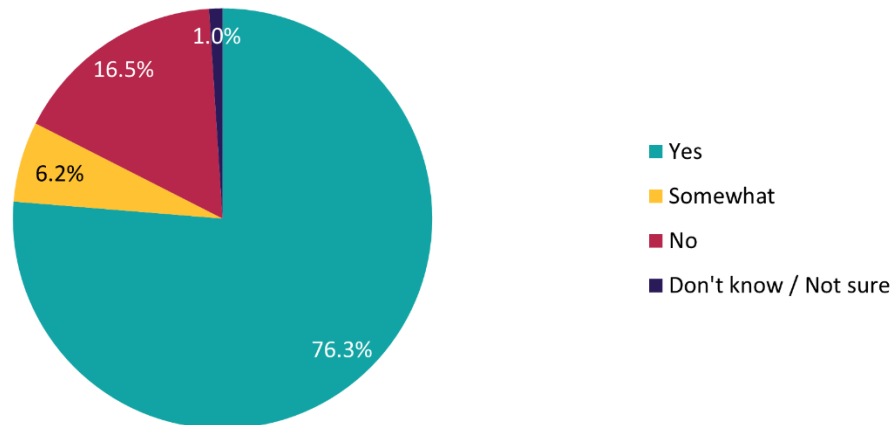
5.41 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Simeon Street, Coronation Street), live in local suburbs (i.e. Spreydon, Somerfield), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
Yes	11	45	7
Somewhat	2	8	3
No	2	13	1
Don't know/not sure	0	3	0

5.42 The majority of submitters also support the raised signalised crossing on Milton Street (76.3%):



Do you support the raised signalised crossing on Milton Street? (N=95)



5.43 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Support the bidirectional cycleway</b> <ul style="list-style-type: none"> <li>Focused on the need for cycleway connections and how useful this link would be</li> </ul>	39	41	80
<b>Support the Milton Street and Coronation Street crossing treatments</b> <ul style="list-style-type: none"> <li>Most mentioned that a connection was needed for Milton Street</li> <li>Some mentioned enhanced cyclist safety on Coronation Street given the traffic volumes</li> </ul>	22	13	35
<b>Concern on loss of parking</b> <ul style="list-style-type: none"> <li>Concerns that this plan takes away too many car parks to sustain future need with housing intensification</li> </ul>	14	16	30
<b>Feel that a cycleway is not needed here</b> <ul style="list-style-type: none"> <li>Perception that Simeon Street is sufficiently wide enough for current cyclist demand</li> <li>Safety concern for about coming out of their driveways</li> <li>Dispute cycleway location and how money could be better spent elsewhere</li> </ul>	17	12	29
<b>Concern about loss of parking specifically outside the school</b> <ul style="list-style-type: none"> <li>Perceive that it will be more difficult for parents to safely take their children to school, and that it's already difficult enough to navigate</li> <li>Suggestions to remove the berm outside the school to retain some parking</li> </ul>	8	10	18
<b>Concern on width of road for cars as a result of the cycleway</b> <ul style="list-style-type: none"> <li>Concern around navigating single lane stretches, driveways and intersections, including concern for fire trucks turning out of the fire station</li> </ul>	8	9	17
<b>Other concerns</b> <ul style="list-style-type: none"> <li>Preference for other routes to be prioritised</li> <li>Concern about safety of a bidirectional cycleway</li> <li>Concerned with the 'dogleg' at Milton Street and Coronation Street crossings for cyclists trying to head into town – some may cycle over the grass</li> </ul>	15	14	29



Requests	Number of comments	Number of submissions	Total mentions
<b>Further traffic calming / pedestrian crossings</b> <ul style="list-style-type: none"> <li>More pedestrian crossings near the school</li> <li>A fully signalised crossing at Coronation Street</li> <li>A connection to Barrington Park</li> </ul>	9	16	25
<b>An extension of the cycleway</b> <ul style="list-style-type: none"> <li>A connection to Quarryman's Trail via Roker Street, as well as through Spreydon Domain and Barrington Park</li> </ul>	9	12	21
<b>A better connection for cyclists to Barrington Mall</b> <ul style="list-style-type: none"> <li>Lack of a clear crossing point to Barrington Mall</li> </ul>	10	8	18
<b>Wayfinding / road sharing signage</b> <ul style="list-style-type: none"> <li>More signage for cyclists, such as more road paint markings at intersections, give way signs, and a wayfinding sign from the cycleway</li> </ul>	5	5	10
<b>Reduce speed for this area</b> <ul style="list-style-type: none"> <li>On Simeon Street where the cycleway is proposed, but particularly near the school</li> </ul>	1	9	10
<b>More traffic calming for the Howard Street intersection</b> <ul style="list-style-type: none"> <li>Kerb buildout not wide enough, requests for beautification (landscaping and trees) and additional pedestrian crossings at this intersection and near it on Simeon Street to cater to Addington Te Kura Taumatua School</li> </ul>	6	3	9
<b>Resealing road</b> <ul style="list-style-type: none"> <li>Making the cycleway as smooth as possible</li> <li>Focus on resealing the road instead of doing the project altogether</li> </ul>	1	6	7

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2 Transport

6.2.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO2 equivalents
- Level of Service: 10.5.3 More people are choosing to travel by cycling -  $\geq 12,500$  average daily cyclist detections
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction

### Policy Consistency Te Whai Kaupapa here

6.3 The recommendations of this report are consistent with Council's Plans and Policies, in particular:

- 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

#### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

#### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.7 The decisions in this report are likely to:
  - 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.
- 6.10 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or

cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety.” Transport Choices projects have been designed in accordance with these requirements.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - the total project estimate is \$1,400,000. This is inclusive of all project costs.
- 7.2 Maintenance/Ongoing costs – \$15,750 per year additional costs associated with coloured surfacing, cycle lane separators, new signalised crossing and sweeping costs. These costs will be eligible for Waka Kotahi subsidy at Council’s 51% Funding Assistance Rate. The net maintenance cost for the total Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 ID 72760, Transport Choices 2022 – Little River Link Cycle Connections \$4,303,242
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council’s share.
- 7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.5.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.5.2 Project costs are in accordance with expectations.
  - 7.5.3 Ability to deliver the project prior to June 2024.
- 7.6 The staff recommendations of this report include that Council’s approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023/24.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

## Other Legal Implications Ētahi atu Hīraunga-ā-Ture



- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

Item 6

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Scheme design for council approval	23/1351970	107
B 	Simeon Street - Submission Table (Public)	23/1371338	111

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

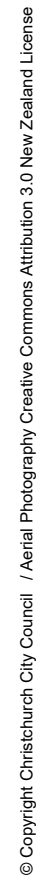
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

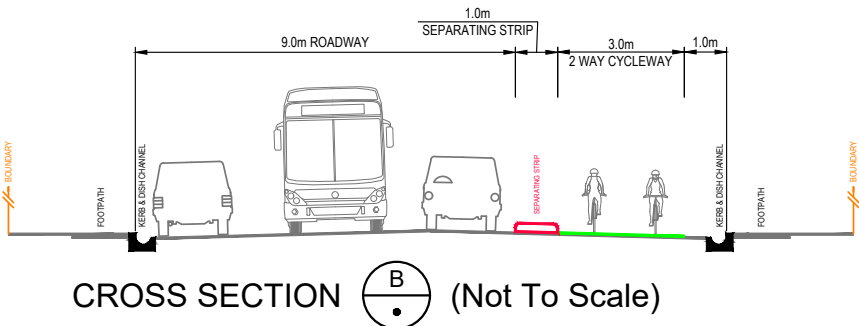
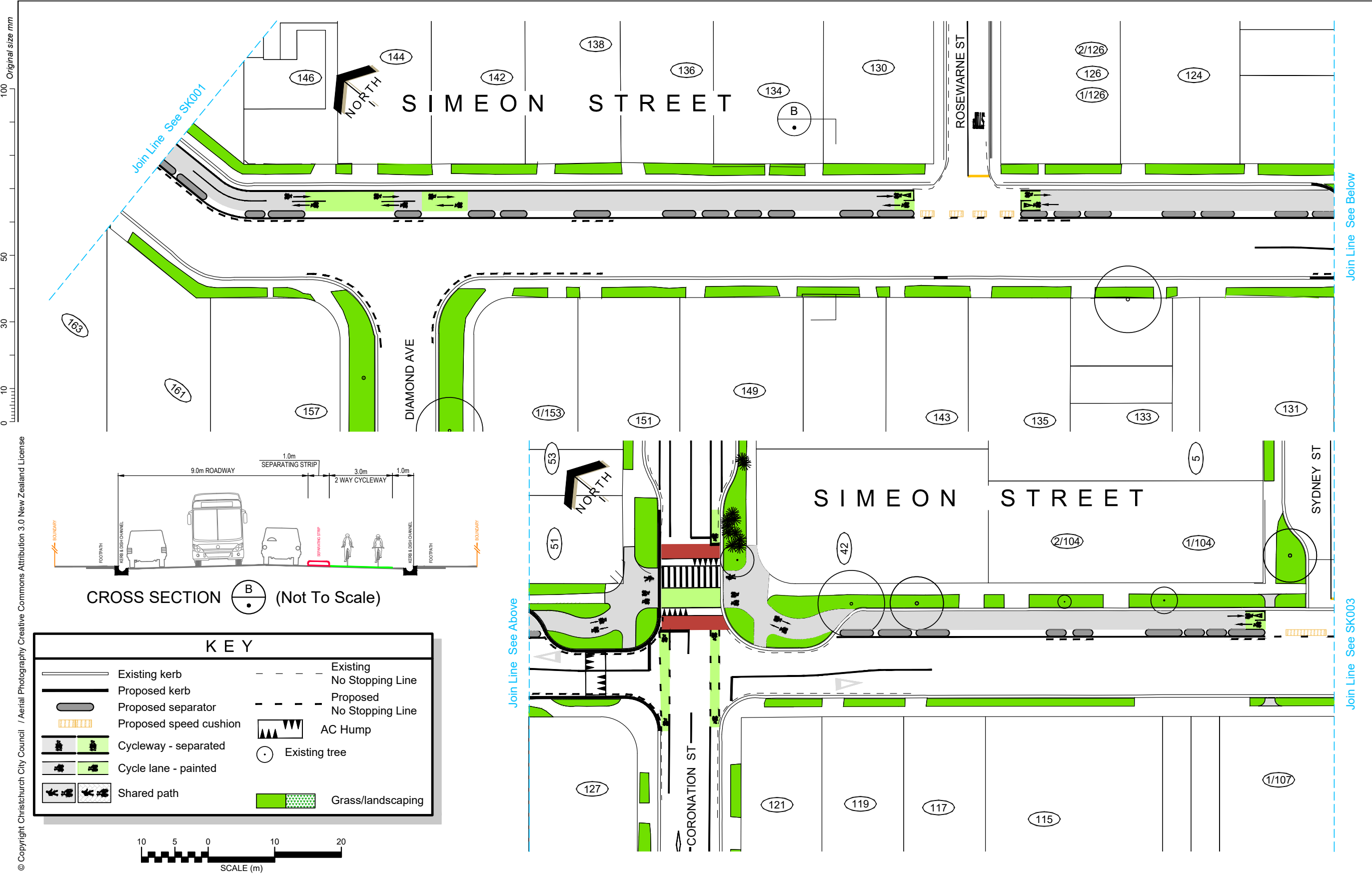
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories Ngā Kaiwaitohu

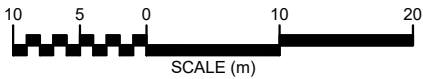
<b>Authors</b>	Ryan Rolston - Programme Manager Andrew Cameron - Project Manager Samantha Smith - Engagement Advisor Ann Tomlinson - Project Manager
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

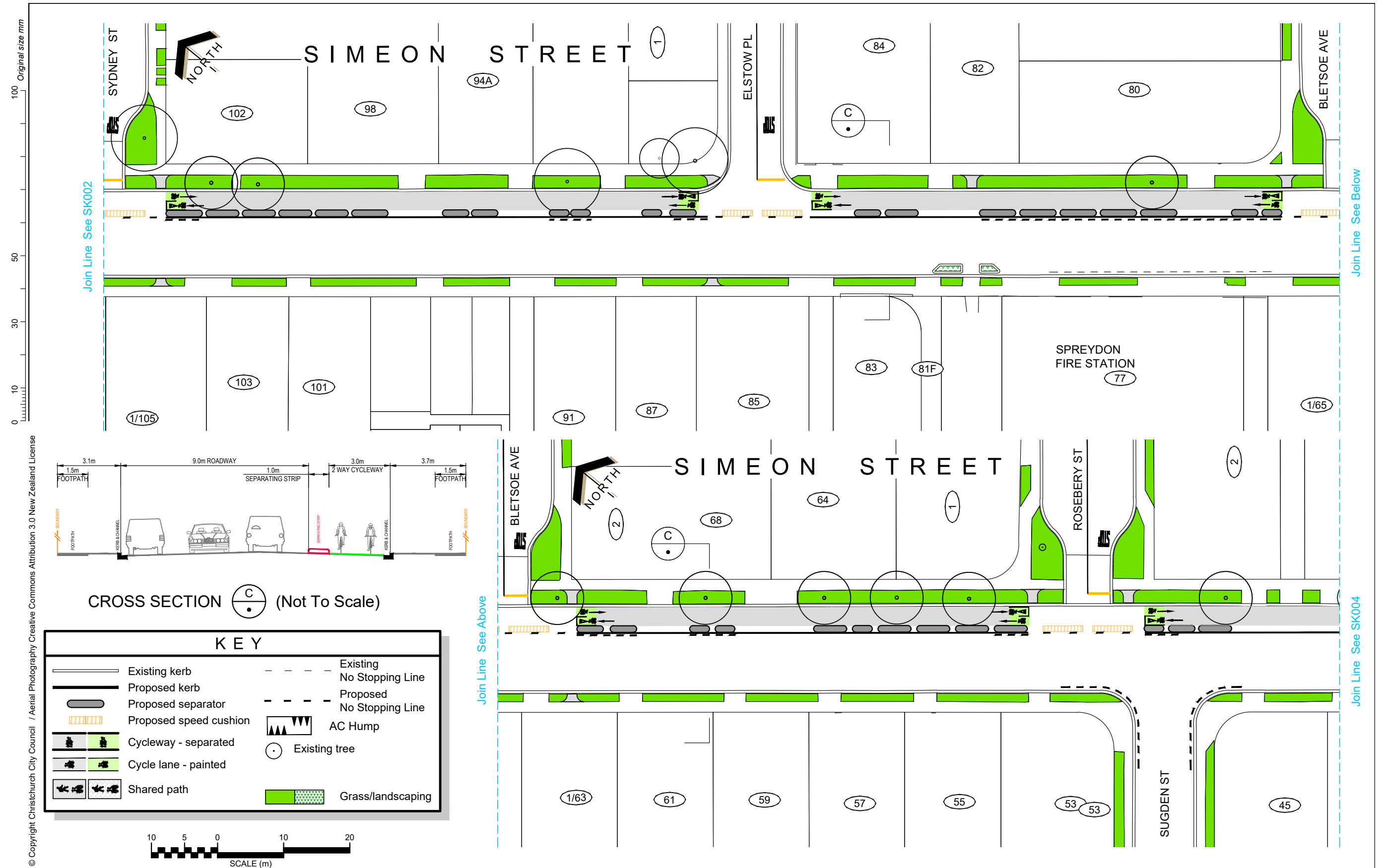


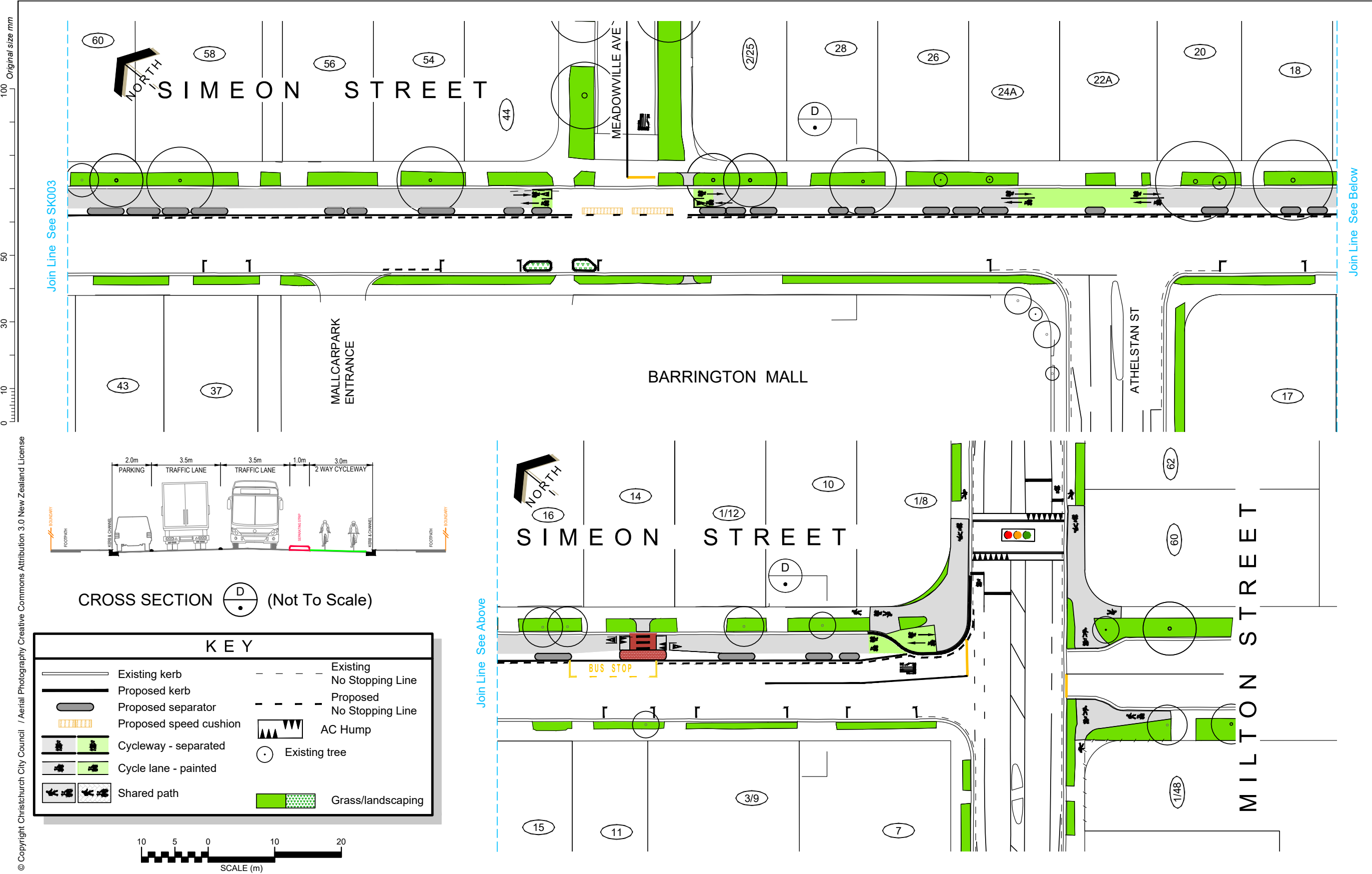




KEY			
	Existing kerb		Existing No Stopping Line
	Proposed kerb		Proposed No Stopping Line
	Proposed separator		AC Hump
	Proposed speed cushion		Existing tree
	Cycleway - separated		Grass/landscaping
	Cycle lane - painted		
	Shared path		







## Submissions table – Simeon Street cycle connection, June/July 2023

### Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cycling?	Do you support the raised signalised crossing on Milton Street?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10102	N/A	N/A		See submission attachment 10102	Steve Kennedy - Fire and Emergency NZ
10104	N/A	N/A		See submission attachment 10104	Callum Ward - Waihoru Spreydon-Cashmere-Heathcote Community Board
10106	N/A	N/A	I think a raised signal crossing at Coronation st is also required. I do not think we need a curbed cycleway from coronation st to brougham st part of Simeon St. I am happy to ride on the road (perhaps with painted lanes and separators (like on park tce) with speed restriction to 30km along this stretch also. I would like something similar along both sides of Howard st, which car are much more likely to speed along and often do) . I would like to see a dedicated pedestrian crossing for children crossing from Howard st to the shcool & I would like to see the crossing having landscaping and trees at that intesection too. The curbing for a cycleway would make it difficult to turn right into Howard st from Simeon St when traveling south/south east. At the same time you could make Howard st fully tree lined, with cyclelanes and angel parking, it could be beautiful, uplifting the spirits of the people living here. (its currentl y pretty grey and sad).	The howard st/simeon st intersection is often used for donuts by cars so making it safer for cyclists and walkers would be fantastic.  See submission attachment 10106	Rebecca Finch
10002	Yes	Yes	The design is very well thought through. If the loss of parking is unacceptable to community then simply traffic calming the corridor and making the intersection improvements would be worthwhile too.	see photos attached  See submission attachment 10002	John Lieswyn
10009	Yes	Yes	This submission is on behalf of our whole family of eight (two parents, four children and two grandparents). We fully, completely and enthusiastically support all of the Simeon Street cycleway proposal. The most important parts for us is simplifying the crossing of Coronation street, and the traffic lights on Milton Street which are about 20 years overdue.	This submission is on behalf of our whole family of eight (two parents, four children and two grandparents). We fully, completely and enthusiastically support all of the Simeon Street cycleway proposal. The most important parts for us is simplifying the crossing of Coronation street, and the traffic lights on Milton Street which are about 20 years overdue.	Richard Wesley
10011	Yes	Yes			Izaak Wybourne
10013	Yes	Yes	Extend the cycling connection south of Milton St to join Rocker Street. Retain the offset of Simeon Street at Coronation Street for vehicle safety.  Continue the cycleway north all the way to the signalised crossing.  How will this cycleway tie in with the proposed bridge over	Consider how these improvements will align with the Brougham Street overbridge	Martin Peat



### Submissions table – Simeon Street cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Do you support the raised signalised crossing on Milton Street?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
			Brougham Street? Would the cycleway be better on the west side of the road so that it links directly to the bridge ramps?		
10015	Yes	Yes	The transport links for South Intermediate walkers, scooters, bikers, etc could be improved significantly from the Selwyn-Milton intersection all the way to the school. Even painted lines would help. There was an innovating streets plan to tidy that intersection up but nothing happened.	The cross-sections with one bus in the middle and two parked cars on either side don't make sense and the plans for the carriageway seem incomplete. I'm sure that parking restrictions in the final plan will maintain two-way traffic, but you'll get a lot of pushback on that point.	Justin Rogers
10017	Yes	Yes	separate cyclway like the Quarryman		Raviv Carasuk
10018	No	No	this is a very safe place to cycle already. nothing needs to be done to improve it. And wasting rate payers' money (that we have no choice about paying) on a project to make our lives more difficult is absolutely unappreciated.	This whole plan will make it difficult for parents to safely take their children to school. It will make it very difficult to park work vehicles, and reduce the residents will to exist within this city. At absolutely no benefit to cyclists.	Nathanael Brown
10034	Don't know / Not sure	Somewhat	This will lose street parking for home owners and lose drive way access while in construction we are against this proposal		Nigel Thomas
10035	No	No	leave as it is, road wide enough for bikes & cars. Car parks needed for school drop off/pick ups. Cycleways take up too much road and creates danger for pedestrians getting knocked over by cyclists. Footpath in Barrington park needs to be finished to make safer for cyclists, pedestrians, aging community and parents with prams. Barrington park is unsafe for everyone with the footpath having a hard surface free of mud/water. Finish the footpath in Barrington Park before putting huge amounts of money into a cycleway where it is not needed. Also where are all the tenants/owners of all the tiny twostorey units going to park if you take all the street parking away. Common sense needs to be taken into consideration. Please don't waste our Council Rate money on things that are not needed. Colins Street and Grove Road, Addington are a nightmare for people walking, having to keep eyes open so you don't get knocked over by a cyclist that has happened quite a few times already.	where is the parking for parents to pick up/drop off Addington School children. Some parents have babies, young children and there is no place inside the school grounds to drop off kids especially in the winter months in the pouring rain. Consideration needs to be given for parents and the school. Where will the buses park when the school goes on excursions? They currently park on the park side as there is no room on the other side. The main entrance to Addington School is Brougham Street which is a 60km zone and not safe for children. There is another entrance off Somerset Crescent and that is way too narrow for a bus to navigate so the question remains, where will there be enough parking for buses to pick up children from Addington School.	Ann-Cherie Manawatu-Pearcy
10047	No	No		I live on Simeon. This lane will run past my house. I have a disability and as such do not reverse my car into Simeon Street to leave my property. I reverse into my property so I am always coming onto the street forwards. To perform this maneuver I will pull over and wait for the road to be clear on both sides. I check for cyclists, cars and pedestrians. I need to consider the two side streets close to my house and cars exiting the Mall. Some days I wait 5 plus minutes before making my move. Can someone please tell me how I am to do this when I will no longer be able to pull over on my side of the street. You are endangering my safety and restricting my use of my property. I would never buy a house with a cycle lane in front - but now I will own one. I'm devastated. You have not conversed with the residents once. You have only catered for	Lee Hogsden

### Submissions table – Simeon Street cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Do you support the raised signalised crossing on Milton Street?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
				one demographic. Did you at any stage contemplate a less intrusive, less heavy handed design? Why must these lanes dominate small side roads.	
10052	Somewhat	Yes		<p>Addington school drop off areas will be effected. Is it maybe possible to not loose parking outside the park but to put cycle lane within park edge?</p> <p>A significant number of properties are continuously being developed along the route which smash up the foot path temporary, would be good to see the new cycle path protected through restrictions on the damage or duration of the damage.</p> <p>I skateboard most days along this route, it's not too busy with traffic, but would be great to have sadder crossings of coronation and Milton.</p>	Rico Parkinson
10062	Yes	Yes	<p>Additional crossing points across Simeon to access side streets, eg Athelstan, Sugden, Diamond, etc. would go a long way to improve safety for daily commuters to school and work in the area. Currently I'm concerned that it will actually reduce safety for cyclists who regularly access streets on the west side of Simeon Street.</p> <p>Additionally, the path through Barrington park is a massive cycle and pedestrian access to the shopping centre and connecting Barrington Street to eastern streets such as Sugden and Simeon streets, and the sodden pond that the gravel pathway becomes every rain fall at the southwest corner of the path is untenable. This should be appropriately paved with a drainage path appropriately planted, and the path should connect thoughtfully to pedestrian crossings at the shopping centre.</p>		Teresa Allpress
10070	No	Somewhat	this should not be just about the cycling. There will many people impacted by this idea - which I can only call "stupid". this will not make cycling safer in fact it will do the opposite as children. parents the elderly will have to cross the cycleway to get to the cars. there is limited parking on the street now and it creates chaos before and after school	<p>This idea is completely "stupid" Have you been and seen the parking in this area? People use Simeon Street alot to park in and walk/bike into tower junction. there is a perfectly good cycle way two streets over in strickland street why waste the money. There are alot of apartments being built in this street with no off street parking and in the ideal world these people will not have cars however our country is not at that stage yet therefore these cars will be on the road. my biggests concern however is the safety of the children at Addington School with limited parking the children will have to cross two road, plus the cycleway to get to their vehicles. If this crazy plan goes ahead i think the car parking available should be on the school side of the road and don't limit the amount of cars by putting parking places as indents on the road side.</p> <p>I strongly suggest the planners get out of the office and spend time sitting in Simeon Street at before school and after school to see the traffic flow</p>	Jackie McKenzie-Doig
10072	Somewhat	Somewhat	Please ensure vehicles have to give way to cyclists and pedestrians along this stretch. It is inequitable for cyclists and pedestrians to		Ernette Hutchings-Mason

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			have to give way to vehicles all the time. The raised crossing on Milton Street could be better aligned with the intersection of Simeon Street so pedestrians and cyclists don't have to go out of their way so much.		
10074	No	No	Direct cyclists to Selwyn St	<p>Bidirectional cycleways are dangerous - I have had many near misses on Hansons Lane with cars not looking in my direction when I am travelling against the flow of traffic.</p> <p>The Bus stop in the middle of the road is a terrible idea. That was trialled on Hills Road and reverted due to the issues it caused.</p> <p>The exit from Simeon Street to Milton Street is far too narrow for buses. There will be a back up of vehicles here causing traffic jams for both Athelstan and Simeon Streets. If someone wants to go straight across Milton, or turn right, they will hold up traffic for a long time as none of the left turning traffic will be able to get past them.</p> <p>There are many new housing intensification projects in the area, some of which are converting one house with one household to 4 or 5 households. If each household has 2 cars, then you are going from 2 cars to 10 cars for what was one house. Most of those cars will need to park on the street, yet you are planning on removing all the parking from one side of the street!</p> <p>There is a fire station on Simeon St. How is the fire truck supposed to get out of Simeon St in an emergency if you basically prevent vehicles from moving off the road to get out of their way due to the cycleway?</p> <p>Why does the signalised crossing on Milton St need to be raised? What will vehicles do when the lights are green and they are travelling over 50 km/h down the street? They will thump and bump over the raised area and cause damage to the road and sewer laterals underneath, as well as keeping all the nearby residents awake at night. Our sewer lateral has had to be repaired twice by the council in 3 years due to heavy traffic going over the road. If you install a raised platform it will just exacerbate the damage. I don't want to be going through the hassle of getting my sewer line inspected and waterblasted every year due to issues caused by a raised platform. How is a raised crossing any safer than a standard crossing? If a driver is unobservant enough to go through a red light, why would they notice that there is a speed hump at all? We think a safer option for pedestrians, cyclists and vehicles would be to have a crossing away from the intersection.</p>	Andrew Reynolds
10078	Yes	Yes		The bend on Simeon street near diamond ave heading towards Coronation is dangerous as it is for cyclists and cars. Cars park on the corner and you have to go over the middle of the road to get around the corner. Having the cycle lane will remove this. I am surprised there aren't yellow lines on that corner now.	Nick Shanks
10079	Yes	Yes	I don't think lights are necessary but easing the Coronation st/Simeon st intersection by tightening up the corners so drivers have to watch more of what's going on	Cycling to barrington mall has always had a little difficulty. It's just not made to be cycled to, along barrington st is far too dangerous. And there's little things like it's annoying for both cyclists and pedestrians to access the library,	Benny Gilling

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				especially with the major entrance into the car park right next to it. When I bike to the library I find myself needing to cut through the playground section of the park.	
10084	Yes	Yes	There are three main hazards I experience on my bike on this route. 1, inattentive drivers during the school run at the Brougham St end. 2, the misalignment of Simeon at either side of Coronation makes crossing Simeon complex when there is opposing traffic trying to effectively turn into your path, and even without, often traffic makes this slow and hazardous. 3, Milton St intersection is terrible at commute and school run times and requires speed and agility to negotiate.	As noted in the previous answer, the three main intersections of Brougham, Coronation and Milton are the main pain points.  I want to point out that they are ALSO pain points for pedestrians. The potential for children to walk more safely, and for older people to get to and from Barrington Mall with shopping etc should not be overlooked. Just watch people trying to cross Milton on foot at this intersection and having trouble even getting to the refuge in the middle of the road.	Stephen Judd
10088	No	No	Take the cyclway down to roker st 1 street further crossing at Barrington away from Milton. As traffic congestion & accidents are often at the Milton & Barrington intersection.	Please call if u want more information. [REDACTED]	Patricia Siataga

Organisations / Businesses

ID	Do you think this proposal will improve safety for cycling?	Do you support the raised signalised crossing on Milton Street?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10096	N/A	N/A		See submission attachment 10096	Chris Ford - Disabled Persons Assembly NZ
10100	N/A	N/A		Tēnā koutou katoa,  We are writing in regards to the proposed cycleway on Simeon St as part of the Way Safer Streets proposal.  We are broadly in favour of any proposal that seeks to encourage active transport in our area. However, we do have concerns around safe access to our school for both those who choose to drive and those who use active transport if this proposal goes ahead.  Background:	Jo Robertson - Addington Te Kura Taumata School

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				<p>Our school: Addington Te Kura Taumatua is a school of around 300 students situated on the south side of Brougham St between Simeon and Selwyn Streets. Almost two-thirds of our students come from the north side of Brougham st, crossing at either Simeon St or Selwyn St. The remainder of our students come from the south side of Brougham St, crossing Coronation St or Selwyn St to come to school. We have worked with both Waka Kotahi and CCC on safe crossings for our students, but for those using active transport, Selwyn St, Coronation St, and Brougham Sts remain dangerous crossings for our students and one of the reasons parents choose to drive their children to school.</p> <p>Our entrances: Addington Te Kura Taumatua has been in discussion with the CCC Community Travel Advisor about road safety at our entrances.</p> <p>There are 3 main entrances to the school. A small percentage of the students come through the gates on Brougham St, but most are split evenly between Somerset Crescent and Simeon Street. That means around 140 students are using the school entrance at Simeon Street each morning and afternoon. The Simeon Street entrance is also used by parents and staff of the Conductive Education Preschool which shares our site. This is a preschool for children with disabilities. Most of those families arrive in vehicles due to the physical disabilities of their children.</p> <p>Our Somerset Cres entrance is very dangerous due to the extremely narrow streets in the area. Our Brougham St entrance is likely to be unusable in the future due to</p>	



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				<p>proposed changes to Brougham St by Waka Kotahi. In our discussions with CCC we have concluded that our best option is to make the Simeon St entrance our main entrance to the school. We are currently working on signage and messaging to our parent community to encourage use of Simeon St. We expect that use of this entrance will increase in the future. The CCC have been investigating a 3 minute drop off zone beside Simeon Park for the school community. This investigation is underway currently.</p> <p>Proposal feedback:</p> <p>Site 1: Brougham St to Simeon Park</p> <p>1. Many commuters use this area, and many of our students come across Brougham st using active transport. We welcome changes to make it safer for them. However, we would like to ensure that at the end of the cul-de-sac there is a way to keep children safe from drivers u-turning. In the future this road will be closed to traffic turning into Brougham St, and so will be used more by cars u-turning, particularly at the busy school drop off times. In the current proposal, cyclists go straight onto the road where cars may be turning, which is unsafe.</p> <p>2. The lack of parking outside our school entrance way will cause considerable safety issues. This entrance way is very busy at present with many vehicles currently parking illegally on yellow lines and over driveways at school pick up times. The addition of the bike lane will remove many of the obvious parks for people picking up children from school. We can imagine that this will cause more unsafe behaviour. For example, people currently pull up onto the grass verge beside the school driveway to drop off</p>	

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				<p>children and then back out onto Simeon St. This kind of haphazard parking is likely to increase with fewer parking spaces available. We think that having a slow, shared road from Howard St to Brougham St would allow the provision of adequate longer term parking as well as a 3 minute drop off zone near the school entry.</p> <p>3. We would like a pedestrian crossing or raised platform on Simeon St near the school gates to further encourage slow driving.</p> <p>4. We are wholeheartedly in favour of changes to the layout of Howard St. This area has long been a hazard as cars turn very fast from Howard into Simeon. This will really help that issue. We would like an obvious pedestrian pathway from school and across Howard St. Raised platforms outside the school entry and at the Howard St intersection would encourage pedestrians to cross in those areas, and not randomly.</p> <p>Site 2: Diamond Ave to Coronation St</p> <p>1. The cycle lane here is an excellent addition to the area, and we are in favour of it. This section of the road is wide enough to cater to a separated cycle lane.</p> <p>2. We appreciate the changes to the crossing on Coronation St. The current layout is very dangerous for children and cycles to cross, with turning cars often not giving way to cyclists travelling straight through. We do have concerns that drivers who are turning east into Coronation St may not see or account for pedestrians and cyclists crossing. There needs to be adequate signage on Simeon St as well as Coronation St to warn of the crossing.</p> <p>Site 3 and 4:</p>	

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				<p>1. We fully support the cycle lanes in these areas. We also support safety additions to main pedestrian routes such as the pedestrian platform by the fire station.</p> <p>2. Our school zone finishes at Milton St and our students would be unlikely to be using this crossing. However, we support the use of a signalised crossing on this street.</p> <p>Thank you for the opportunity to offer feedback on this proposal. We would encourage you to come to our kura in person for a further discussion, and to see the issues first hand. If you would like to do this, please contact our School-Community Liaison, Jo Robertson on <a href="mailto:scl@addington.school.nz">scl@addington.school.nz</a>.</p> <p>Ngā mihi,</p> <p>Jo Robertson School-Community Liaison</p> <p>Donna Buchanan Principal / Tumuaki</p> <p>Fiona Deehan Presiding Member of the Board</p>	

Individuals

ID	Do you think this proposal will improve safety for cycling?	Do you support the raised signalised crossing on Milton Street?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
10001	Yes	Yes		I very much support this proposal. We live in Wigram and so have good access to the Little River Link but have no connection to the Quarryman's Trail. This will be a fantastic and important connection for those living in South West Christchurch. We oftentimes visit	Cody Cooper

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				Barrington but this is almost universally by car. With this change, I will be able to commute with my son by bike on protected cycleways the entire duration to visit the Park and local shops.	
10003	Yes	Yes	Make driving a little less convenient, speed bumps or obstacles help. This will reduce speed and improve safety of anyone not in a car.		David Moore
10004	Somewhat	Somewhat		We already cycle this route because it is a quiet road. So in that sense I would prefer busier routes be prioritized for improvements to cycling safety.	Digby Symons
10005	Yes	Yes	Ensure good, safe connections from Simeon St cycleway to Barrington Mall entrance and the Barrington library. Safe enough for kids aged intermediate school, slower or less confident people etc to be able to get to the library easily from this cycleway. Signalised crossing across Milton St is important, as Milton St can be busy and awkward to cross even with a traffic island.		Eline Thomson
10006	Yes	Yes		Wayfinding signs via the cemetery to the healthcare river would be good. It's a useful route.	Michael Clemens
10007	Yes	Yes	Traffic calming features along Rosewarne Street would be fantastic, similar to what already exists around the corner on Somerset Crescent. These streets are both narrow and 30km/h but traffic seems to be faster and less patient on Rosewarne Street. I frequently find drivers will try to squeeze past people on bikes when there isn't space to do so and encouraging slower vehicle speeds would help to prevent this.	I think this proposal is fantastic. It will make it much safer and more appealing to cycle along Simeon Street and will help to improve the link between the Quarryman's Trail and the central city. The proposed raised tables at Coronation Street and Milton Street (including the signalised crossing) look really good and will make it much easier to cross these streets, which at the moment can be quite difficult. As Rosewarne Street is narrower than other streets along this route and sightlines at the intersection with Simeon Street are currently obscured by fences and vegetation I wonder if it would be appropriate to include a raised crossing here as well to ensure drivers slow down and give way to people on bikes.	Sean Eustace
10008	Yes	Yes	Can't wait for the Brougham Street upgrades. These changes will improve the Street appeal of Simeon St considerably.		Robert Fleming
10010	Yes	Yes			David Grogan
10012	Somewhat	Yes	The most dangerous part is the northern end, where the road narrows just before the brougham junction, and cycles have to cross to get to the crossing. Cars often try to squeeze past cyclists here.		David Ripley
10014	Yes	Yes		Resurfacing along Simeon St for a smoother ride will be much appreciated, as well as the assistance of crossing Milton St :)	Natalie Brodie
10016	Yes	Yes	The road is quite narrow through this part of Coronation Street and the Coro St has a slight bend in it to the west of Simeon St. No parking for at least 34 car lengths on either side of Simeon St would greatly improve visibility. I like the concept of the website, but it would be really great if there was somewhere we could view all of the plans for each project in one place without having to click in and out of the map		Michele Dyer
10019	Yes	Yes	The intersection with Simeon and Coronation Streets will likely still cause problems for cyclists like it does for pedestrians. It's a great busy street so		Sarah Tester

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			perhaps some though needs to go in to how that would work with increased cycle traffic?		
10020	Yes	Yes	Increased lighting to improve cyclist safety	The junction at simeon street onto coronation street. Heading north, it is difficult to see cars coming from the west due to the fence of the house on the corner.	TJ Chan
10021	Yes	Yes	Thrilled to see the signaling at Milton St. I've stopped biking (trailer) our toddlers to daycare as crossing Milton is too hard, this will make a significant difference.	Hoping that this "narrowing" of the road by adding the cycle way stops some of the unsocial speeding down Simeon too - two birds one stone! Love the proposal, really pleased the excellent cycleway which currently terminates at Brougham St will continue.	Jamie Robinson
10022	Yes	Yes	This is a great proposal! It'd be good to see plenty of signage for all road users around Barrington Mall as that's likely to be where road users with various modes of transportation are likely to come in contact with each other. Additionally, there doesn't appear to be any clear way to get from the cycle way to Barrington Mall. A dedicated space for hook turns or another clearly marked and signed way to get to/from Barrington Mall from the cycleway is required. There is currently a kerb where you would likely need to turn from the cycle way to the mall entrance on Simeon Street that needs to be removed.	It's really great to see these connections in the cycleway network! Separated cycle infrastructure is helping people in Ōtautahi choose cycling as a mode of transportation. With the densification of housing in Spreydon and Addington, these separated connections to major cycleways will help those new to the suburb know that it's safe and easy to get around on a bicycle.	Erin Todd
10023	Yes	Yes	This is a fantastic proposal, but I am concerned how I will leave the cycleway to enter Barrington Mall on Simeon Street. Please add dedicated turning options, including space and signage, and remove the kerb across from the mall entrance.	I fully support this proposal and think that as many separated cycle facilities as possible should be added around the city. Please consider how users will get from the cycleways to their destinations, including turning across other traffic, including drivers. Currently it is quite difficult to leave cycleways and get to destinations on the opposite side of the road.  Also, please continue linking cycleways to form a network. The cycleways are helping to shift people to more climate friendly transportation modes and this will accelerate as the network grows.	Christopher Seay
10024	Yes	Yes	No, your plan is perfect. Crossing Milton Street is a nightmare.		John Hynes
10025	Yes	Yes	I continue south along Simeon St past Milton St towards the Quarryman's trail. Consider extending the path all the way to the Quarryman's trail, or at least make sure the transition is safe and intuitive (the current design doesn't look that great).		chris morahan
10026	Yes	Yes	Would be great if the signalised crossing at Milton were closer to the desire-line continuing onto Simeon towards the Sydenham Cemetery / Quarryman's Trail, i.e. the crossing could be closer to the intersection to help ensure people use it rather than short-cut over the road. In addition, advance-signal-detection to ensure cyclists at the Milton crossing don't have to wait forever will incentivise use of the crossing rather than the more direct (but far less safe) shortcut in-line with Simeon.  It would also be great if there were built-out crossing points for access to/from Barrington Mall, and similar for access to/from the path beside	Such a great project that will keep me and others safe and encourage the use of active modes for daily journeys.  Literally every time I've used this route (lots) to access Barrington Mall for grocery shopping etc, or walking my dog and trying to cross Coronation St, or cycling to Cashmere or Halswell for mountain biking, I've thought it would be great to see improved pedestrian/cycling infrastructure (especially at the intersections of Simeon with Coronation and Milton) to join Addington to Barrington and beyond. By joining-up Little River Link cycleway with	Cameron Matthews



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			<p>Spreydon Firestation for access to Barrington Park.</p> <p>Would be great to extend the cycleway (or at least wayfinding) south of Milton to Quarryman's Trail and Cashmere via the Cemetery.</p> <p>I think the roundabout at the North end of Simeon could conflict with a North-bound cyclist. Neither party might expect each other as the driver comes from behind and U-turns right, head-on into the path of the rider. Not sure how you could improve this though... signage, paint-on-ground, mountable curb...?</p>	<p>Quarryman's Trail (well, almost!) as well as with the route through to Cashmere via the Sydenham Cemetery, this project will achieve this - so good!</p> <p>Please don't be put off by concerns about parking for school pickups - this project will mean less of those trips are required as more kids will be able to safely get themselves to/from school by foot or by bike. Those in cars are also not nearly as vulnerable as any other road user - so please prioritise the views of the latter!</p>	
10027	Yes	Yes	<p>Provide raised crossings with cycle and pedestrian priority at the side streets along collins st and grove road. At present signage indicate cyclists should give way to turning traffic which is counter to the road code and unintuitive for people to follow. Some drivers already stop and give way here and some don't which creates confusion and a risk to safety for pedestrians and people on bikes.</p>		Jenny McGregor
10028	Yes	Yes	<p>will there be any treatment of simeon st south (through to roker st) to improve access to roker st?. Granted it is fairly quiet already. I would use this cycle path vis roker st to access the motorway cycle route from beckenham, rather than the strickland st / brougham st way, as this way is getting busy and brougham st is a nightmare</p> <p>other suggestions: turn brougham st footpath between colombo and barrington into shared cycle/footpath - its wide enough.</p> <p>Fix up small things in somerfield park eg. the dodgy grate between the Cemetery and the park</p>	<p>i support road seperated cycleways whole heartedly as they improve the feeling of safety (and actual safety) no end. Even though simeon st is quiet i think it is still worthwhile. Unfortunately the residents have to pay a bit of a penalty though in terms of inconvenience.</p>	Robert Braun
10029	Yes	Yes	<p>Ensure that where there are slopes (e.g. coming from raised cycleway, dropping down to road elevation) that edges / corners / gutter transitions are smooth. Even a 1 cm sudden drop is uncomfortable and can cause a loss of stability when using a road bike (or any bike without suspension), and it can damage the bike long term. Smooth out all changes in slope. Definite problem in lots of existing cycleways. Good to see this was thought of when you go from the Avon bridge on to the new cycleway at Rolleston Ave by the hospital.</p> <p>Also please ensure cycleway surfaces are asphalt (not chip seal) so as to be most comfortable to ride. This is normally done anyway, so this is just an endorsement!</p>	<p>Keep building cycleways please</p>	J N Morris
10030	Somewhat	Yes	<p>I think a raised signal crossing at Coronation st is also required. I do not think we need a curbed cycleway from coronation st to brougham st part of Simeon St. I am happy to ride on the road (perhaps with painted lanes and separators (like on park tce) with speed restriction to 30km along this stretch also. I would like something similar along both sides of Howard st, which car</p>	<p>The howard st/simeon st intersection is often used for donuts by cars so making it safer for cyclists and walkers would be fantastic.</p>	R J Finch

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			are much more likely to speed along and often do) . I would like to see a dedicated pedestrian crossing for children crossing from Howard st to the shcool & I would like to see the crossing having landscaping and trees at that intesection too. The curbing for a cycleway would make it difficult to turn right into Howard st from Simeon St when traveling south/south east. At the same time you could make Howard st fully tree lined, with cyclelanes and angel parking, it could be beautiful, uplifting the spirits of the people living here. (its currentl y pretty grey and sad).		
10031	Somewhat	Yes			Beatrice Cheer
10032	Yes	No		The raised intersection at Barrington st/Lincoln Rd is awful, it puts the cars in a position where the first few speed through affter the light goes green, then the cars behind speed to catch up and then go hard on the brakes so they dont go up the hump at speed. If the Milton st proposal is similar to this "speed hump" intersection, I don't think it should be done currently. Are there other methods of reducing speed of vehicles, potentially speed cameras at the intersection? Speed cameras must be cheaper then raising the road in that area too?	Tobiah Grant
10033	Yes	Yes	If there is a dedicated street crossing across Simeon to Barrington Mall entrance for cyclists		James O'Donoghue
10036	No	Yes	Reduce speed limit on simeon street between brougham st and coronation street instead of adding a cycle way	If you take away parking its going to impact residents in the 5 plus new multi resident complex being built along simeon street that have no access to parking on thier property, its going to make drop offs to Addington school more dangerous as you are taking away the area that they safely do so, there is no parking for parents on-site either and it is already really busy with the amount of road parking available	Kylie lyttelton
10037	Yes	Yes	Put in cycle lanes from the end of Barrington Street, under the underpass, to the Lincoln Road/Whiteleigh Ave Junction, in both directions. Theres good cycle lanes until this point, and then they just stop.		Dan Hopkins
10038	No	No	This street is already wide enough for cars and bikes to use it safely without this waste of money being spent on creating yet another mess and removing car parks. LEAVE IT ALONE.	Removing on street parking makes no sense when the developers are building so many blocks of units with no parking provided.	Ann Sutherland
10039	No	No	Don't remove more parking spaces. Especially as more multi dwellibg units are being built. Not everyone in christchurch is a cyclist... by choice or by age or by health issues or by sheer practicality.		Judith Ann Nuttridge
10040	No	Yes	I don't agree with taking parking away on Simeon St - it is easy to bike down at the moment with parking both sides. I'd hate for it to become like Antigua St which is a nightmare to bike on because of the raised edges to the cycle lane. I like Simeon St as it is - I lived on Grove Rd after it was initially narrowed which still let cars park either side, but now it is ridiculous to navigate as a car user.	I like painted cycle lanes on wide streets, like they have on Montreal St from Tuam going north, I don't like the raised sides like on Antigua St in Spreydon to Addington going north. Once it gets to Moorhouse Ave it is sweet, but I bet that's only cos you are waiting for the swimming pool complex to be finished, then you will put those raised sides on there as well. I think what is suggested for Simeon St is SO WRONG. The council is letting high density housing be built, but few people want to give up owning cars, so they get parked on the street, and that's what's	Judith McInnes

### Submissions table – Simeon Street cycle connection, June/July 2023

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				causing congestion.  I really like the concept of biking to work but it's the other cyclists on Antigua St that are more of a threat to me than cars on Selwyn St or Montreal (both of which I use to avoid the official cycle lanes). I'd would be more tolerable biking with others if there was NO raised curbing to define the cycle lane.	
10041	Somewhat	Somewhat	Not that i can think of	What about pick up and drop off for addington school, where are the parents supposed to park once this is done? It's hectic enough as it is. Why don't you delete the berm on the east side of simeon street down that stretch for the cycle lane and keep the road the same size for parking, the berms down there are oversized as it is.	Richard Gardner
10042	No	Yes	<p>Please please please, do not put a cycle-way in between parked cars and a footpath. It is so incredibly unsafe. I have seen so many near misses in areas where these have been installed as cars simply cannot see when cyclists are coming down the paths. It creates a really dangerous area for pedestrians and those dropping off children, where each side of the car now has either cars or cyclists/scooters at high speeds.</p> <p>It's great to see you haven't included this parking space from Howard to Brougham but even without parking, these cycle-ways are still not safe. It creates a confusing experience for children wanting to cross the road and drivers passing over it from/into driveways – they need to cross over traffic going two ways and another lane of cyclists going two ways. Reduce the speed limit to 10km between Brougham and Howard Street as this is a school-drop-off area with a high density of road and path users. Give pedestrians more space in this area too. Add a boom on the driveway side of paths to ensure there is a safe space between children on scooters and cars exiting driveways. Cyclists, e-bike, e-scooter, and drivers can all share the road as equals with a reduced speed limit.</p> <p>I imagine you receive a lot of feedback about cyclists not using the paths. This is because they're frustrating, unsafe and unusable. There is no space for cyclists to pass if required, forcing them to duck in and out of the road in between parked cars. Two way cycle paths create a confusing space for those needing to turn or move back into traffic too. Cyclists are generally not out for a Sunday stroll, they're moving at very high speeds.</p> <p>Please please reassess these designs.</p>		G Campbell
10043	Yes	Yes	Between Brougham and Coronation I think the cycle lane should be on the other side of Simeon street. Addington school children will be crossing the street from the other side (only spot for car drop off), crossing in front of cyclist coming through at speed. Current layout is a bike/child crash waiting	Please consider Addington school drop off. This is a busy area with cars turning. I personally cycle my kids to school but there are always lots of cars wanting to park and walk their kids in. It's already chaotic	Heather Bentall

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			to happen. At Coronation street the lane could easily cross to the other side again heading south at the offset intersection.	and I fear this will make it worse? I'm all for a bike lane (love them, use them lots) but please move it to the other side of the road at least	
10044	Yes	Yes	Enforce cycle lanes, I see drivers all the time blocking off bike lanes, and driving in them when they aren't fully sealed off.		Matthew Dobson
10045	Don't know / Not sure	No	it really doesn't make sense to do this when so much is to lose. it has already been a nightmare for residents, schools and businesses who have lost parking for cycleways and with the focus on cramming more people into these suburbs, where often there isn't any garage or parking included, it simply isn't viable. there will be multiple people without parking and there will be multiple dustbins to cater for these people. school areas become more dangerous ironically with frustrated parents and bus drivers trying to circumnavigate the lack of space. Realistically it's just a messy idea and I don't think it is worth doing unfortunately. in an ideal world maybe		Stacey puha
10046	Yes	Yes	Improve road seal between brougham st and coronation st, loose chips often get spat up at cyclists by cars travelling along Simeon st		Thomas Smith
10048	No	Yes	Don't take away parking for Addington school parents This is not ok at all Have some consideration for parents and the school We do not bike we use a car! No other streets are available for pick up and drop off What are you thinking ? Council	Addington school parents need to park on Simeon street please do not take this away Think of all the school children needing to be dropped off	Heather Rauhihi
10049	Somewhat	Yes	It seems like it would be an easy improvement to at least fix the painted cycle lanes on Barrington street. Currently they randomly stop and start. However I haven't observed cyclists being able to magically disappear part of the way down a street. * Lane missing sections between Athelstan st. and Roker St crossing in both directions * Heading North lane disappears into nowhere between Kinver and Sefton st. * North of Wychbury lane disappears into parking to reappear at Cobham st.  If lanes are going to stop, they should at least stop in the traffic lane, not in the back of parking or before an intersection.		Luuk Paulussen
10050	Yes	Yes		Milton Street is by far the most difficult road to enter or exit in the area.	Chris Hyndman
10051	Yes	Yes	It looks great, bidirectional cycleways are the best! Have you considered lights at Coronation st, it can be very busy and difficult to cross, especially with kids on bikes? The raised Milton st crossing is fine.	Not that I can think of.	Michelle Fletcher
10053	Yes	Yes	Streetlights improvements	Love it, this will be so well used with the school, mall and house intensification close by.	Norma Kloosterman

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10054	Yes	Yes	Don't make shared paths. Pedestrians don't make space for or look for cyclists generally Pedestrians walk 2 or 3 abreast	I drive a car and I am a bus driver and I cycle so I have a broad perspective	Diana Philip
10055	Yes	Yes	Connect from spreynon domain through Neville st to barrington st. this would also connect/ Addington/motorway/lincon rd link. As well as this new link. The street is wide enough		Lizzy Payne
10056	Yes	Yes	Speed bumps on Simeon st. Some cars hit 100km at night.	Simeon street is a potholed bumpy mess that shakes houses due to the TC3 clay land. As part of the cycleway to road surface needs to be fixed. Heavy trucks from the mall and firetrucks frequently use this street at all hours of the day. Please consider this!	Mark C
10057	Yes	Yes	Make it easier for cyclists traveling down Milton to turn right onto Simeon - assume the crossing will help with this! A locky dock station in the area (barrington mall?) would be great		Katie skinner
10058	Somewhat	No	Instead of taking half the road out with minimal car parks for school drop off, lesson the footpath and put a cycle track where the big burn is. Way to much room wasted		Nicola Kett
10059	Yes	Yes	I used to regularly cycle this route, before the other cycleways went in. I then switched to cycling down Barrington St between the Quarrymans and Little River cycleways, which, although has had recent improvements around Barrington mall, leaves a bit to be desired along the rest of its length (e.g. cycle lanes ending at bus stops or parking lanes; dangerous pinch point at Coronation St intersection).		Bruce James
10060	Yes	Yes	No, this looks awesome! Just make sure it happens! Will make such a difference to accessing Barrington Mall (Barrington St still too scary, even with cycle lanes). I use Simeon St heaps as a cyclist as a great connector to go north or south and link up with other trails. Will make this a joy (currently a bumpy, car dominated ride)! And having this cycleway going directly past Addington School will make it so much safer for all our kids and parents. Currently top of Simeon is a real rat race of cars and bikes squished together to connect with the cycleway that crosses brougham st into town. Yay! Thanks for doing this work, it will be awesome and used heaps!	No, this looks awesome! Just make sure it happens! Will make such a difference to accessing Barrington Mall (Barrington St still too scary, even with cycle lanes). I use Simeon St heaps as a cyclist as a great connector to go north or south and link up with other trails. Will make this a joy (currently a bumpy, car dominated ride)! And having this cycleway going directly past Addington School will make it so much safer for all our kids and parents. Currently top of Simeon is a real rat race of cars and bikes squished together to connect with the cycleway that crosses brougham st into town. Yay! Thanks for doing this work, it will be awesome and used heaps!	Jess Smale
10061	No	No			Rosemary Nicholls
10063	Yes	Yes	More cycle markings at intersections, reduce residential speed limits, finish painting bike lane on Lyttleton st, put speed bumps and cycle lane on Rose st.		Tim Delany
10064	Yes	Yes	The proposed recommendations would be great and make a huge difference!		Katy Robb
10065	Don't know / Not sure	No	I would be interested to know exactly how many people cycle in this area to make this project worth it as opposed to taking away street parking from intensive housing projects with no onsite parking	I think this is a terrible idea put together for a small minority with very little consideration for the greater community	Marina Hawkins
10066	Yes	Yes	Safer crossing over coronation street also - I've almost been taking out by angry drivers who do not like to share the road at this part of crossing the street		Belinda Joanne Shannon



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10067	Somewhat	Yes			Gillian Calvert
10068	Yes	Yes	A better Milton Street crossing is so essential. I bike from my house to Barrington mall area or to town from south Hoon Hay several times a week with my kids. We go up Simeon because there's a great bike lane through Addington to get to Hagley park etc and because crossing at Barrington Street is unsafe as well. However, that crossing Milton street/Simeon is absolutely terrifying and is a real barrier. I have talked to many parents who want to cycle through there, but the Milton street crossing stops them. If there was a better crossing for bikes/pedestrians across that busy street, so many more people would use it. That's the way that many people get to kura and work from Somerfield and Hoon Hay and it really needs to be addressed.	I support a separate bike line through Simeon Street connecting to the bike line from Hoon Hay and up to the Addington bike lane into town. Make cycleways accessible and safe for tamariki and commuters. That's what will help with traffic congestion. I am all for making our community/suburb more accessible for walkers, pedestrians and public transport users because right now it's very car centric which is the least safe option.	Olivia Lamontagne
10069	Yes	Yes		I am a big advocate for improving the safety of cycling along this route. I take this route everyday on my bike to & from work, and crossing Milton Street can be difficult. I have also been hit by a car on the corner of Coronation St and Simenon St when a car did not give way.	Martin Hales
10071	Somewhat	Yes	No right turn out of Barrington Mall onto Simeon St	No	Steve Rodda
10073	Yes	Yes	Just keep doing what you're doing. I cycle to work every day but am sometimes discouraged from cycling to shops due to the gaps in existing cycle paths.		Kylie Ehrich
10075	Yes	Yes		Really like the plan overall. Is there a reason for the extra long 'No stopping line' on the corner of Simeon St/Diamond Ave in front of 1/153?? It seems to unnecessarily eliminate much needed on-street parking, surely it could be similar to what is on the opposite corner in front of 157??	Liam John Smyth
10076	Yes	Yes	I support the cycleway. I always love to see more being done to keep people safe, and that's why I would suggest that a safer solution for the upper end of Simeon Street (Coronation to Brougham) would be to close off the northern end of Simeon Street altogether. I cycle both directions on Simeon St. every day and am frequently close passed by SUVs speeding up Simeon Street to get to the motorway. There are two access points to Brougham St/motorway very close by at Selwyn Street and Barrington Street. Then it would be possible to make that area a quiet zone, with reduced speed limits - 30km/h at most - maybe remove some parking around the school to make space for school children. The only people needing to access this area would then be residents, cyclists, and school children/parents and staff.	I fully support the protected crossings of Coronation Street and Milton Street. Crossing Simeon Street (northern side) at Milton Street as a pedestrian is currently also very dangerous. I would like to see a pedestrian crossing, central island and buildout or something similar to make that crossing safer.	Patrick Kennedy
10077	Yes	Yes			Pip Hough
10080	Yes	Don't know / Not sure	More cycleways mean that more people and more diversity of cyclists. It's a busy area around Barrington Mall and a cycleway would increase safety		Rosie Fyfe
10081	Yes	Yes	Paint a designated cycle lane so as traffic can see a line separating between road and cycle lane	While I love to ride in a cycle lane and will always use one if it is there. Even making my journey longer by using one. I don't think it is a good	Carol

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				idea to have one on Simeon St. Simply because the zoning for housing has changed now and there are many more apartments being built on a single section with not enough parking for residents, already creating havoc on Simeon St with many more sections currently being built on and more to come. If there is a cycleway built, the car parks will be taken away and there were be even less parking available for residents in these apartments! I think this is disappointing as I would love a cycleway but see it will create even more problems than we already have do Simeon st now. I have lived in this area for 30years and have never seen so many street issues as we have now. Biking is one issue, but the parking is a bigger issue on Simeon St.	
10082	No	Yes	Improving the crossings at coronation Street and Milton Street would make a big difference to safety. A separate cycle lane along Simeon Street would not make a difference. It would likely make it more dangerous.		Brad Robinson
10083	Yes	Somewhat	Hmm. I think a better way to automatically activate the lights would be nice. It seems pointless on all the automatic cycleway signals in the area that they have sensors but they arn't even utalized. perhaps that poor planning on the location causing misused and to them being deactivated. They are really handy when they work. But maybe just some planning on how the lights will work on Milton Street and timing because i can see it being a disaster at peak hour considering its already bad. Is their enough room to have a center island like brougham st. Possible means both sides of traffic don't have to be stopped if people choose to not press the button if they can safely cross. And possiblky on Corornation street it would be nice to make it clear to drivers if they have to give way or not to cyclist. Yeah it might be a pedestrian crossing but its only where the pedestrian part is. This is also quite confusing eg hagley park on the corner of Riccarton ave and Deans ave. Cars don't know if they shoudl give way or not. Just making sure its easy for everyone to navigate would be a good thing.	I could go on about lots of areas. Just make sure its well thought out for both parties. Signs are big and clear. Everything is well painted.	Josh Lee
10085	Yes	No	Follow through on the Simeon St cycleway plans. In my view, they are making a difference across the city by making cycling safer and making vehicle drivers more aware of cyclists.	On Simeon St there are no businesses to consider, and some limiting of parking should not be an issue given it is mainly single storey housing fronting this street.	David Silvester
10086	Yes	Yes	Reduced speed limits	Your doing a great job creating safer cycling routes	Jonathan The
10087	No	No		i think its a waste of money that could go elsewhere, i wouldnt say this is necessary at all	Ruby Belkin
10089	Somewhat	Yes	Please do not use kerbs - they do not provide protection and are dangerous to riders I avoid Antigua cycle way at all costs because of the kerbs , painted cycle ways are more than adequate thank you		Helene haase
10090	Yes	Yes	The proposal looks awesome and will improve safety for cyclists especially school aged kids.		Gillian Ensor

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10091	Somewhat	Yes		While I generally support the cycleway, I am concerned about the potential loss of parking, particularly with the increase in the number of townhouses going in on Simeon Street.	Amy Whitehead
10092	Yes	Yes			Ainara Scott
10093	Yes	Yes			Richard Abey-Nesbit
10094	Yes	Yes	Great news Barrington st is too dangerous and simons give a great alternative. A connection toward Neville street would be great too, go down Spreydon domain and further, so we can avoid Lincoln rd...	Let's do it!	Guillaume clin
10095	Yes	Yes	More connections, less on-street parking	lower speed limits and infrastructure to reinforce this is needed	Fiona Bennetts
10097	N/A	N/A		<p>Dear Samantha,</p> <p>I am a resident of Simeon St and will be affected by the proposed cycle connection.</p> <p>I have two concerns that are relevant.</p> <p>My property at [REDACTED] overlooks the corner of Athelstan and Simeon streets and I often see a very close call between the buses as they turn that blind corner from opposite directions but simultaneously.</p> <p>Approximately one bus every three minutes pass by</p> <p>Narrowing the road is going to increase that risk.</p> <p>This corner is also the most used access to the Mall for delivery trucks, often articulated (up to 32 wheelers.) The fire truck from the Simeon St. Fire Station also uses this space frequently.</p> <p>I note the Milton St intersection has a bottle neck so would be interested to hear how the proposal will address this.</p> <p>As there is a parallel cycle lane 500metres away in Strickland St, this seems like a duplication of services. If Simeon St is narrowed as much as Strickland St it would be dangerous for all and unworkable.</p> <p>My other concern regards my property which is under two metres away from the footpath. If there is any cracking or damage done to my property with excavation etc, I will be holding the Council responsible for rectifying and repair.</p> <p>Before and after photos will be taken.</p> <p>I look forward to your reply.</p> <p>Kay Flanagan</p>	Kay Flanagan

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10098	N/A	N/A		<p>I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.</p> <p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city.</p> <p>One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15 minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off.</p> <p>My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr.</p> <p>People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p> <p>An elderly friend after listening to talk back radio recently said " 'they' are trying to make me cycle and I don't want to!" We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can.</p> <p>Reducing speed limits in areas where this will improve the safety of all has my support too. I drive through town often and while I have taken time to adjust to the 30 km zones I find they are not an inconvenience</p>	Colleen Philip

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				<p>at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p> <p>Thank you</p>	
10099	N/A	N/A		<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>	Cameron Bradley
10101	N/A	N/A		<p>Kia ora,</p> <p>My husband and I are very pleased to hear about the proposed cycleway on Simeon St. My husband bikes to work across Milton St intersection with Simeon St every day and is very happy there will be a crossing with lights. It can be a challenge to get across the road because of the increased car traffic on Milton St.</p> <p>Having a cycleway down Simeon St, with cycle friendly intersections at Milton St and Coronation St will make cycling into town easier and safer, and hopefully will make it easier for pedestrians to cross Milton St and Coronation St.</p> <p>One question I have is about whether the cycleway can be extended to Roker St?</p> <p>My concern is that it will be dangerous for cyclists who are on the left hand side of the road heading along Simeon St from Roker St to Milton, to cross to the right hand side to get to the cycleway, when there is car traffic turning from Milton St into Simeon St, or travelling across Simeon St.</p> <p>Thank you for your consideration of this concern.</p>	Liz Wallace
10103	N/A	N/A		<p>As residents of Simeon Street we do not support this proposal in its current format. We are concerned about the location of the traffic lights on Milton Street as they are offset to Simeon Street. This will impede traffic flow on Milton Street and will reduced visibility of cyclists and traffic flow. This is of concern given the buses, trucks and fire engines that regularly use this intersection. It would better to have lights on the Simeon and Milton St intersection.</p>	Bronwyn Nadine Gregory



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				<p>Once you travel past Barrington Mall, it is a quiet street for motorists and cyclists alike. The only exception is the Simeon and Coronation St intersection which would benefit from having safety measures in place as it is off centre. We see very few cyclists on a regular basis. The majority of cyclists we do see are either entering or exiting the walkway to Barrington Park from a northly direction.</p> <p>At times there are a number of cars parked on the street, this will increase with the several housing developments that are occurring along it. This is particularly the case near the Simeon and Brougham St end, where Addington School is situated, where it is already narrowed. By eliminating on street parking on one side this will create issues. The two way cycleway will potentially be hazardous for the residents that either have to reverse in or out of their driveways. In the lead up to Christmas, the staff at Barrington Mall have to park offsite, if this proposal goes ahead, where will they park? Also, with the reduction of on street parking, it will potentially limit people having visitors, especially those with disabilities and the elderly and this will potentially result in social isolation for groups of people that are already marginalised.</p> <p>If this proposal proceeds, in spite of having yellow lines in place, it will narrow up the section of road by the Fire Station substantially. This will make it challenging for this essential service to enter and exit its station. It is also of concern that several parts of the street it will not be marked with yellow lines so if cars are parked on both sides only one car could drive through. A Fire Engine is substantially bigger than a car and therefore, how will they safely drive through? This will put lives and property in danger.</p> <p>Our suggestion is that there are traffic lights at the intersection of Simeon and Milton St for all traffic which will make this safer for all concerned, including students from Somerfield School. We also suggest there are safety measures put in place for the Simeon and Coronation St intersection, to benefit all road users, including pedestrians. As the street is on the whole quiet, we recommend that instead of the cycleway, the speed limit is reduced to 40kmph as this will help with safety concerns particularly around Barrington Mall and for cyclists using Simeon St.</p> <p>Happy to discuss this further if required.</p>	

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				Kind regards Stephen (Purchasing Manager) and Bronwyn (Social Worker)	
10105	N/A	N/A		<p>Hi,</p> <p>We are at [REDACTED] and just wondering if 1. the council will consider introducing resident only parking signage and permits under special circumstances for those with mobility issues for instance. Due to new developments (with NO off street parking) there is already a lack of parking available. The new cycle way will also impact the ability for families and the elderly to park close to their homes. 2. At night the street is very dark so I hope the efficiency of the street lights will be reviewed with the new changes. 3. A zebra crossing should be in place as many students and young families cross at the entrance to Simeon Park. 4. I am also concerned about the safety of cyclists as cars turn right into Simeon from Rosewarne. Speed is a problem with traffic heading towards Brougham from Coronation street so a limit and signage is required on the left side of the road. 5. Also the round bushes need cutting back on the left side of Coronation Street at Simeon Street intersection as they block the view of oncoming traffic for cars already and it will be worse for young cyclists!</p> <p>All the best with the plans and please forward this information to decision makers during the consultation process or relevant contacts at the Council.</p>	Christine Eva

Comments

Comment	Upvotes	Downvotes	Relevant information marker
Coronation street intersection geometry for the cycle path will lead to people cycling over the grass and destroying landscaping. It has unnecessary curves approaching the intersection.	8	1	Information Marker: Simeon Street cycleway
Coronation Street is currently offset to address frequent crashes from motorists failing to stop/give way when travelling along Simeon. The proposed RSP is great for walking and cycling across Coronation but the carriageway for motorists is now straight through; consider this carefully.	15	0	Information Marker: Simeon Street cycleway
Very happy to see the signalised crossing of Milton Street. Very needed!	23	0	Information Marker: Simeon Street cycleway
Should install RSPs to aid in crossing Simeon at Coronation, pull limit lines behind the RSPs as per Accessible Streets Consultation page 66, prioritise pedestrians and manage vehicle speeds here.	19	0	Information Marker: Simeon Street cycleway
Is this really necessary I'm a very low speed minor road? How about spending it on more dangerous or popular cycling roads?	5	18	Information Marker: Simeon Street cycleway
Amazing. Please extend past Milton St so that it joins up with Quarrymans trail.	13	2	Information Marker: Simeon Street cycleway
This will make it much easier to get to Barrington from the South West of the city.	14	2	Information Marker: Simeon Street cycleway
I ride along Simeon St regularly after work so peak travel time. Most of Simeon St is absolutely fine to ride without any of this. It is wide, it is quiet, few cars even at 5-5.30pm. However, connecting to	8	1	Information Marker: Simeon Street cycleway

## Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Simeon St along Whiteleigh Ave (city side of the road) is super dangerous because parking forces cyclists into very busy car traffic. Remove parking. There is a parking area 20m further and all properties have off street parking. Way more important than Simeon St.			
I'm concerned about how I would turn into Barrington Mall from this cycleway... looks like there are barriers opposite the car park entrances and Athelstan St, and there's nowhere to wait to turn without blocking other cycleway users. Also the traffic lights are too far back from the corner, it's a useless dogleg that makes it harder to see the cycleway continues.	9	0	Information Marker: Simeon Street cycleway
This proposal looks really good. Very pleased to see the raised tables at Milton St & Coronation St, both of which can currently be fairly difficult to cross on a bike.	13	4	Information Marker: Simeon Street cycleway
Great to see. I would also encourage more transition area on Simeon south side for a cycle/shared space to cater for cycle users going north from Quarrymans and Somerfield School/ Sports field cycle users on cycle path through park/cemetery from Studholme St.	9	4	Information Marker: Simeon Street cycleway
I use the cycleway on my commute and I do prefer to use cycleways for their safety aspects. However, traffic volumes on Simeon are low and I would prefer to cycle on the road as is rather than use the confines of a bi-directional cycleway. The design shown also makes access to Barrington Mall difficult. I do agree with installation of a signalised crossing on Milton Street (this is most unsafe part of the existing connection) and I would like to see raised platforms on side streets.	9	2	Information Marker: Simeon Street cycleway
I strongly oppose this idea for a few reasons: I bike regularly and have never felt unsafe on Simeon street. Two way raised cycle lanes almost always result in more drivers not observing cyclists as they exit driveways. High numbers of townhouses going in are taking up and needing on street parks, reducing on street parking with a cycle way will only add to this already growing problem. I agree with the raised lights across Milton Street as this is the only risky area along Simeon Street.	6	13	Information Marker: Simeon Street cycleway
I'm pleased to see this stretch connecting several cycleways I, and many others, use frequently. The most important part is the crossing of Milton St, currently very difficult at this position.	19	2	Information Marker: Simeon Street cycleway
Kia ora I am not opposing but at the same time, I am sure people and council need to be aware of townhomes building on these streets like Simeon street and other streets too without parking or with one parking only. I don't how they getting approved without parkings 6 units( which use to be one house). Families using these streets parkings so keep in mind that these people paying very high rents with struggling to find parking space.	3	10	Information Marker: Simeon Street cycleway
I am completely against this proposal. With the surge in high density housing in the area, taking away on street parking is simply ridiculous. Add in the bus stop opposite our place and access becomes even more dangerous that it already is. Simeon St is a low volume vehicle movement street so I can't really see any benefit. I do agree with the crossing at Milton St. Realign the Coronation intersection and this could work well. Just don't do anything else.	9	18	Information Marker: Simeon Street cycleway
I think it is a really bad idea to have a cycleway on Simeon Street. This road becomes extremely bust at times with all the traffic for the mall. There has been a huge increase in dense housing projects here which has resulted in more cars being parked on both sides of the road. There is a fire station that needs constant free access and room to manoeuvre. A cycleway would add more obstacles for this essential service. There are other roads that would be safer for this project.	6	20	Information Marker: Simeon Street cycleway
The intersection with Simeon and Coronation Streets will likely still cause problems for cyclists like it does for pedestrians. It's a great busy street so perhaps some though needs to go in to how that would work with increased cycle traffic?	6	0	Information Marker: Simeon Street cycleway
My biggest concern is the removal of 90% of on street parking availability alongside Addington School and the park. This is a common area for drop off and collection of small children, removing the ability for parents to safely do so creates significantly more risk.			
There is also an existing proposal to remove the exit onto Brougham, this will significantly reduce	5	10	Information Marker: Simeon Street cycleway

## Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
traffic on the top end of Simeon. Change speed limit to 30km instead. Small change, big impact, less spend, safer community.			
Love it! Especially the intersections of Simeon with Coronation and Milton, also like reduced width of crossing at Howard. Will make daily bike trips to/from Barrington supermarket from Addington way easier. Also like the protected cyclway (esp on the corner outside 146) - good to keep out of the door zone and not get rear-ended. More usable for more people, so less parking required. Great spot to do it, joining two MCR's together plus Studholme, plus eventual Brougham St shared path. Fantastic!	8	2	Information Marker: Simeon Street cycleway
As a local and a frequent user of the local cycle ways I am supportive of this proposal. With higher density housing going up rapidly in the area, alternative transport options are needed and it makes sense to connect these two widely used cycle ways and provide access to local amenities such as Barrington mall.	10	0	Information Marker: Simeon Street cycleway
I support the proposal, but note some valid comments raised about housing density changes and the unintended consequences of removing parking. I bike regularly on Simeon St and while it's a safe road for cycling (in terms of traffic volume) the road surface is terrible (unsafe) due to repeated botched roadworks in recent years (potholes / uneven surfaces / loose gravel / rough surface). While I support the proposal I'd also accept just re-sealing the road (asphalt) and having painted bike lanes.	3	1	Information Marker: Simeon Street cycleway
As a senior cyclist I use Simeon St many times a month to access the Quarryman's and Little River Cycleways. To me Simeon St is wide enough and it's traffic light enough that cyclists can safely share the street as it is, except at the Coronation St intersection.	3	4	Information Marker: Simeon Street cycleway
As a resident on Coronation Street I regularly observe that this Street has 200 to 250 vehicles per hour using it for most of the day. The proposed improvements at the intersection of Simeon and Coronation streets will make this intersection somewhat safer for cyclists. A traffic-light controlled crossing similar to that at Milton St should also be considered.	4	2	Information Marker: Simeon Street cycleway
I have lived on the Simeon street corner for over 20 years and I don't believe this will work firstly use are going to put the street straight again the reason use put it the way it is was to stop the big amount of accidents there plus this will hold up traffic and cause traffic to line up at the crossing, plus on my side use will need to put yellow lines on my side so it doesn't block the traffic and what about the buses don't want to be out there every day picking up the pieces and new housin	0	5	Information Marker: Simeon Street cycleway
Cycling infrastructure improvements along Simeon street are a great idea - I used to use it daily to commute as there isn't really any other logical street to take from Spreydon through to Sockburn. It'd also be nice to complete the Barrington St cycle lanes in addition to this., but it'd obviously be difficult to fit them along some of Barrington St.			
I don't know if it necessarily needs to be quite as 'heavyweight' as this proposal though - maybe save money here and use it to build elsewhere?	4	2	Information Marker: Simeon Street cycleway
Simeon Street is wide enough for cyclist and cars. Interested to know the statistics on bike/car incidents in Simeon St. Removing street parking around the only safe entrance/exit to Addington Street is thoughtless and where are buses going to park when the school go on excursions? Concrete curb for the cycle lane is dangerous for pedestrians and cars. Thought and consideration for our community of all abilities please.	1	5	Information Marker: Simeon Street cycleway
This is absolutely fantastic. We cycle this route several times a week on our way to or from Addington village, Addington School, or on the way to the central city. I'm always scared that someone is going to pull out of Barrington Mall or Athelstan Street and collect us. So, having the cycleway on the NE side of Simeon St is spot-on. Key issues are going to be the crossings of Coronation St and Milton St. These will be "deal breakers" if not done with the young, old & less confident in mind.	11	1	Information Marker: Simeon Street cycleway
Great idea, the Little River Link and Quarryman's Trail cycleways are both well used so linking them up makes a lot of sense. I can't help thinking, though, that this part of the city already has heaps of	7	2	Information Marker: Simeon Street cycleway

Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
really good cycling infrastructure compared to other parts (eg the north east!), and maybe the money for this would be better spent elsewhere? But the design is good.			
This is an excellent connection that I will use well.			
Currently, my grandmother who is no longer allowed to drive uses an electric trike in the area, however, she is unable to go to Barrington Mall as it is off the cycleways - this largely solves this issue and improves her mobility and independence greatly.			
I do have concerns for how easily people will be able to access the mall, perhaps this is one area that could be improved? Signage will also be vital.	4	0	Information Marker: Simeon Street cycleway
Great location for a new cycle lane. I cycle done this way if I want to stop off at Barrington Mall on my way home from work in the CBD.	2	0	Information Marker: Simeon Street cycleway
I bike through here sometimes, but can't say it would be top of my list of safety improvements. Some of the intersections for sure - but it's not really a busy road so don't know if you really need the full separated cycle way the whole way.	0	0	Information Marker: Simeon Street cycleway
Totally support the Simeon Street Cycleway, this will provide excellent connection between the Little River Link Cycleway and the Quarrymans Trail Cycleway.			
Please can you provide a feel of connectivity for the section between Mitlon Street and Roker Street (potentially in the same style as Roker Street and with wayfinding signage).	1	0	Information Marker: Simeon Street cycleway
Yes please to cycle safety along Simeon St! When crossing at Coronation St it's especially scary. Because this route comes out of a major cycleway it's necessary to add safety precautions to vulnerable street users	0	0	Information Marker: Simeon Street cycleway
The reorientation of Howard Street to right angle is good - but it should be narrowed further & the right angle made earlier so there is no sharp angle on the South (right) leg. There should be a raised platform to reduce speeds even further. The current design does not stop fast turns from the Coronation Street end. The design is still too accommodating of cars when this is a great opportunity to slow traffic right down with a streetscape fit for 30km/h driving. This design is for 50km/h a zone	7	5	Information Marker: Site 1 - Simeon / Brougham / Howard
As a cyclist, to turn off the cycleway and go to Howard St, the separator curb will mean you'll need to ride in the traffic for quite some distance, especially when heading south.	11	2	Information Marker: Site 1 - Simeon / Brougham / Howard
This will create too many problems. This is where school pickups happen, already I find parents parked in my driveway for pickup and now you guys are taking away the parking completely creating chaos. There is already a lack of parking for residents and a lack of street space to pull out of driveways. There are very few cyclists who actually use this street. I fear the council will do this regardless of feedback and create endless stress for residents to benefit the few cyclists twice a day :(	6	12	Information Marker: Site 1 - Simeon / Brougham / Howard
This will create too many problems, already I find parents parked in my driveway for pickup and there is already a lack of parking for residents and a lack of street space to pull out of driveways. There are very few cyclists who actually use this street. I fear the council will do this regardless of feedback as the amount of details in the blueprints would suggest that it has already been signed off. Not to mention that it will increase the amount of crime already happening on the street	6	12	Information Marker: Site 1 - Simeon / Brougham / Howard
Why not remove a portion of the grass area so cyclists are divided from both pedestrians and motorists whilst also maintaining the existing traffic arrangements?	8	5	Information Marker: Site 1 - Simeon / Brougham / Howard
id worry about the almost blind corner by 146, there's already minimal space due to all the development work happening on simeon street.	5	1	Information Marker: Site 1 - Simeon / Brougham / Howard
There is already a lack of parking for residents on the street, especially around school pick-up times. This would only encourage more chaos and dangerous manoeuvres by other drivers, and create traffic congestion on the street, making the area more dangerous for residents and cyclists, thus	6	14	Information Marker: Site 1 - Simeon / Brougham / Howard



## Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
defeating the purpose of the whole idea. I say leave it as it is, there are not enough cyclists using the route anyway to warrant a whole cycle lane complete with dangerous concrete dividers.			
How will I pick up my kids from school with no parking? I think child safety is more important than arbitrary spending on cycle lanes! This decision clearly came from someone with no knowledge of the street or area. There are very few cyclists, the majority of traffic is residents and parents of school children. This will be a disaster and create unsafe situations. Also the amount of cars stolen from this strip, people will have to park an entire street away increasing the ease of thieves. ANGRY	7	15	Information Marker: Site 1 - Simeon / Brougham / Howard
Hi there. We have had 3 cars stolen from the street outside our property in the last 6 months, we have recently acquired cameras which seemed to have deterred the thieves. If this goes ahead I will have to park an entire street away, with no view of my car which is a guaranteed for it to be stolen yet again. I would also like to know where are parents meant to park that pick up children from the school? Why waste so much money on something unnecessary that will cause more issues for locals? NO!!	6	15	Information Marker: Site 1 - Simeon / Brougham / Howard
With the new apartments going up in area and already limited streets wide enough for parking school traffic will be chaos. Leaves very few safe options for kids getting to school	1	10	Information Marker: Site 1 - Simeon / Brougham / Howard
Love it! I regularly cycle this route to/from Addington since the nearest supermarket is at Barrington Mall. This will make the route so safe even kids can use it, reducing parking demands. I often walk my dog this way too: narrowing of Howard St intersection is needed (limited viz, takes ages to get across, and encourages speeding cars). Feels very dangerous. I like the alignment with the Brougham St crossing, but am a bit concerned for conflict if North-bound cyclist encounters U-turning car?	8	0	Information Marker: Site 1 - Simeon / Brougham / Howard
I am excited by this proposal. I frequently bike down here (live near the school). Lots of others cycle here also contrary to other comments. This will also make it safer for people to cycle to the school from the south end. These streets are very wide and there is significant parking in the area because of this.	8	0	Information Marker: Site 1 - Simeon / Brougham / Howard
I cycle this section of road. Agree with other cyclist, The barrier is too long, needs a gap for those that turn on and off Howard Street, which I do.	7	0	Information Marker: Site 1 - Simeon / Brougham / Howard
I love the idea of a cycle lane through here. It connects 2 major cycle routes and it's a very busy road with cyclists already. There needs to be a clear "exit" for cyclists to be able to turn into Howard st.	10	0	Information Marker: Site 1 - Simeon / Brougham / Howard
The area in front of the park is busy at school drop off time. There needs to be a dedicated "drop zone" for people to pick up and drop off children. The other entry to school - on Somerset Cres - is extremely narrow and there is chaos at school pick up times. Good planning can avoid chaos here. Please can there be some thought put in about where people can drop off children, and how they can cross the roads and cycle lanes safely.	3	1	Information Marker: Site 1 - Simeon / Brougham / Howard
No matter how many times I tell Google Maps that crossing Brougham here is possible on a bike, they always seem to break it, so that when route planning it doglegs you down to Barrington/Clarence/Motorway-overbridge. Can the council liaise with them?? Otherwise, yeah, this is okay, tho i've never had an issue with this section of Simeon.	1	0	Information Marker: Site 1 - Simeon / Brougham / Howard
Why is that there is only a single street in all of Christchurch which is pedestrian only? Are we really all so lazy we can't walk more than 100m to our destination and must sacrifice every single street in the entire city to cars? Please keep narrowing streets and removing car parks	2	1	Information Marker: Site 1 - Simeon / Brougham / Howard
Agree with the treatment at the Howard Street intersection. Drivers currently can exit Howard Street at speed, this makes it quite dangerous crossing Simeon Street just north of Howard Street.	0	0	Information Marker: Site 1 - Simeon / Brougham / Howard
The separated cycleway will make it much more pleasant for cycling this stretch of road (both with the surface and removal of the risk of opening car doors). It will also improve the look and feel of this Simeon Street.			
With the cycleway, it will also mean less bike and e-scooter traffic on the footpath. This means those	0	1	Information Marker: Site 1 - Simeon / Brougham / Howard



Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
using the footpath (walking, using wheelchairs, mobility scooters, etc.) will have a much more enjoyable experience.			
To the person below who has said "Are we really all so lazy we can't walk more than 100m " do they not realise plenty of people (elderly especially) cannot walk 100mtrs and need cars or taxis to come pick them up to go to appointments, supermarket etc. Hard to believe some in this city are ignorant about people with health issues or disabilities, very very sad indeed. Council appears to share their attitude which is even sadder as 25% of the population will be over 65 in just 5 years time.	0	0	Information Marker: Site 1 - Simeon / Brougham / Howard
Is this bidirectional? Unless 4m wide, not a fan. Simeon St is fine as is. I meet partner at Tower Junction and we ride the rest of the way together. Simeon St is wide and quiet so we can usually ride side by side and chat. This means cyclists won't be able to ride side by side anymore. This part of Simeon St is very safe. Coronation can be busy to cross but not a fan of all the corners that cyclists will be forced to make to go straight ahead. Cycling needs to be safe AND fast AND convenient.	3	1	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
I see no indication of "give way" signs. These should be used to enforce cars to give way to all people crossing. The small "give way" signs on the Collins St cycleway force cyclists to give way to cars at intersections - but cars are already naturally giving way as they pause to enter Collins street. So turning cars give way anyway... ie 'most' drivers give way to cyclists naturally even though the cyclists have to give way to them. "Give Way" signs should reinforce what happens already.	11	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Looks better than the current dog legged intersection at Coronation St.	5	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Huge fan! I often use this route to go to/from Barrington Mall since it's the closest supermarket to Addington, and use it for bigger/recreational trips to the hills. No more door-zone! Love the protected corner at 146, no need to worry about being rear-ended (and killed) by a speeding car cutting the corner. LOVE ped/cyclist priority & raised table at Coro St, this is such a dangerous intersection atm and takes forever to find a gap. Good that Xing close to isection, so people will actually use	7	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Love it! Regular bike-user (& dog-walker) for access to Barrington Mall (from Addington) and to get to the hills for rec rides. Love the protected corner at 146, saving me from being rear-ended & killed on a grocery-trip. BIG FAN of Coro St intersection, currently cars speed down coro, others get impatient waiting at Simeon, and peds/cyclists have to wait for AGES. New design will make active modes much faster/reliable and slow traffic, reducing conflict.	7	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Love it! Regular bike-user (& dog-walker) for access to Barrington Mall (from Addington) and to get to the hills for rec rides. Love the protected corner at 146, saving me from being rear-ended on a grocery-trip.  Big fan of Coro St intersection, currently cars speed down coro, others get impatient waiting at Simeon, and peds/cyclists have to wait for AGES, nobody knows who's giving way. New design will make active modes faster/reliable, improve clarity, slow approaching cars: reduced conflict.	8	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Overall supportive of this plan. Don't mind the dog legs leading up to coronation st as can see the need for cyclists to reduce speeds here (due to pedestrians) and cars to recognise cyclists approaching. Something to slow traffic at the end of Rosewarne street would support safety of cyclists passing here due to limited sightlines exiting Rosewarne.	5	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
I really like this new cycle crossing at Coronation St. I regularly cycle down here from Addington to Barrington Mall, and it has always been unclear how to cross Coronation St as a cyclist. With children cycling it is impossible. This plan will make it much easier to cycle with children to Barrington and to connect with the other cycle paths.	4	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Really like the plan overall. Is there a reason for the extra long 'No stopping line' on the corner of Simeon St/Diamond Ave in front of 1/153?? It seems to unnecessarily eliminate much needed on-street parking, surely it could be similar to what is on the opposite corner in front of 157??	0	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St

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Comment	Upvotes	Downvotes	Relevant information marker
This is an improvement on the current situation. Because Simeon St isn't aligned on either side, when there is car traffic, as a cyclist going through you have to step on it to get in the gap between cars, and then suddenly slow and turn right - not a fun manoeuvre. It's also clear that drivers are confused about whether this is a straight through or a give way situation... there's just not enough room for us to mutually pass.	0	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
Really like the raised crossing for Coronation Street. I understand and support the curvy cycleway section as that helps reduce speed both for preparation in crossing Coronation Street and because the area is also shared with pedestrians. It is a design that encourages safety.			
The crossing can also help drivers turning off Simeon Street to travel southwest along Coronation Street by creating a break in traffic.	0	0	Information Marker: Site 2 - Diamond Ave, Rosewarne St, Coronation St
It's not clear but it appears that there is no raised platform at the intersections. Certainly there is no 'ramp' shown. This is not very sensible - if a platform is useful on Lincoln Road then platforms will be useful to slow cars down at these intersections. Ideally the footpath and cycle way would not have a level change but be continuous. This shows car drivers that they need to be aware of people walking and on bikes... and slow them down.	9	1	Information Marker: Site 3 - Sydney St - Rosebery St
Looks great, though where the Fire Station path joins Simeon it would be good to have better ped/cyclist priority and sight-lines. Plan has a build-out on the West side of the road, if possible would be good to have one on the East too, and a zebra/cycle crossing. At least put in no-stopping lines on Simeon outside 83 and 84, so ensure ped sightlines are unobstructed by parked cars. Will often cross here to access Barrington Park or Mall, also crossing Sugden.	5	0	Information Marker: Site 3 - Sydney St - Rosebery St
Very supportive of this plan. This st is very wide and can accomodate the bidirectional cycleway. The separation from traffic makes it safer to travel down here, particularly during busy times.	6	0	Information Marker: Site 3 - Sydney St - Rosebery St
In principle love this! Main improvements would be adding a crossing at shared path by fire station (ideally with a turning pocket for people cycling), and adding a speed bump on Elstow behind cycleway.	5	0	Information Marker: Site 3 - Sydney St - Rosebery St
I agree with others that having an easy way to turn off the cycle way onto the bike path by the fire station.	3	0	Information Marker: Site 3 - Sydney St - Rosebery St
A connection from this cycleway to the pathway by the Fire Station ((and on to Barrington Park) seems like an obvious link; would suggest a priority crossing here for peds and cycles (and another one where the path crosses Sugden Cres too)	1	0	Information Marker: Site 3 - Sydney St - Rosebery St
Where there are potential crossing points like for the shared path to Barrington Park there should be more awareness for drivers. Hopefully the buildout will help, but is it enough? Also, a wayfinding sign from the cycleway would be beneficial.	0	0	Information Marker: Site 3 - Sydney St - Rosebery St
Support the narrowing of side street entry and exits as this helps encourage safe speeds and ensure the driver is positioned to see other road users.	0	0	Information Marker: Site 3 - Sydney St - Rosebery St
This intersection needs work no doubt. I cycle this route regularly after work so in peak travel time and it is hard to cross. I am a cyclist, not a circus artist and not a fan of this kind of left-right-right-left turn just to go straight ahead as proposed. These sorts of corners generally get designed way too narrow and bike-road transitions are so badly constructed (unless you are doing something different from anywhere else in the city), that they act as cycle speed bumps.	9	1	Information Marker: Site 4 - Barrington Mall / Milton Street
This is an excellent proposal and is sure to be well used. However, I am concerned that it could be difficult to turn into Barrington Mall for those who are less confident. Potentially the existing pedestrian refuge could be widened to accommodate pedestrians and cyclists such as many similar designs on the Quarryman's Trail cycleway.			
Personally, I have a grandmother who would like to cycle to Barrington Mall for her groceries, but unfortunately she isn't confident enough at present.	14	0	Information Marker: Site 4 - Barrington Mall / Milton Street

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Comment	Upvotes	Downvotes	Relevant information marker
I'm a bit concerned about the Milton Street end. Barrington Mall is a desirable destination, but as I read the map there are barriers from the cycle way for anyone wanting to turn from the cycleway into the Simeon St entrances to the car park or into Athelstan Street. And if you are waiting in the cycleway for a safe turn, you'll block other users.			
Also the traffic light crossings are too far from the corner. Why this dogleg?	9	0	Information Marker: Site 4 - Barrington Mall / Milton Street
This is a great idea. It's so hard to get across Milton Street from the Quarrymans Trail because of traffic on Milton. Simon Street definitely needs a cycleway. Will need a set of lights to get across Milton Street. Much safer!!!	11	1	Information Marker: Site 4 - Barrington Mall / Milton Street
Love this idea. The more cycleways the better. Needs traffic lights to get across Milton from Quarrymans Trail.	14	2	Information Marker: Site 4 - Barrington Mall / Milton Street
There should be a crossing from the cycleway to Barrington Mall. If the goal is to make connections to Barrington Mall it makes no sense not to provide a high quality safe crossing - and make it mid-block. Such crossings are a lot safer than crossings at intersections as there are only two directions to pay attention to. I'd suggest placing the crossing to the north (ie left) of the Barrington entrance so cyclists directly access the car park and the cycle stands on East and West of the mall.	16	0	Information Marker: Site 4 - Barrington Mall / Milton Street
It is nice to see that cycling infrastructure is finally connecting to places for people to buy groceries and visit other shops and restaurants. That said, I'm concerned with the volume of traffic to cross across Milton Stree ; there is also a concern for the growing amount of traffic along Coronation Street. This stretch of cycle pathways needs to consider safe passage across lanes heavily traversed by cars. I'd like to see safe connection of quarrymans with the cycleway across Brougham Street.	12	1	Information Marker: Site 4 - Barrington Mall / Milton Street
The proposal for a signalised pedestrian/cycle crossing of Milton St is great. If the crossing was placed on the west side of Simeon St it would also aid in buses/vehicles turning right into Simeon when the crossing is activated. As a user of the route I feel the bi-directional cycleway is unnecessary along the low volume Simeon St route, however if put on west side access to Barrington Mall would be easier for cyclists: raised platforms would be required at Athelstan and mall carpark entry	3	8	Information Marker: Site 4 - Barrington Mall / Milton Street
Are you all mad.our area being saturated with 2 story units. On average two cars per unit .they ( THE COUNCIL give building concents to build units without parking.so these new owners need to park on already congested streets. Planers need to get out of behind there desks and get into real life.people will get killed if they keep doing these stupid plans .dont biuld without parking and stop building cycleways that dont cure travic congestion. Talk to us	4	14	Information Marker: Site 4 - Barrington Mall / Milton Street
I like the Milton Road crossing idea, but is the cycleway necessary? I bike this way with the kids to school and aside from crossing Milton St, Simeon St is nice and quiet to bike. There are less side streets to cross if the cycleway was on the west site.	4	7	Information Marker: Site 4 - Barrington Mall / Milton Street
I would like to see the lights at the Simeon/ Milton intersection rather than before it (heading west). The right-turning bus (Milton to Simeon) often has trouble turning here and the traffic backs up. Traffic often waits across intersections which would block right-turning traffic. If the lights can't be moved then yellow hatching on the road to indicate no stopping would be a good alternative.	3	4	Information Marker: Site 4 - Barrington Mall / Milton Street
I object to the turning of Simeon Street to encompass a cycle path thus restrictiing the current street size. There are and always will be large trucks turning in to and out of the Barrington Mall carpark. Some of these trucks are B Trains with 20m length. A cycle way narrowing down the current street will make it more difficult and present more hazards for these delivery trucks to complete their deliveries.	4	17	Information Marker: Site 4 - Barrington Mall / Milton Street
Ludicrous! Placing greater stress on families and kids. Damage another area. Five cyclists..does not require you to shut down entire streets!!!!	3	20	Information Marker: Site 4 - Barrington Mall / Milton Street
This is a much needed connection between two cycleways. It needs to be extended down Simeon St to Roker St even if you put in sharrows as a minimum.	10	0	Information Marker: Site 4 - Barrington Mall / Milton Street

Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Love it! Milton is hazardous crossing by foot or bike, it's so busy there's few gaps, and if you go halfway you're a sitting duck in the flush median being used as a turning bay. While I'd prefer a crossing closer to the intersection (on the desire-line to continue along Simeon), whatever gets a reliable, safe, usable crossing here. Advance signal detection would be great, otherwise people will risk cutting straight across to save time.  Better crossing to/from Mall should be considered though.	12	0	Information Marker: Site 4 - Barrington Mall / Milton Street
Looks great. Crossing Milton St is currently tedious at best so a safer alternative is needed. Agree that a consideration for access to the mall is needed as is a key location people using this route may access and those looking to exit the cycle way here could get in the way of others.	9	0	Information Marker: Site 4 - Barrington Mall / Milton Street
Bidirectional cycleways are dangerous - I have had many near misses on them. Bus stop in the middle of the road is a terrible idea. That was trialled on Hills Rd and reverted due to the issues it caused. The exit from Simeon St to Milton St is far too narrow for buses. There will be a back up of vehicles here. There is a fire station on Simeon St. How is the fire truck supposed to get out of Simeon St in an emergency? Removing car parks in an area with so much housing intensification is dumb.	7	11	Information Marker: Site 4 - Barrington Mall / Milton Street
Why does the signalled crossing on Milton St need to be raised? What will vehicles do when the lights are green and they are travelling over 50 km/h down the street? They will thump and bump over the raised area and cause damage to the road and sewer laterals underneath. How is a raised crossing any safer than a standard crossing? If a driver is unobservant enough to go through a red light, why would they notice that there is a speed hump at all?	3	12	Information Marker: Site 4 - Barrington Mall / Milton Street
Love the proposal overall, with some caveats: -needs a better crossing at the mall and at shared path by fire station, ideally raised priority with right turn pocket for bikes -bus stop at 14 Simeon isn't great - theres space for a full bus stop bypass a-la Quay/Plumer in Auckland -needs better transition south of Milton towards Roker - key link to Quarrymans Trial cycleway and paths to Somerfield through Cemetery. Dogleg for cyclists isn't great either  Otherwise this is great - get on with it!	8	0	Information Marker: Site 4 - Barrington Mall / Milton Street
Very happy to see the raised crossing on Milton Street, this design is well proven to make the street safer for everyone by showing down traffic. Motorists in this city don't respect speed limits (as someone who actually respects speed limits and gets tailgated constantly), they will only behave safely if the alternative is damaging their car.	5	0	Information Marker: Site 4 - Barrington Mall / Milton Street
Milton to Simeon crossing is currently difficult and dangerous to all users due to the speed and volume of traffic at this intersection. A light is overdue to improve safety especially of the most vulnerable: pedestrian and cyclists that are more and more numerous using the paths from south to city through Simeon. The buses turning into Simeon do not have enough space in the middle of the road and if cyclists are trying to cross at the same time it's simply ludicrously dangerous for them... 🙏	7	0	Information Marker: Site 4 - Barrington Mall / Milton Street
Not sure Simeon actually needs a separated cycle lane. it's wide enough that some paint demarkating an area for the cars to run would leave a massive amount of space for bikes. I ride down here quite often, usually north to south, seldom the other way, and the only real problem i have with Simeon St itself is the crappy road surface - rough as guts. Then, yes, the crossing of Milton to continue through to the Quarryman's or cemetery is annoying most of the time, difficult at others.	0	4	Information Marker: Site 4 - Barrington Mall / Milton Street
Disagree with the raised crossing on Milton Street. The raised section is going to cause disturbance to the residents who live alongside it - no-one is going to slow down for it when the light is green. This will cause added noise and vibrations to the neighbouring houses. The crossing is controlled by lights, it does not need to also be raised	2	6	Information Marker: Site 4 - Barrington Mall / Milton Street

Submissions table – Simeon Street cycle connection, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
<p>I'm generally in favour but concerned about the "dogleg". There is a very similar situation (bidirectional cycle way and main intersection) only a few blocks away where Frankleigh and Lyttleton meet, and that doesn't seem to have nearly as much deviation yet functions well.</p> <p>Beyond this I want to note that a proper crossing here would be a huge win for anyone on foot. I see old people take their lives in their hands just trying to get to the pedestrian refuge currently.</p>	0	0	Information Marker: Site 4 - Barrington Mall / Milton Street
<p>This is a great idea. I regularly cycle through the cemetery and down Simeon Street; crossing Milton Street is a nightmare, it is dangerous and takes ages to cross when its busy.</p>	1	0	Information Marker: Site 4 - Barrington Mall / Milton Street
<p>Great to see a signalised crossing at Milton St but I agree that work should be done to make it less indirect an alignment (maybe even right at the intersection) and to also continue the connection through to Roker St. Also need a priority crossing from the cycleway to Barrington Mall (or potentially one from each direction, at the main carpark entrance and also near Athelstan St)</p>	0	0	Information Marker: Site 4 - Barrington Mall / Milton Street
<p>This cycleway is great, but like others have said there needs to be a more established crossing and route into the mall for people that are riding along the cycleway. Currently it feels like people biking could use the carpark entrance, the island crossing (which is to be changed) or via Athlstan Street.</p> <p>This could lead to perceived unpredictability.</p> <p>(Part 1 of 2)</p>	0	0	Information Marker: Site 4 - Barrington Mall / Milton Street
<p>I don't like biking in car parks (too much random stuff happens there), the Simeon Street crossing point mean crossing a footpath and initial stopping on the cycleway, via Athelstan Street means contemplating the intersection and then door zone risk further along the road before choosing one of the other entrances to the mall.</p> <p>I lock my bike at the main entrance as there is more visibility, that means negotiating the main entrance intersection. Not ideal.</p> <p>(Part 2 of 2)</p>	0	0	Information Marker: Site 4 - Barrington Mall / Milton Street

Submission attachment 10102



Fire and Emergency New Zealand  
Canterbury District  
P O Box 13-218  
CHRISTCHURCH  
033728601

13 July 2023

**Ref: Feedback on Christchurch City Council 'Way Safer Streets for everyone - Simeon Street Cycle Connection'**

The primary objective of Fire and Emergency New Zealand (Fire and Emergency) is to reduce the incidence of unwanted fire and the associated risk to life and property.

The main functions of Fire and Emergency are to:

- promote safety and provide fire prevention response and fire suppression services
- stabilise or render safety incidents involving hazardous substances
- rescue persons who are trapped as a result of transport accidents or other incidents
- provide urban search and rescues services.<sup>1</sup>

Through a Memorandum of Understanding with St John, Fire and Emergency also responds to medical emergencies. We provide:

- co-response to all immediate or life-threatening calls
- first response to:
  - immediate or life-threatening calls
  - potentially life threatening or time-critical calls, and
  - urgent or potentially serious calls.<sup>2</sup>

**An efficient road network is critical to emergency response**

The road network is the primary mode of emergency response for Fire and Emergency across Christchurch City. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

Community need for our services has been increasing, thereby increasing our presence on the roads and need for fast and efficient traversing across Christchurch City.

Response to fire, medical and other emergencies are time critical, and delays experienced by emergency response can affect the outcome of incidents they attend.

- A house fire can become fatal within three minutes<sup>3</sup>
- For every minute that goes by without cardiopulmonary resuscitation (CPR) or using an AED<sup>4</sup>, the chance of survival drops by 10-15 percent.<sup>5</sup>
- The number of people killed in traffic accidents increases with increasing emergency response time.<sup>6</sup>

<sup>1</sup> Fire and Emergency New Zealand Act 2017 Section 11

<sup>2</sup> Fire and Emergency New Zealand and St John New Zealand, Interagency Support Memorandum of Understanding 28 September 2020

<sup>3</sup> [www.fireandemergency.co.nz](http://www.fireandemergency.co.nz)

<sup>4</sup> Automated external defibrillator

<sup>5</sup> <https://www.stjohn.org.nz/news--info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/>

<sup>6</sup> Al-Haji G, Assessing Traffic Calming Measures for Safe and Accessible Emergency Routes in Norrköping City in Sweden, International Journal of Transport and Vehicle Engineering Vol:12, No:9, 2018



Submission attachment 10102

### Simeon Street Cycle Connection

Christchurch City Council has recently notified the Way Safer Streets initiative. This initiative seeks a range of improvements which includes fixing roads, footpaths, pedestrian safety, intersection safety, lowering speeds around schools and surrounding neighbourhoods, better cycle connections and bus stop improvements.

The proposal for Simeon Street seeks to connect cyclists to the Little River Link Cycleway that runs along the Southern Motorway, Quarryman's Trail and Barrington Shopping Centre.

The proposal includes:

- A dedicated two-way cycleway on the northeast side of Simeon Street
- A variety of easy-to-install cycle treatments including painted markings and separators

The Spreydon Fire Station is located at 77 Simeon Street adjacent to where the works are proposed for the Simeon Street Cycle Connections. The Spreydon Fire Station responds to an average of 1500 emergency response calls per year and the proposed upgrades/restrictions for the section of Simeon St, between Coronation St & Milton Street, has the potential to impact on all calls from this station.

In particular, Fire and Emergency have concerns with the roadway restriction where parking is available on both sides of Simeon Street. As shown in the cross section on sheet 3 of the "Little River Cycle Connections – Simeon Street" this arrangement effectively restricts vehicle transit to one direction at a time, thereby potentially delaying the movement of fire appliances.

In addition, Fire and Emergency are concerned about the 30Km per hour speed restriction, as further affecting fire appliance response times.

As an overall comment Fire and Emergency notes the increasing number of speed restrictions and raised platforms in the city has a compounding effect on response times, with for example ramps causing further restrictions on both Coronation and Milton Streets near the intersection with Simeon Street.

**Accordingly, Fire and Emergency would like to work with Council to address the issues identified above so roading upgrades do not negatively affect emergency response and results in positive community outcomes.**

Yours sincerely,



Steve Kennedy

Group Manager / Assistant District Commander

Fire and Emergency

Submission attachment 10104



16 July 2023

Sam Smith  
Engagement Advisor  
[engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)  
Christchurch City Council  
53 Hereford Street  
Christchurch 8154

Beckenham Service Centre  
03 941 6633  
66 Colombo Street, Beckenham  
PO Box 73027  
Christchurch 8154  
[ccc.govt.nz](http://ccc.govt.nz)

Hello Sam,

## Submission on Way Safer Streets

The Waihoru Spreydon-Cashmere-Heathcote Community Board appreciates the opportunity to provide a submission to the Christchurch City Council on the Way Safer Streets proposal and thanks staff for the work done on this matter.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere-Heathcote area.

Our Community Board Plan's vision is that Spreydon-Cashmere-Heathcote is a place where people are actively engaged and contribute to thriving communities and environments, where they feel they belong and are safe and connected with each other. The Way Safer Streets programme aligns deeply with our Board Plan priorities.

We strongly support the aim that everyone should be able to safely walk, scooter, bus, cycle or drive where they want to go.

We do, however, have a question about what consultation is being undertaken for the suggested removal of bus stops and would appreciate an answer to this please.

Below is a list of changes we believe would improve the scheme:

### Westmorland cycle connection

- Would like to see safety improvements made – Penruddick Rise bridge, look at wands across the bridge
- Leistrella Road, through Kaiwara Reserve is a possible connector to Cashmere High. Would like to revisit the siting of the signalised placement (currently near Leistrella Road).
- Would like to see a future link to Sparks Road
- Improve safety for cyclists at Hoon Hay Road intersection.
- Notes issues with squeeze point around the curve by Cracroft

### Simeon Street cycle connection

- Safety around cambers – extra wide cycle lanes with painted line alongside the deep-dish channel
- Love the crossing!
- Road surface needs to be suitable for purpose. Currently it is very dangerous for cyclists, scooters, trikes, etc.

Submission attachment 10104



- We would also like to see the suggestions made by Rebecca Finch, a local resident in their submission about Howard Street incorporated into the scheme. Ref: 22/ 1802768 attachment to report 22/1214265

Te Aratai College cycle connection | Safer intersections and crossings at Alwins/Ensors/Ferry Roads

- Strongly support improving the cycle connections along here.
- Strongly support safer intersections for all road users.
- We appreciate the efforts staff are taking to work with the affected business owners on this matter

The Board would like to speak to this submission.

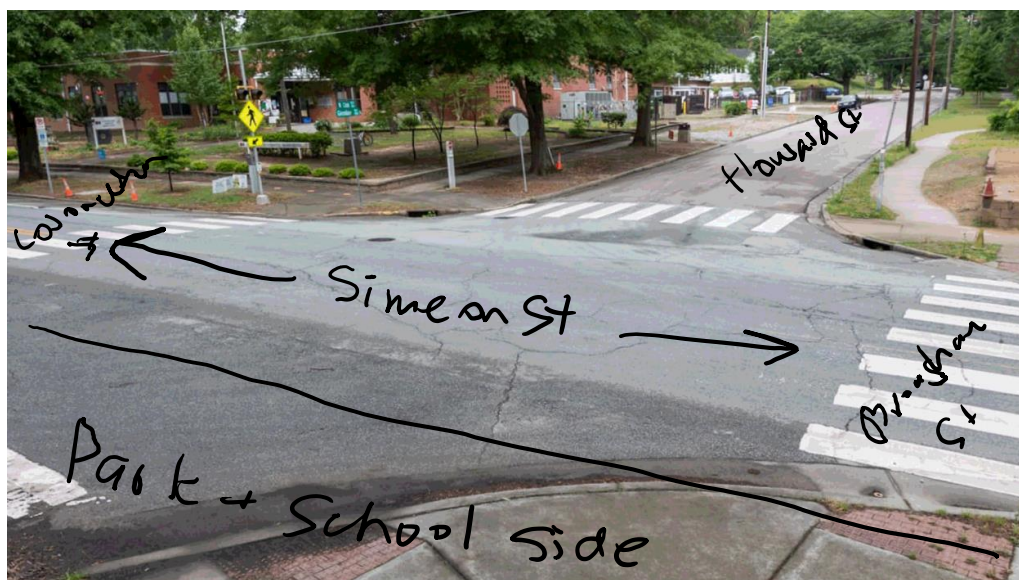
Ngā mihi,



Callum Ward  
Chairperson, Waihoru Spreydon-Cashmere-Heathcote Community Board

Submission attachment 10106

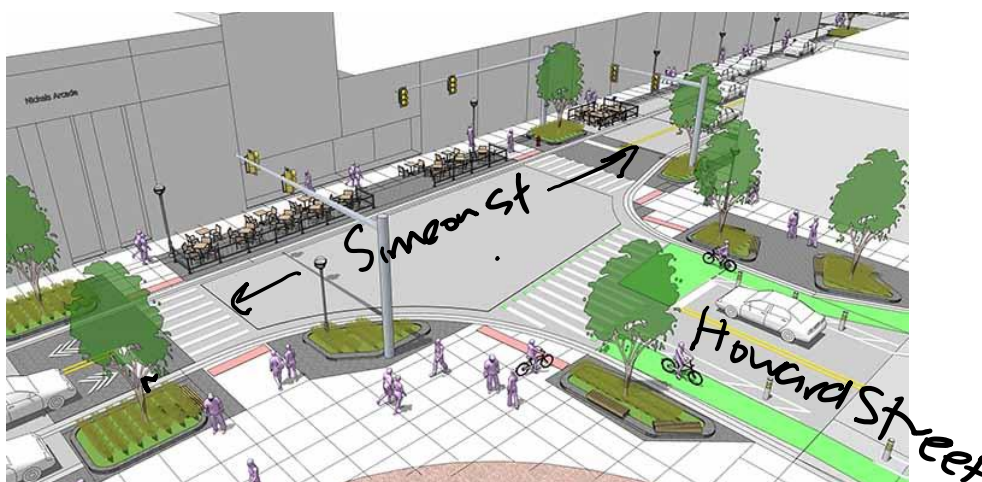
**Ideas for End of Howard st where it meets Simeon St**



<https://www.axios.com/2022/04/27/painted-streetscapes-road-safety>

**What they're saying:** Anything that "humanizes" the roadway environment is a safety benefit, Michael Flynn, Schwartz's national director of transportation planning, tells Axios.

You probably know all this and lets do more of this: "It's all psychological," he explains. "Traffic engineering is a social science. You're changing driver expectations. Things that constrain their field of vision and physically constrain the roadway" cause drivers to recognize that they're entering an area where they might encounter pedestrians.



Item 6

Attachment B



Submission attachment 10106

I think our intersection is large enough for some design features in middle of road to give a safe space for people and bikes to pause and include some trees. Prioritise walkers and bikers and make cars give way to them (BIG Signs).



Rather than concrete or asphalt can we use permeable pavers to encourage water draining into the land rather than running off into the drainage system which is quickly overwhelmed (climate adaptation).

**BEFORE/problems:** its really hard at the moment to cross over to school and park side from Howard st, (and vice versa) its a big distance, similar to this photo below, and the corner towards coronation street encourages cars to speed and they may not realise there is a main school entrance around the bend. Some cars parked on Howard st are using it as an informal 'park and ride' area. Parking there for the day and biking into the city. Perhaps the bike way could continue along Howard st where there is plenty of scope for more trees, more bike lanes and even angled parking for vehicles, even without changing the big old culverts. A number of bikers, including myself bike down Howard st and it's a big wide street where cars are encouraged to speed (my dog was killed by a speeding car a few years ago). It's also used by many children to bike and walk to school with parents and pushchairs and the current pathway is narrow, especially on bin days.

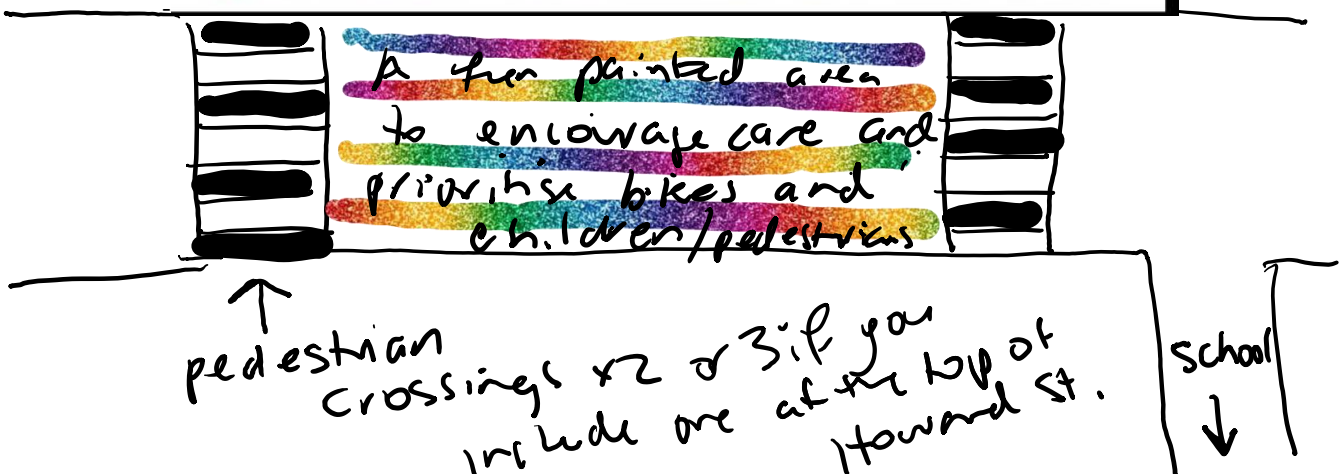


**AFTER:**

Submission attachment 10106

Item 6

Attachment B



I would like to suggest something like the above before and after for the end of Howard st where it meets Simeon St and utilising some of the painted road aspects as in the gif above. In essence we will need 3 crossings to make it safe for walkers and children to cross into the school or park, and to encourage safety and slow cars and to prioritise walkers and bikers. We could incorporate some seats for people to rest on under the trees as they wait for their children to come out of school. I like permeable paves to help with water going into the land rather than run off into the drains (I think I said this already).

I am very excited by this project, it will really create a new and vibrant area safe for pedestrians, bikers, children and promote care for each other. Good luck! I hope you can include all these ideas 😊😊😊



Submission attachment 10002

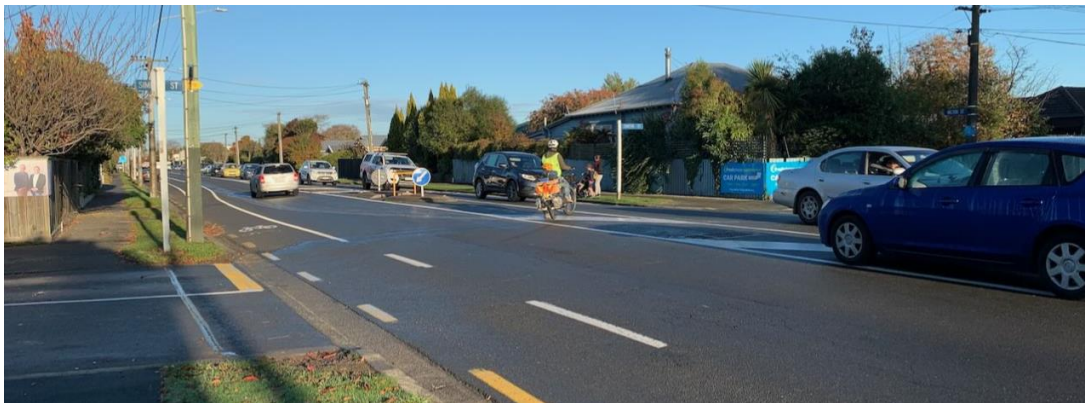
Simeon/Milton Images supplied by John Lieswyn [jlieswyn@gmail.com](mailto:jlieswyn@gmail.com)



**Figure 1: this is who we are designing for! Simeon at Roker**

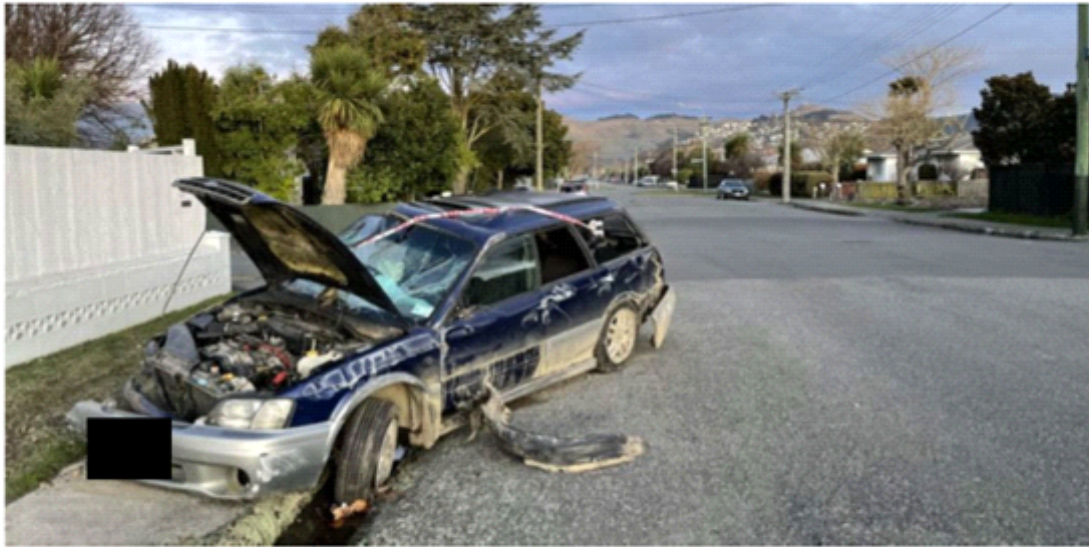


**Figure 2: this is why a signalised crossing is needed at Milton**



**Figure 3: another example of people waiting and waiting to get across Milton**

Submission attachment 10002



*Figure 4: some drivers travel at 100 km/h on Simeon - this driver went right through Coronation and hit the kerbs intended to highlight the intersection*



*Figure 5: offset Coronation intersection and destroyed sight board - wheel tracks where high speed driver failed to slow*



Submission attachment 10002



*Figure 6: crossing Simeon at Coronation is not made easier by the new proposed design. Why not put a threshold platform here and prioritise pedestrians, pull the limit line behind the platform, it would also reduce risk of drivers sailing through Coronation*

Submission attachment 10096



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

Submission attachment 10096

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.



Submission attachment 10096

## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

Submission attachment 10096

## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

Submission attachment 10096

The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## Pedestrian/road improvements

### Footpaths and pedestrian infrastructure

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

Submission attachment 10096

- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

Submission attachment 10096

Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.



Submission attachment 10096

A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

Submission attachment 10096

difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

Submission attachment 10096

The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

Submission attachment 10096

**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

Submission attachment 10096

**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*“There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious.”*



Submission attachment 10096

That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

Submission attachment 10096

That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

## 7. Transport Choices - Te Aratai College Cycle Connection

Reference / Te Tohutoro: 23/1162291

Report of / Te Pou Matua:	Chris Strydom, Project Manager Transport, chris.strydom@ccc.govt.nz Jacob Bradbury, Manager Planning & Delivery Transport, jacob.bradbury@ccc.govt.nz
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Transport Choices Te Aratai College Cycle Connection project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves the following recommendations required for the implementation of the Transport Choices – Te Aratai Cycle Connection relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
2. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.
3. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.
4. Approves that construction of the Te Aratai College Cycle Connection project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

#### General Arrangements

5. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands, traffic calming features and road markings on Ensors Road, Aldwins Road, and Buckleys Road, including intersecting road approaches, as detailed on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.

Cycleways, Shared Paths and Cycle Lanes

6. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Ensors Road, commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 89 metres.
7. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Ensors Road, commencing at its intersection with Grenville Street and extending to its intersection with Frederick Place.
8. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Ensors Road, commencing at its intersection with Frederick Place and extending in a northerly direction for a distance of 51 metres.
9. Approves that a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Ensors Road, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 61 metres. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 89 metres.
11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Aldwins Road, commencing at a distance of 89 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 329 metres.
12. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road, commencing at its intersection with Harrow Street and extending in a southerly direction for a distance of 61 metres.
13. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the southern side of Harrow Street, commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 39 metres.
14. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the northern side of Harrow

- Street, commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 53 metres.
15. Approves pursuant to section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004 that an eastbound uni-directional cycle lane be established on the northern side of Harrow Street, commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 56 metres.
  16. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road, commencing at its intersection with Harrow Street and extending in a northerly direction for a distance of 60 metres.
  17. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north, be established on the western side of Aldwins, commencing at its intersection with Newcastle Street and extending in a southerly direction for a distance of 34 metres.
  18. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling north be established on the western side of Aldwins Road, commencing at its intersection with Newcastle Street and extending in a northerly direction for a distance of 219 metres.
  19. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins, commencing at its intersection with Marlborough Street and extending in a southerly direction for a distance of 26 metres.
  20. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the western side of Aldwins Road, commencing at its intersection with Marlborough Street and extending in a northerly direction to its intersection with Linwood Avenue.
  21. Approves pursuant to section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004 that a northbound uni-directional cycle lane be established on the western side of Aldwins Road, commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 79 metres.
  22. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors Road, commencing at its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 74 metres.
  23. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors, commencing at its intersection with Sullivan Avenue and extending in a northerly direction to its intersection with Mackenzie Avenue.
  24. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors



- Road, commencing at its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 32 metres.
25. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Ensors Road, commencing at a distance 97 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 166 metres.
  26. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Ensors Road, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 97 metres.
  27. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 93 metres.
  28. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at its intersection with Matlock Street and extending in a northerly direction to its intersection with Edmonds Street.
  29. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at its intersection with Edmonds Street and extending in a northerly direction to its intersection with Bass Street.
  30. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at its intersection with Bass Street and extending in a northerly direction to its intersection with Marcroft Street.
  31. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at its intersection with Marcroft Street and extending in a northerly direction for a distance of 165 metres.
  32. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at a point 165 metres north of its intersection with Marcroft Street and extending in a northerly direction for a distance of 35 metres.
  33. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated uni-directional cycle facility, for the use of cycles only travelling south be established on the eastern side of Aldwins Road, commencing at a point of 200 metres north of its intersection with Marcroft Street and extending in a northerly direction for a distance of 147 metres.
  34. Approves that a bi-directional Shared Path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004, be established on the eastern side of Aldwins Road, commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 222 metres.

Stopping, Standing and Parking Restrictions

35. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing a point 37 metres south of its intersection with Grenville Street and extending in a southerly direction for a distance of 52 metres.
36. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 23 metres.
37. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Grenville Street and extending in a northerly direction to its intersection with Frederick Place.
38. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Frederick Place commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 15 metres.
39. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Frederick Place commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 19 metres.
40. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Frederick Place and extending in a northerly direction to its intersection with Ferry Road.
41. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 21 metres.
42. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road commencing a point 36 metres west of its intersection with Ensors Road and extending in a westerly direction for a distance of 35.5 metres.
43. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Ferry Road extending in a northerly direction for a distance of 20 metres.
44. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing a point 34 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 7 metres.
45. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the western side of Aldwins Road commencing at a point 41 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 18 metres.

46. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 10 minutes on the western side of Aldwins Road commencing at a point 59 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 12 metres.
47. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the western side of Aldwins Road commencing at a point 71 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 347 metres.
48. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 173 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 9 metres.
49. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 125 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 26 metres.
50. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 93 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 13 metres.
51. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Harrow Street and extending in a southerly direction for a distance of 74 metres.
52. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Harrow Street commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 39 metres.
53. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Harrow Street commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 55 metres.
54. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Harrow Street and extending in a northerly direction for a distance of 30 metres.
55. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Newcastle Street and extending in a southerly direction for a distance of 50 metres.
56. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Newcastle Street and extending in a northerly direction to its intersection with Marlborough Street.
57. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road

- commencing at its intersection with Marlborough Street and extending in a northerly direction for a distance of 13 metres.
58. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 27 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 6 metres.
59. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 45 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 9 metres.
60. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at a point 60 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 22 metres.
61. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the western side of Aldwins Road commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 94 metres.
62. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 67 metres south of its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 14 metres.
63. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 20 metres.
64. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the southern side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in an easterly direction for a distance of 15 metres.
65. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in an easterly direction for a distance of 15 metres.
66. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Sullivan Avenue and extending in a northerly direction for a distance of 27 metres.
67. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 59 metres north of its intersection with Sullivan Avenue and extending in a northerly direction for a distance of 71 metres.
68. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Mackenzie Avenue and extending in a southerly direction for a distance of 20 metres.

69. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 61 metres.
70. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 75 metres north of its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 191 metres.
71. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the eastern side of Ensors Road commencing at a point 44 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 40 metres.
72. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at a point 32 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 13 metres.
73. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 18 metres.
74. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 28 metres.
75. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road commencing at a point 43 metres east of its intersection with Aldwins Road and extending in an easterly direction for a distance of 22 metres.
76. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 53 metres.
77. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking of all vehicles is restricted to a maximum period of 60 minutes on the eastern side of Ensors Road commencing at a point 53 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 40 metres.
78. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Matlock Street and extending in a southerly direction for a distance of 14 metres.
79. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Matlock Street and extending in a northerly direction to its intersection with Edmonds Street.
80. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road



commencing at its intersection with Edmonds Street and extending in a northerly direction to its intersection with Bass Street.

81. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Bass Street and extending in a northerly direction for a distance of 150 metres.
82. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Marcroft Street and extending in a southerly direction for a distance of 69 metres.
83. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 74 metres south of its intersection with Marcroft Street and extending in a southerly direction for a distance of 8 metres.
84. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 87 metres south of its intersection with Marcroft Street and extending in a southerly direction for a distance of 10 metres.
85. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Marcroft Street and extending in a northerly direction for a distance of 183 metres.
86. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 172 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 196 metres.
87. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 137 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 17 metres.
88. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 102 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 12 metres.
89. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at a point 54 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 14 metres.
90. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at any time on the eastern side of Aldwins Road commencing at its intersection with Linwood Avenue and extending in a southerly direction for a distance of 22 metres.

#### Bus Stops

91. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western

- side of Ensors Road commencing at a point 23 metres south of its intersection with Grenville Street and extending in a southerly direction for a distance of 14 metres.
92. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the southern side of Ferry Road commencing at a point 21 metres west of its intersection with Ensors Road and extending in a westerly direction for a distance of 15 metres.
  93. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 20 metres north of its intersection with Ferry Road and extending in a northerly direction for a distance of 14 metres.
  94. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 181 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 20 metres.
  95. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking be restricted to passenger service vehicles only Monday to Friday on the western side of Aldwins Road commencing at a point 151 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 22 metres.
  96. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking be restricted to passenger service vehicles only Monday to Friday on the western side of Aldwins Road commencing at a point 106 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 19 metres.
  97. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that parking be restricted to passenger service vehicles only Monday to Friday on the western side of Aldwins Road commencing at a point 74 metres south of its intersection with Harrow Street and extending in a southerly direction for a distance of 20 metres.
  98. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 30 metres north of its intersection with Harrow Street and extending in a northerly direction for a distance of 14 metres.
  99. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the western side of Aldwins Road commencing at a point 13 metres north of its intersection with Marlborough Street and extending in a northerly direction for a distance of 14 metres.
  100. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the eastern side of Ensors Road commencing at a point 20 metres south of its intersection with Sullivan Avenue and extending in a southerly direction for a distance of 23 metres.
  101. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the eastern

side of Ensors Road commencing at a point 61 metres north of its intersection with Mackenzie Avenue and extending in a northerly direction for a distance of 14 metres.

102. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the eastern side of Ensors Road commencing at a point 18 metres south of its intersection with Ferry Road and extending in a southerly direction for a distance of 14 metres.
103. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a bus stop for scheduled bus services only (in accordance with the definition of 'bus service' in Section 5 of the Land Transport Management Act 2003) be installed on the northern side of Ferry Road commencing at a point 27 metres east of its intersection with Aldwins Road and extending in an easterly direction for a distance of 15 metres.
104. Approves pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 and section 591 of the Local Government Act 1974 that a bus stop is provided on the eastern side of Aldwins Road commencing at a point 183 metres north of its intersection with Marcroft Street and extending in a northerly direction for a distance of 14 metres.

#### Bus Shelters

105. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Ensors Road (outside 189 Ensors Road) generally centred at a point 24 metres south of its intersection with Grenville Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
106. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Aldwins Road (outside 375 Ferry Road) generally centred at a point 29 metres north of its intersection with Ferry Road, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
107. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Aldwins Road (outside 85 Aldwins Road) generally centred at a point 184 metres south of its intersection with Harrow Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
108. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the western side of Aldwins Road (outside 139 Aldwins Road) generally centred at a point 39 metres north of its intersection with Harrow Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
109. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the eastern side of Ensors Road (outside 372 Ferry Road) generally centred at a point 34 metres south of its intersection with Ferry Road, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.
110. Approves pursuant to Section 339(1) of the Local Government Act 1974 the provision of a bus passenger shelter on the eastern side of Aldwins Road (outside 116 Aldwins Road) generally centred at a point 188 metres north of its intersection with Marcroft Street, as shown on plans titled Te Aratai College Cycle Connection: Signage and Road Marking Plan (Sheet Numbers R01–R09, Revision A, dated 18/08/23) attached to this report as **Attachment A**.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is primarily funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand’s carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Te Aratai College Cycle Connection project was included within the Transport Choices programme due to alignment with the “deliver strategic cycling/micro mobility networks” investment category of the programme.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- 4.2 Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.3 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

#### Project Options Considered

- 4.4 The following options were considered:
  - Option 1 – Uni-directional cycleway
  - Option 2 – Bi-directional cycleway
  - Option 3 – Shared paths

- 4.5 Option 1 - is the recommended option and provides the best alignment with the project and Transport Choices objectives and design parameters. It should be noted that in some locations sections of shared path are proposed where constraints don't allow for continuation of the uni-directional cycleway.
- 4.6 Option 2 - during concept design it was determined that there is insufficient existing carriageway width to accommodate a bi-directional cycleway without significant carriageway widening and drainage work. This option has been excluded due to the costs associated with it and the Transport Choices budget constraints.
- 4.7 Option 3 - Shared paths are generally not supported by the Waka Kotahi Transport Choices design parameters due to conflicts between pedestrians and cyclists. Sections of shared path are included in the recommended option where cyclists are expected to cross the road at existing signalised crossings, and to ensure a suitable tie-in to existing infrastructure to cater for less confident cyclists. Outside Te Aratai College shared paths are proposed due to restricted carriageway width, to guide cyclists accessing Te Aratai College to the signalised crossing point. Shared paths in the vicinity of Ferry Road have been added post consultation to retain parking.

## 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:
  - 5.1.1 Central and Linwood Wards
  - 5.1.2 Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards
- 5.2 The recommended option is to install a uni-directional cycleway with some relatively small sections of shared path. This option provides the best alignment with the Transport Choices objectives and design parameters. It should be noted that in some locations sections of shared path are proposed where constraints do not allow for continuation of the uni-directional cycleway.
- 5.3 The Te Aratai College Cycle Connection project amalgamates scope from four other projects that contribute to the outcomes of the project and will also offer efficiencies in delivery, that scope being:
  - 5.3.1 The raised platform at the Linwood/Buckleys intersection
  - 5.3.2 The raised platform at the Ferry/Ensors/Aldwins intersection, and signal infrastructure upgrades
  - 5.3.3 Existing signalised crossing at Te Aratai College infrastructure renewal
  - 5.3.4 Signals Cable Renewal at the Ferry/Ensors/Aldwins intersection.
- 5.4 There are two Major Cycle Routes in the vicinity of the recently reconstructed Te Aratai College but there is currently no dedicated connection for students to use. The Major Cycle Routes are designed to be an integrated network of cycleways not only with each other but with key community locations.
- 5.5 The Te Aratai College cycle connection will complement the Major Cycle Route programme but also help create a safer, more efficient travel option to and from the college, and encourage cycling as the school travel method of choice.
- 5.6 The Te Aratai College cycle connection project seeks to deliver safe cycle access to Te Aratai College as well as a continuous cycle connection between the Rapanui-Shag Rock Major Cycleway Route and the Heathcote Expressway Major Cycleway Route, and to connect the



Sullivan Avenue Ara campus to the Major Cycleway Route network. The safe cycle facilities provided will be suitable for use by 'interested but concerned' cyclists.

5.7 Proposed interventions include:

- Cycle paths;
- Signalised intersection improvements;
- Signage and pavement markings; and
- Traffic calming buildouts.

5.8 The project does not include:

- Any significant pavement works or road resurfacing;
- Subsurface three waters infrastructure upgrades; or
- Any highly technical engineered interventions with large cost and time implications.

**Parking impacts**

- 5.9 The proposed separated cycle lanes and bus stops will result in the loss of parking throughout the project length.
- 5.10 There are approximately 250 parking spaces within the project extent currently, noting that these are not marked as individual car parks. Under the proposed scheme design, 76 parking spaces will be retained and 174 parking spaces will be removed.
- 5.11 The 76 spaces retained includes 19 parking spaces near Ferry Road that were initially proposed to be removed, but have now been retained in response to consultation feedback. These parking spaces include time restrictions to support adjacent businesses.

**Public Consultation Te Tukanga Kōrerorero**

- 5.12 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.13 Staff attended a LinWard collective hui (consisting of Te Whare Taonga o Ngā Iwi Katoa (Linwood Resource Centre), Bromley Community Trust, The Loft, CCC Libraries, Christchurch Methodist Mission and St Chads Church and Linwood Avenue Corner Trust) to brief them on Way Safer Streets projects in early June 2023. Recommended engagement tactics were taken on board.
- 5.14 Consultation started on 16 June and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, ECan, Mahaanui Kurataiao, Linwood Ave School, and The Loft at Eastgate. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.15 During consultation, flyers were delivered to residents in the local area about the wider Way Safer Streets programme, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.16 Two Newline stories were published and picked up by local media outlets. Digital screens advertised the consultation in Civic Offices and Linwood Library, as well as newspaper advertisements in The Star and The Pegasus Post. Digital billboards were utilised in Linwood, including outside Eastgate Mall. An online targeted campaign ran for the entire consultation period. Footpath decals with QR codes were installed in the project area to direct local pedestrians to the consultation.

- 5.17 A Christchurch wide cycling event, “Christchurch Winter Solstice Matariki Night Light Bike Ride” was attended, and flyers were distributed to ensure cyclists had access to the different projects.
- 5.18 Local businesses were door knocked with a consultation letter and initial feedback was collected.
- 5.19 Residents in the project area received scheme plans and invitations to discuss the plan with staff.
- 5.20 Consultation documents (including a submission form) and flyers were available at Bromley Community Centre, Linwood Union Church, Linwood Library, and Linwood Resource Centre and Community Gardens.
- 5.21 Two meetings were held with businesses at the Ferry Rd/Aldwins Rd/Ensors Rd intersection. Concerns about lack of parking resulted in an updated scheme plan to reinstate timed parking on both sides of the intersection of Aldwins Rd/Ensors Rd. Initial feedback on this compromise was positive.
- 5.22 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.
- 5.23 Staff met with McDonalds Linwood who requested the project scope be extended to address the lack of footpath at Linwood Ave. Although outside of this project, transport staff agreed to look at plans and see if a mutual solution could be reached.

### Summary of Submissions Ngā Tāpaetanga

- 5.24 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.25 A total of 88 submissions and 105 comments were made on the project. 78 submissions were made in the interactive [Social Pinpoint Map](#), and 10 submissions were made via email/PDF. Submissions were made by the Disabled Persons Assembly, the School Board of Trustees at Te Aratai College, the Waitai Coastal-Burwood-Linwood, Waihoru Spreydon-Cashmere-Heathcote and Waipapa Papanui-Innes-Central Community Boards, as well as 83 individuals. All submissions and comments are available in **Attachment B**.
- 5.26 On the [Social Pinpoint Map](#), the project received a total of 264 upvotes, 81 downvotes, and 105 comments. Downvotes were more prominent for the two main intersection plans:

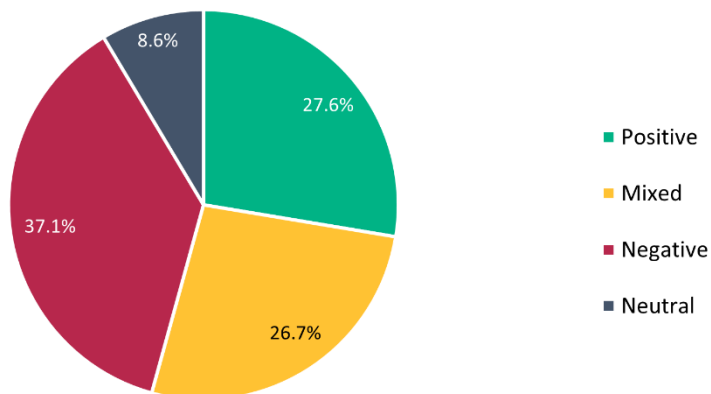
Project pin	Comments	Upvotes	Downvotes
Overall Pin	23	80	6
<b>Site 1</b> - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave	9	23	5
<b>Site 2</b> - Grenville St, Frederick St	9	21	4
<b>Site 3</b> – Ferry Rd/Aldwins Rd/Ensors Rd Intersection upgrade and cycleway	30	28	27
<b>Site 4</b> - Aldwins Rd, Edmonds St, Matlock St	6	20	5
<b>Site 5</b> - Te Aratai College	4	19	2
<b>Site 6</b> - Harrow St intersection upgrade	5	20	3
<b>Site 7</b> - Harrow St, Newcastle St	3	11	4

<b>Site 8</b> – Aldwins Rd/Buckleys Rd/Linwood Ave	4	18	5
<b>Site 9</b> - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade	12	24	20
<b>Total</b>	<b>105</b>	<b>264</b>	<b>81</b>

**Summary from social pinpoint interactions**

- 5.27 Comment sentiment was analysed in addition to submissions, where over half of the comments were either positive or mixed (27.6% and 26.7% respectively):

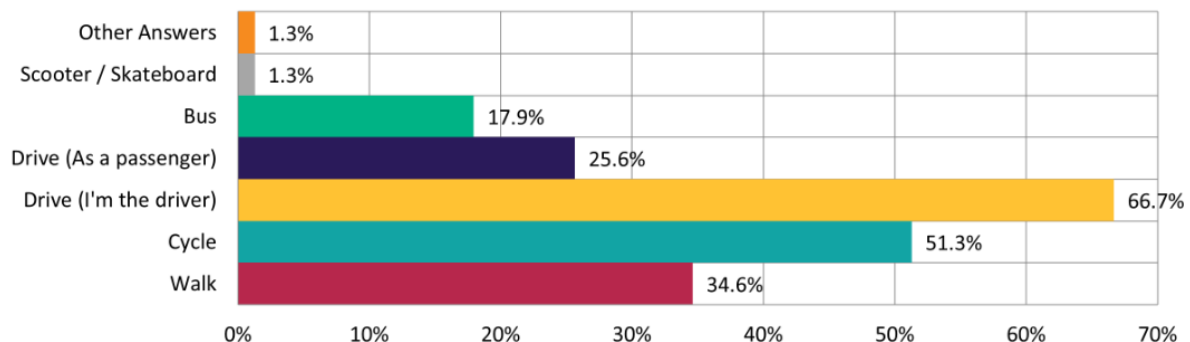
**Comment sentiment (105 comments)**



- 5.28 Submitters were asked for their methods of travel through this area. The majority (66.7%) of submitters use this area via car (as the driver):

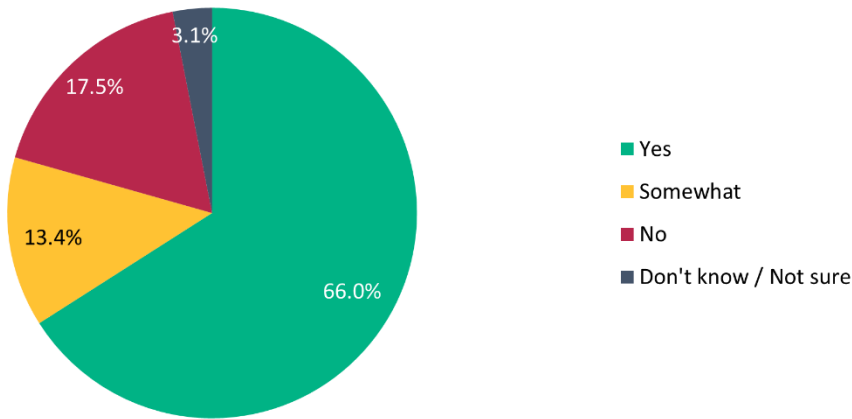
**How do you currently travel through this area? (N=78)**

*(Respondents could select multiple responses)*



- 5.29 The majority of submitters felt this proposal would improve safety for cycling (66.0%):

Do you think this proposal will improve safety for cycling? (N=78)

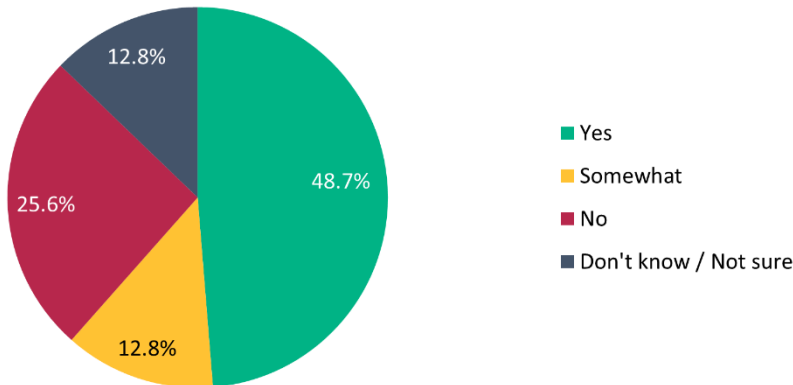


5.30 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Aldwins Road, Ensors Road), live in local suburbs (i.e. Linwood, Woolston), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
Yes	2	23	20
Somewhat	5	4	6
No	1	8	5
Don't know / Not sure	0	3	1

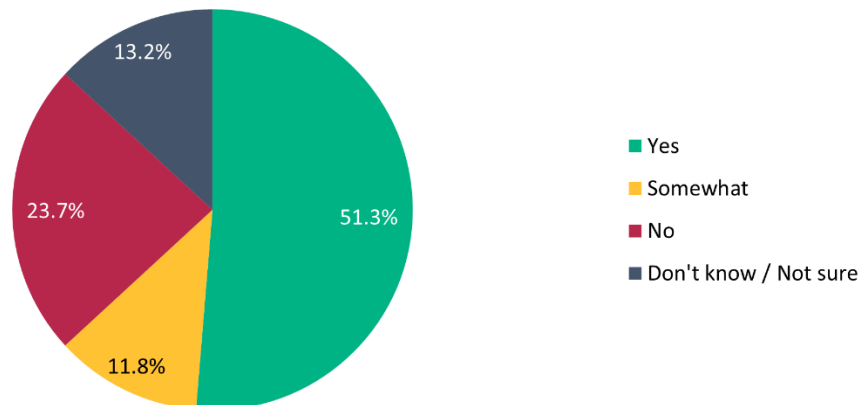
5.31 The majority of submitters either agreed (48.7%) or somewhat agreed (12.8%) that installing a raised safety platform would improve safety at the Ferry Rd/Aldwins Rd/Ensors Rd intersection:

Do you think installing a raised safety platform at the Ferry Road / Aldwins Road / Ensors Road intersection, will improve safety? (N=78)



5.32 The majority of submitters agreed (51.3%) that installing a raised safety platform would improve safety at the Aldwins Rd/ Buckleys Rd/ Linwood Ave intersection:

Do you think installing a raised safety platform at the Aldwins Road / Buckleys Road / Linwood Ave intersection, will improve safety? (N=76)



5.33 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Support for the cycleway</b>	22	27	<b>49</b>
<b>Concern about raised safety platforms</b> <ul style="list-style-type: none"> <li>Including perception that raised intersections force people to run through orange lights, increasing congestion and causing discomfort to drivers</li> </ul>	11	11	<b>22</b>
<b>Concern around location of bus stops / shelters</b> <ul style="list-style-type: none"> <li>Concern around bus stops cutting into cycleways, and for the safety for drivers and cyclists if buses can stop so close next to the Ferry Rd/Aldwins Rd/Ensors Rd intersection.</li> <li>Ensuring the school has an adequate level of bus stops and shelters</li> </ul>	14	8	<b>22</b>
<b>Concerned about parking loss</b> <ul style="list-style-type: none"> <li>Perceived lack of existing parking on side streets and how this would create more of an issue on Flaxwood Lane, leading residents to park on Mackenzie Ave or Ferry Rd</li> <li>Concerns around accessing businesses at the Ferry Rd/Aldwins Rd/Ensors Rd intersection, for both customers and staff</li> </ul>	11	9	<b>20</b>
<b>Concern about impact on residents &amp; small businesses</b> <ul style="list-style-type: none"> <li>Businesses near the Ferry Rd/Aldwins Rd/Ensors Rd intersection, such as Steadfast Books, Book Barn, J Books, The Emporium, The Mad Butcher and Couplands</li> <li>Impact on Aldwins Rd and side streets residents who do not all have off street parking</li> </ul>	9	8	<b>17</b>
<b>Supportive of raised safety platforms</b> <ul style="list-style-type: none"> <li>Some felt raised safety platforms were an appropriate treatment for the intersection given the safety issues, and slows cars adequately, increasing safety</li> </ul>	8	7	<b>15</b>

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Do not support the cycleway</b> <ul style="list-style-type: none"> <li>Because of parking loss, cost, compromising driver safety, and that there should be different routes that are more appropriate</li> </ul>	4	6	10

Requests	Number of comments	Number of submissions	Total mentions
<b>Further Ferry/Ensors/Aldwins intersection safety upgrades</b> <ul style="list-style-type: none"> <li>Installing right turning arrows for traffic from Ferry Rd to Aldwins Rd and vice versa</li> <li>Installing a signalised crossing for cyclists</li> </ul>	10	12	22
<b>Further traffic calming / side street improvements</b> <ul style="list-style-type: none"> <li>Raising all side streets (Dutch style intersections), and increase the use of stop signs at side streets</li> <li>Traffic lights at side streets</li> <li>Further kerb buildouts at all side streets</li> <li>Further treatments on the cycleway to warn drivers coming out of long driveways</li> </ul>	9	10	19
<b>Remove shared path sections and make it fully dedicated</b> <ul style="list-style-type: none"> <li>Use of shared path treatments for certain sections of the cycleway, citing safety concerns for cyclists and pedestrians</li> </ul>	9	5	14
<b>Extension of cycleway</b> <ul style="list-style-type: none"> <li>Cycleway extension to Opawa Rd and Brougham St</li> <li>Request to use a dedicated cycleway the whole way instead of shared for some sections</li> </ul>	6	7	13
<b>Cycleway treatment / width requests</b> <ul style="list-style-type: none"> <li>Making the shared pathway was as wide as possible, concrete cycle lane barriers, and raising the cycleway at intersections</li> </ul>	6	6	12
<b>Reduce speeds</b> <ul style="list-style-type: none"> <li>Decrease vehicle speeds further and install speed cameras at intersections and outside Te Aratai College</li> </ul>	1	8	9

## Scheme Changes Post-Consultation

### 5.33.1 Related to Consultation Response:

- Retention of 19 parking spaces for businesses around the Ferry Rd intersection with time restrictions.

### 5.33.2 Related to Safe System Audit

- Staggered crossing width at Harrow St increased, and traffic signal design developed.

### 5.33.3 Related to Waka Kotahi Scheme design review & approval

- Treatments at bus stops developed to improve delineation.
- Shared path detail/delineation opposite Te Aratai College amended/developed.
- On-road cycle transitions developed from separated path to on-road lane (for confident riders).
- Speed humps proposed at accessways to slow vehicles.



## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
  - 6.2.1 Activity: Transport
    - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
    - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
    - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
    - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction
    - Level of Service: 10.5.3 More people are choosing to travel by cycling -  $\geq 12,500$  average daily cyclist detections

### Policy Consistency Te Whai Kaupapa here

- 6.3 The proposals are consistent with Council's Plans and Policies, in particular:
  - 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
  - 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report are likely to:
  - 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions

Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.

- 6.10 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel. Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - the total project estimate is \$5,871,367. This is inclusive of design and project management.
- 7.2 Maintenance/Ongoing costs – \$37,326 per year additional costs associated with coloured surfacing, cycle lane separators, new signalised crossing, two new bus shelters and sweeping costs. These costs will be eligible for Waka Kotahi subsidy at Council's 51% Funding Assistance Rate. The net maintenance cost for the total Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Council's capital programme:
  - 7.3.1 ID 72755, Transport Choices 2022 – Te Aratai College Cycle Connection, \$3,337,564.
  - 7.3.2 ID 72776, Transport Choices 2022 – Slow Speed Neighbourhoods Linwood (Linwood/Buckleys Raised platforms), \$319,575.
  - 7.3.3 ID 50462, Minor Safety Improvements (Ferry/Ensors Raised platforms Including signal upgrade) – \$494,150
  - 7.3.4 ID 37293, Package – Traffic signals Renewals (Pedestrian/Cycle Signal upgrade at Te Aratai school), \$361,542

- 7.3.5 ID 67946, Delivery Package – Traffic signal Cabling Renewals ( Ferry /Ensors signal renewal) \$517,000
- 7.4 There is a budget shortfall of \$841,536 within ID #72755 to meet the project funding requirements presently. The additional budget will be sourced by reallocating budget within the Transport Choices programme. Expenditure on the Transport Choices programme is forecast to be \$25.3 million, which compares to \$26.8 million budget. It is proposed to align individual project budgets in conjunction with Waka Kotahi physical works funding approvals.
- 7.5 Waka Kotahi through the Transport Choices programme is expected to fund the \$5,900,000 project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.
- 7.6 Costs have escalated from the original \$3,300,000 budget which was scoped for shared paths, due to selection of uni-directional separated cycleways being selected as the preferred option. The design has been developed in collaboration with Waka Kotahi and they are aware of the cost implication of the preferred option.
- 7.7 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
- 7.7.1 The project is in accordance with the scope and design approved by Waka Kotahi.
- 7.7.2 Project costs are in accordance with expectations.
- 7.7.3 Ability to deliver the project prior to June 2024.
- 7.8 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023/24.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.



### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	3814701-C006-Te Aratai - Scheme Plans	23/1362855	191
B 	Te Aratai - Submission Table (Public)	23/1372039	200

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

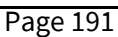
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

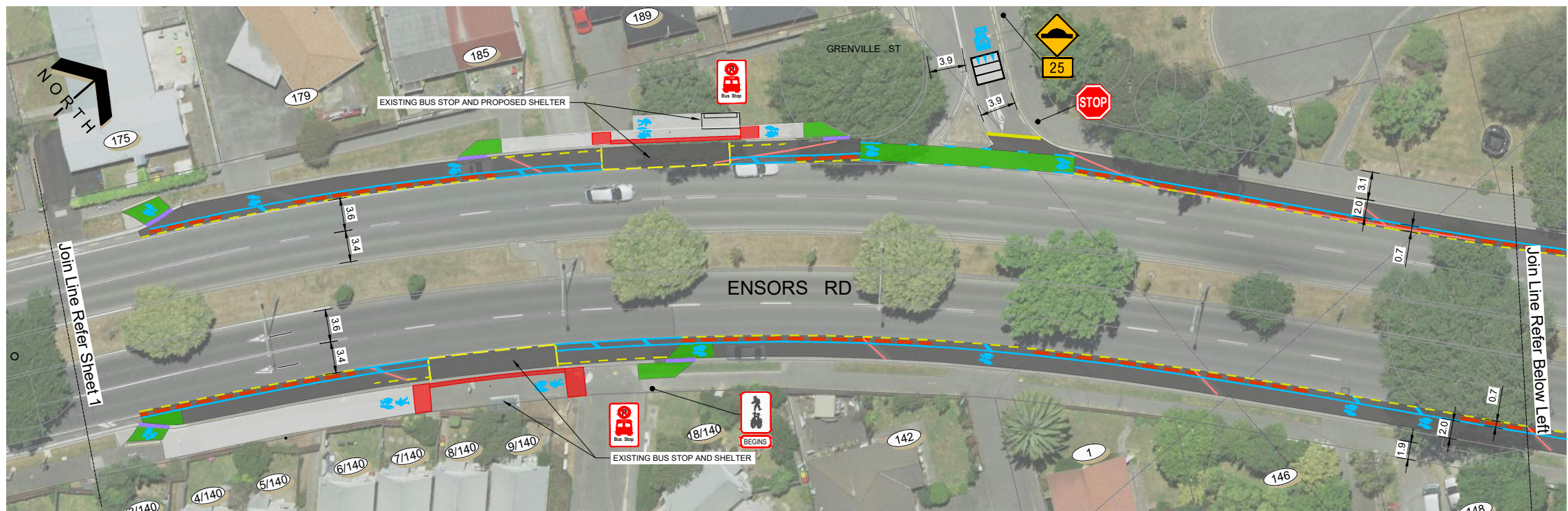
## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Sharon O'Neill - Programme Manager Transport Capital Programme Chris Strydom - Project Manager Ann Tomlinson - Project Manager Miranda Adams - Procurement Officer Gemma Dioni - Senior Transportation Engineer Samantha Smith - Engagement Advisor John Morahan - Finance Advisor Wayne Gallot - Senior Transportation Engineer
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

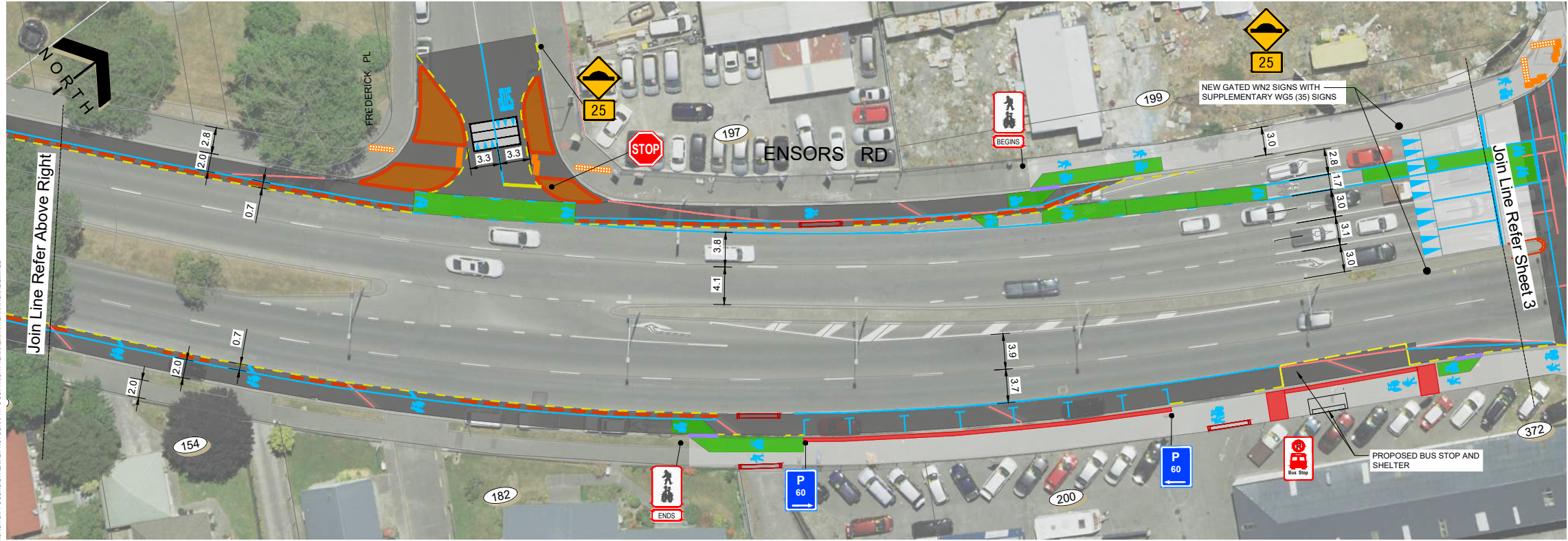








PLAN  
SCALE 1:500



PLAN  
SCALE 1:500

- NOTES:
- EXISTING SIGNS (REGULATORY, PERMANENT, WARNING ETC.) TO BE RETAINED. THOSE RELATED TO THE INTERSECTION ARE SHOWN ON THE DRAWING.
  - KTM's TO BE INSTALLED ON ISLAND BUILDOUTS AND CYCLE SEPARATORS

LEGEND

- CADASTRAL BOUNDARY
- PROPOSED LINE MARKING - WHITE
- PROPOSED CONTINUITY LINE
- PROPOSED NO STOPPING
- PROPOSED BUS STOP
- LINE MARKING TO BE REMOVED
- PROPOSED KERB
- CYCLE AND PEDESTRIAN SYMBOL TO SD661
- CYCLE LANE MARKING
- BUS STOP MARKING
- PROPOSED TACTILE PAVERS
- PROPOSED CYCLE HOLD RAILS

ORIGINAL DRAWING  
IN COLOUR

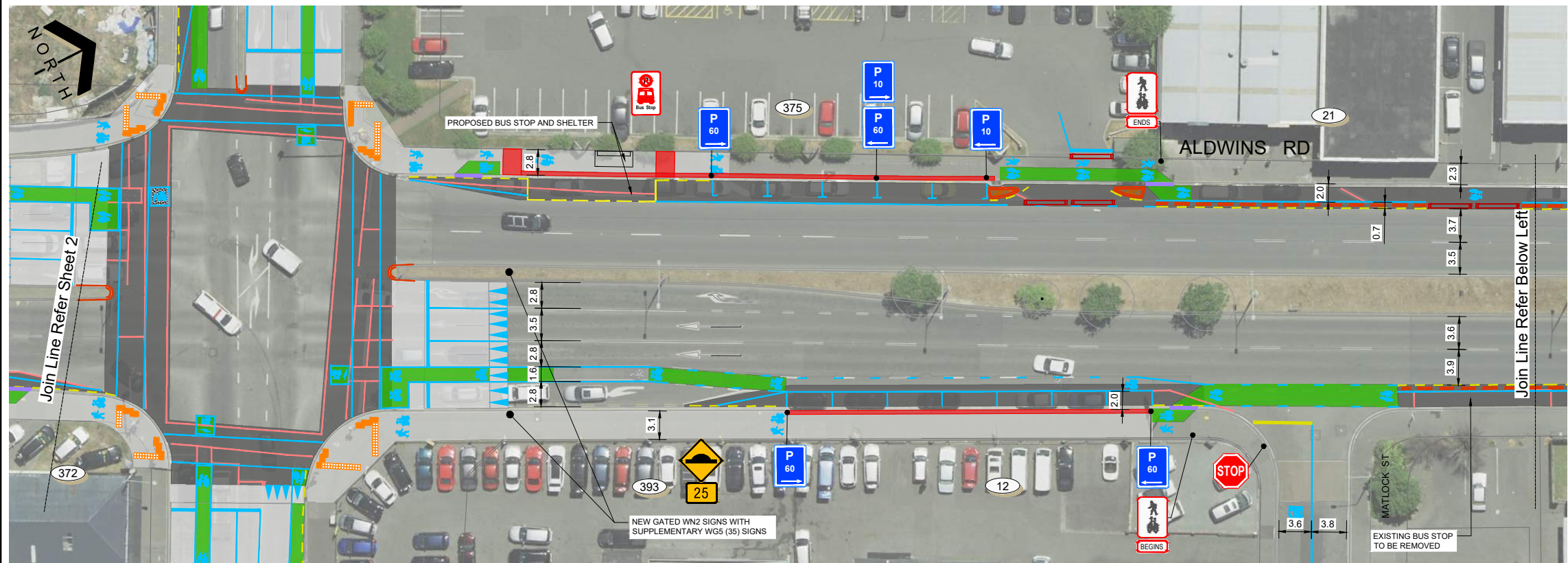
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NOT FOR CONSTRUCTION

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ISSUE	AMENDMENTS	SIGNED	DATE

DOCUMENT NUMBER	ORIGINAL SHEET SIZE	SCALES
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TSD PROJECT FILE NUMBER	SHEET	R02 OF 9

<b>Christchurch City Council</b>		<b>TE ARATAI COLLEGE CYCLE CONNECTION</b>		<b>SIGNAGE AND ROAD MARKING PLAN</b>	
DATUM	C.D.D.	NAME	SIGNED	DATE	APPROVED
BENCH MK.	BM 325	M. DOWNE	MJD*	18/08/2023	FOR TENDER
RL	11.804	D. ALDRIDGE	DGA*	18/08/2023	DATE
SURVEY	F11963	W. HAMLIN	WTH*	18/08/2023	SIGNED
SURVEY LB	1803	DRW. CHECK	M. DOWNE	MJD*	18/08/2023
M. MIDDLEMISS	FILE LOCATION	Category OC006 - Te Aratai Cycle Connection			FOR CONSTRUCTION
DRAIN. REF.	FILENAME	3814701-C006-CA			DATE
SAP WBS	PRINTED ON	BY			SIGNED
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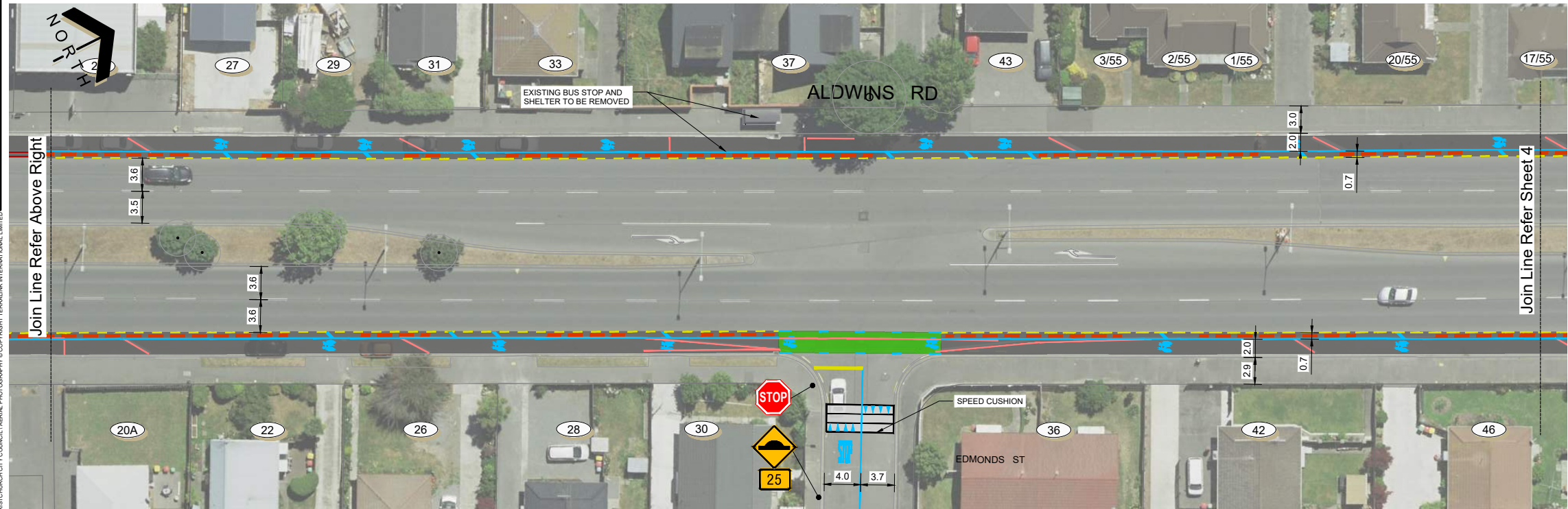
NOTES:

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PLAN  
SCALE 1:500



PLAN  
SCALE 1:500



A	SCHEME DESIGN	BC	18/08/2023
ISSUE	AMENDMENTS	SIGNED	DATE

DOCUMENT NUMBER	ORIGINAL SHEET SIZE	SCALES
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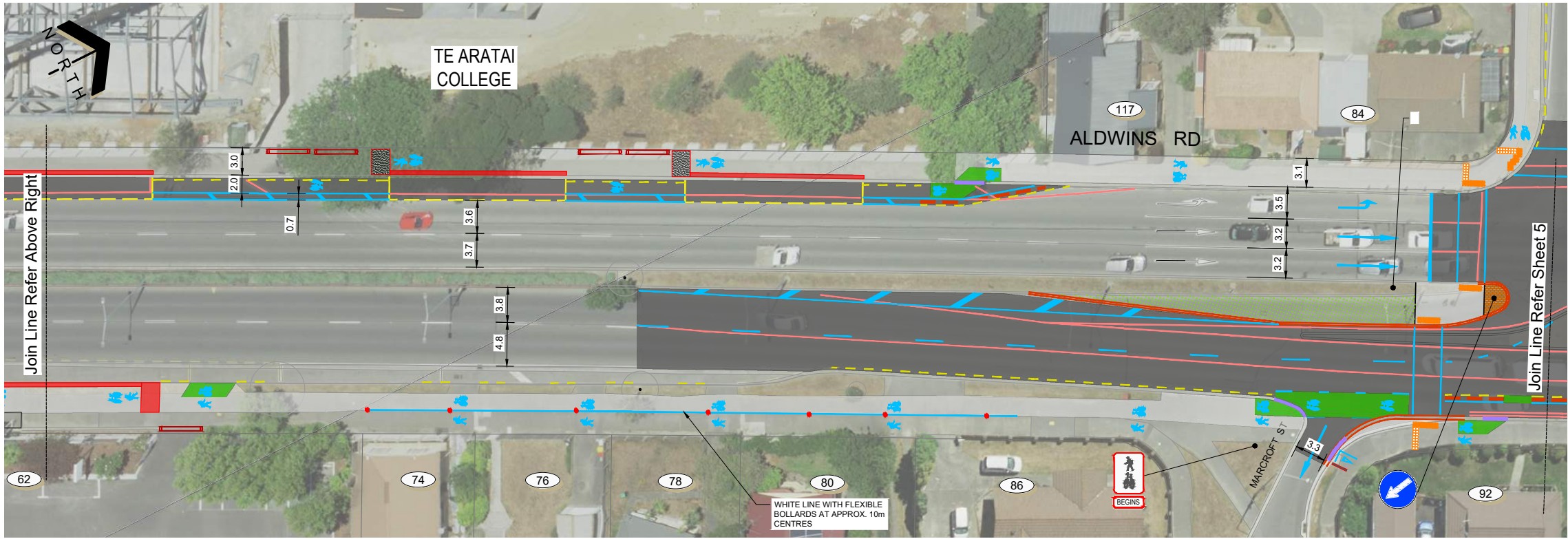
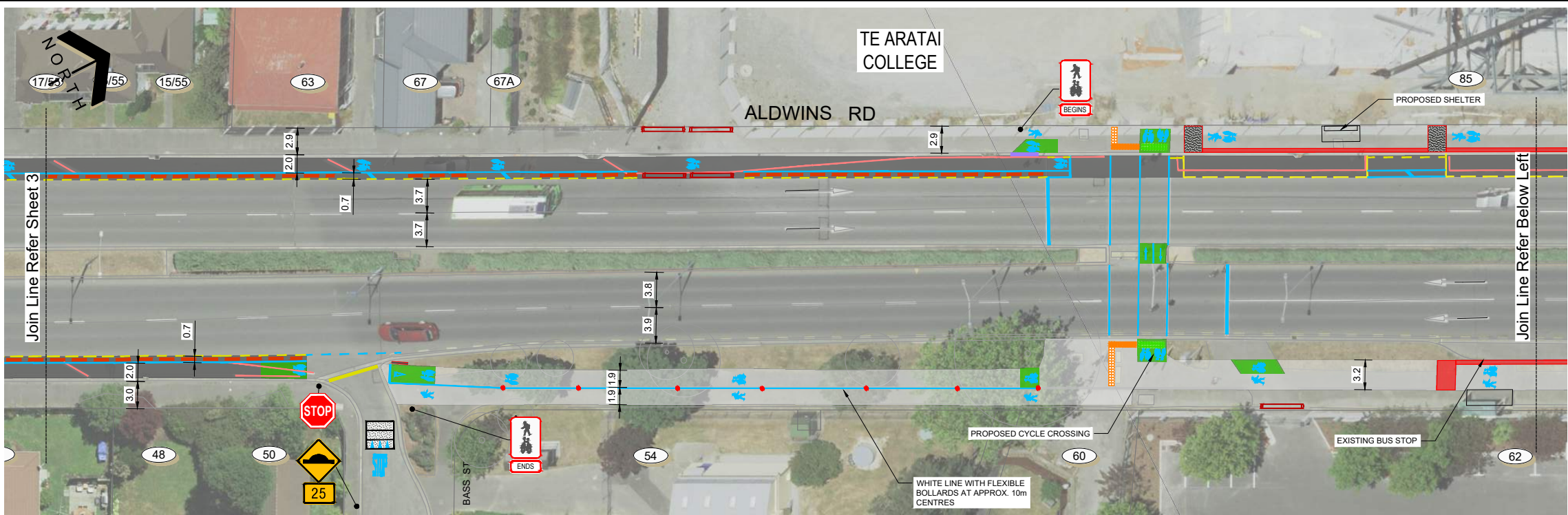
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RL	11.804	DES. REVIEW	D. ALDRIDGE	DGA	DATE
SURVEY	F11963	DRAWN	W. HAMLIN	WTH	SIGNED
SURVEY LB	1803	DRW. CHECK	M. DOWNE	MJD	FOR CONSTRUCTION
M. MIDDLEMISS	FILE LOCATION	Category OC006 - Te Aratai Cycle Connection			DATE
DRAIN. REF.	FILENAME	3814701-C006-CA			SIGNED
SAP WBS	PRINTED ON	BY			

CONSULTANT	PROJECT REF.	CONSULTANT FILE REF.
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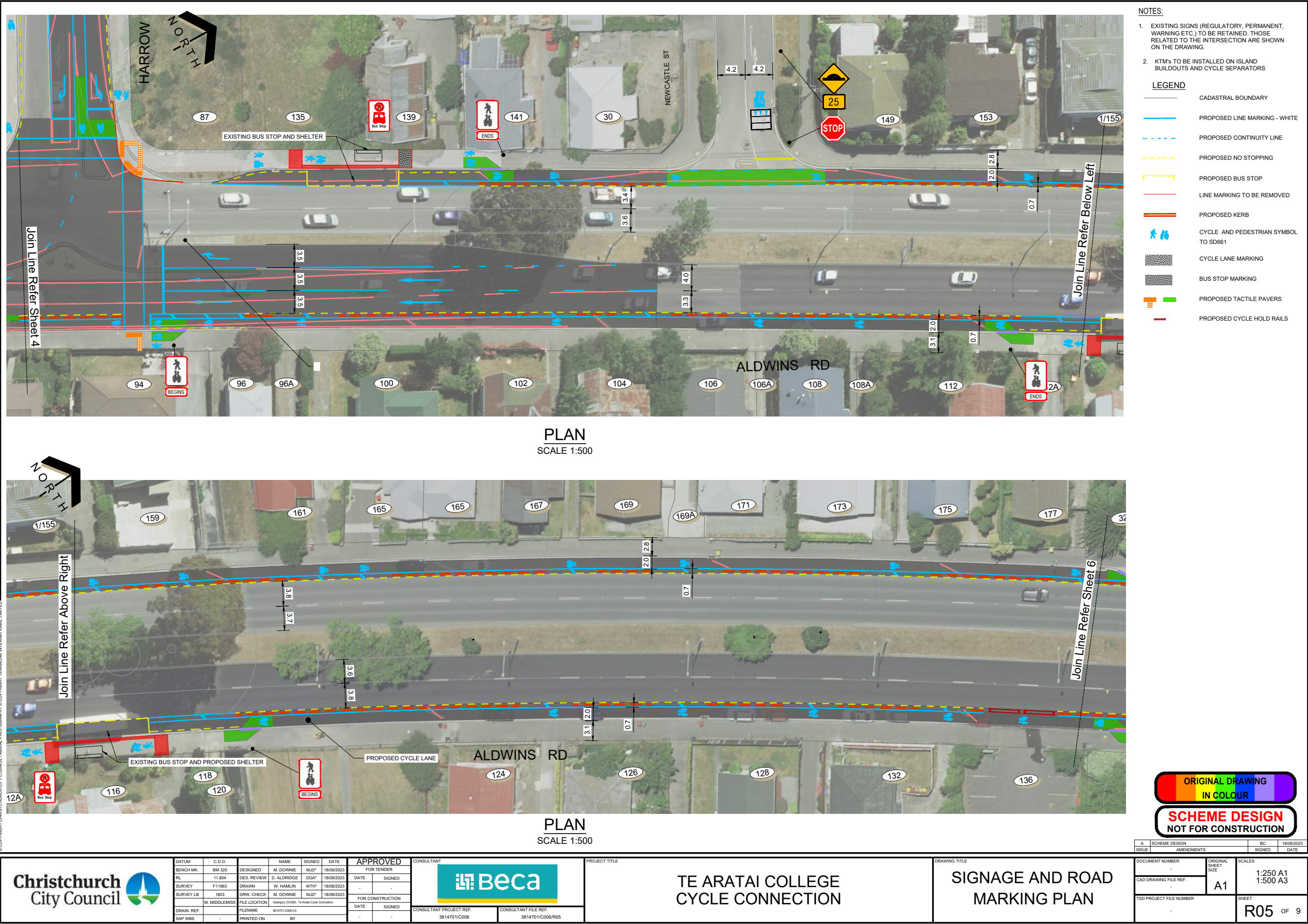
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TE ARATAI COLLEGE CYCLE CONNECTION

DRAWING TITLE
SIGNAGE AND ROAD MARKING PLAN

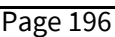




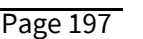




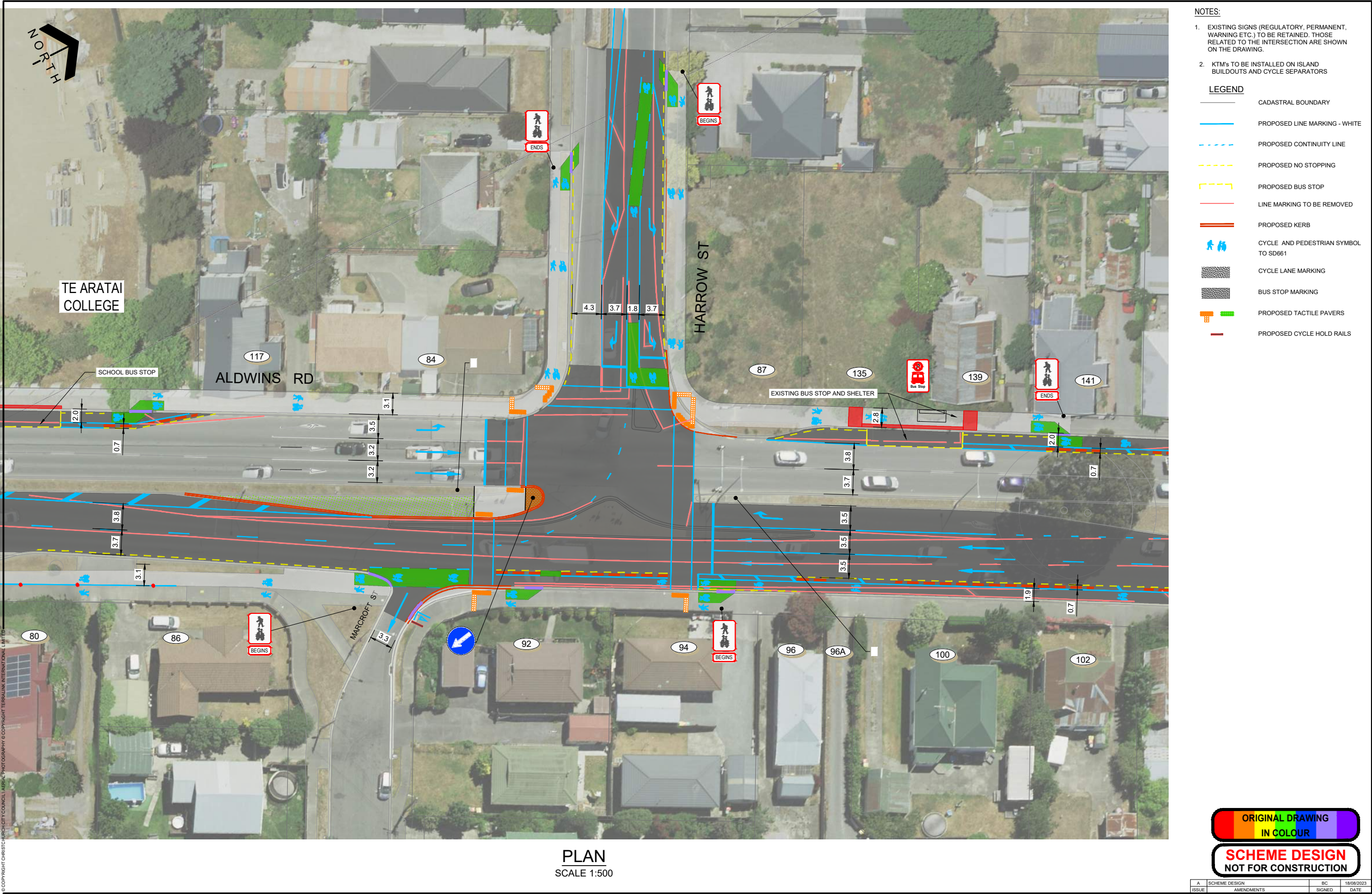












<b>Christchurch</b> City Council		DATE		C.D.D.		NAME		SIGNED		DATE		APPROVED		CONSULTANT		PROJECT TITLE		DRAWING TITLE		DOCUMENT NUMBER		ORIGINAL SHEET SIZE		SCALES	
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<div><div>Christchurch</div><div>City Council</div></div> <div></div>	DATUM	C.D.D.	NAME	SIGNED	DATE	APPROVED		CONSULTANT	<div><div>PROJECT TITLE</div><div>TE ARATAI COLLEGE CYCLE CONNECTION</div></div>	<div><div>DRAWING TITLE</div><div>SIGNAGE AND ROAD MARKING PLAN</div></div>	DOCUMENT NUMBER	ORIGINAL SHEET SIZE	SCALES						
	BENCH MK.	BM 325	DESIGNED	M. DOWINE	MJD*	18/08/2023	FOR TENDER				<div></div>	CAD DRAWING FILE REF.	A1	1:250 A1 1:500 A3					
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Submissions table – Te Aratai College cycle connection, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10011	N/A	<p>The Waihoru Spreydon-Cashmere-Heathcote Community Board appreciates the opportunity to provide a submission to the Christchurch City Council on the Way Safter Streets proposal and thanks staff for the work done on this matter.</p> <p>The Board's statutory role is, “to represent, and act as an advocate for, the interests of its community” (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere-Heathcote area.</p> <p>Our Community Board Plan’s vision is that Spreydon-Cashmere-Heathcote is a place where people are actively engaged and contribute to thriving communities and environments, where they feel they belong and are safe and connected with each other. The Way Safer Streets programme aligns deeply with our Board Plan priorities.</p> <p>We strongly support the aim that everyone should be able to safely walk, scooter, bus, cycle or drive where they want to go.</p> <p>We do, however, have a question about what consultation is being undertaken for the suggested removal of bus stops and would appreciate an answer to this please.</p> <p>Below is a list of changes we believe would improve the scheme:</p> <p>Westmorland cycle connection</p> <ul style="list-style-type: none"><li>• Would like to see safety improvements made – Penruddick Rise bridge, look at wands across the bridge</li><li>• Leistrella Road, through Kaiwara Reserve is a possible connector to Cashmere High. Would like to revisit the siting of the signalised placement (currently near Leistrella Road).</li><li>• Would like to see a future link to Sparks Road</li><li>• Improve safety for cyclists at Hoon Hay Road intersection.</li><li>• Notes issues with squeeze point around the curve by Cracroft</li></ul> <p>Simeon Street cycle connection</p> <ul style="list-style-type: none"><li>• Safety around cambers – extra wide cycle lanes with painted line alongside the deep-dish channel</li><li>• Love the crossing!</li><li>• Road surface needs to be suitable for purpose. Currently it is very dangerous for cyclists, scooters, trikes, etc.</li><li>• We would also like to see the suggestions made by Rebecca Finch, a local resident in their submission about Howard Street incorporated into the scheme. Ref: 22/ 1802768 attachment to report 22/1214265</li></ul> <p>Te Aratai College cycle connection   Safer intersections and crossings at Alwins/Ensors/Ferry</p>		Callum Ward - Waihoru Spreydon-Cashmere-Heathcote Community Board

Submissions table – Te Aratai College cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
		<p>Roads</p> <ul style="list-style-type: none"><li>• Strongly support improving the cycle connections along here.</li><li>• Strongly support safer intersections for all road users.</li><li>• We appreciate the efforts staff are taking to work with the affected business owners on this matter</li></ul> <p>The Board would like to speak to this submission.</p> <p>Ngā mihi,</p> <p>Callum Ward Chairperson, Waihoru Spreydon-Cashmere-Heathcote Community Board</p>		
10013	N/A		<i>See submission attachment 10013</i>	Emma Norrish - Waipapa Papanui-Innes-Central Community Board
10014	Yes	<ul style="list-style-type: none"><li>• Signalised pedestrian and cycle crossing by Sullivan Avenue for bus passengers.</li><li>• The Board wonders weather there might be safer options than having the bus stop in the cycle lane.</li><li>• The Board would like to ensure that the planned bus shelters outside the school are sufficient to cater for the need.</li></ul>	<p>Ferry/Aldwins/Ensors Roads Intersection:</p> <ul style="list-style-type: none"><li>• Turning arrows - Ensure the intersection has turning arrows at the east/west in addition to the turning arrows already in place.</li><li>• The Board would like to ensure that the taper is sufficient to take into account the high volume of heavy vehicles through the intersection.</li><li>• The Board is concerned that the Bus stop on the northern corner is too close to the intersection.</li><li>• As per the email received from staff, the Board agree with the compromise to add time-limited parking to the proposal.</li><li>• The Board would like clarification as to the speed limit and the height of the platform that is appropriate at the intersection especially the speed limit of Aldwins Road to Ensors Road.</li></ul> <p>Aldwins/Buckleys/Linwood Avenue Intersection:</p> <ul style="list-style-type: none"><li>• The Board suggests extending the turning lane from Aldwins Road, right into Linwood Avenue going towards New Brighton an extra 100 metres if possible (removing some of the raised median).</li></ul> <p><i>See submission attachment 10014</i></p>	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board
10010	N/A	<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p>		Cameron Bradley



## Submissions table – Te Aratai College cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
		There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.		
10018	Yes		expand the plan to start at opawa rd	raviv carasuk
10019	Somewhat	I'm worried as a house owner in a flat with a long drive that we will be backing out of drive way a lot, esp as visitors will now need to use driveway to park. Concerned that cyclists may feel to safe and not look out for backing cars. Can there be some warning for long drives. Change in texture of ground. Small bumps etc to warn cyclists	Not sure after 5 years living in area that aldwins, ferry , ensors is a major accident site. More of a concern is the flow of traffic at peak times on ferry road heading east. If there are also traffic light plans to increase flow, then I have no issues with the raised platform. Better safe than sorry	Sarah killoh
10031	No	Improve the consultation process and actually talk to people in the area.		Kristin Hoskin
10038	No	Get people off their cell phones while driving	I will be responding by email	Heath Ling
10042	No		<p>I noted with great concern the proposal for removing the on-street car parking on Ensors Rd between Ferry rd and Mackenzie Ave; I live on Flaxwood lane, a small lane that will be immensely impacted by creating a no-stopping zone on this section of Ensors Rd.</p> <p>Many of the homes on Flaxwood Lane have minimal parking. I myself have to park on Ensors Rd. I am an essential worker who works a lot of shift work. I am walking to my car at times when it is very dark and very late so I can get to work. I feel the proposal will make it more dangerous for me to be coming and going to my essential work. I will not feel safe or secure in having to walk so far just to get home. I will need to park my car far away from the lane leaving me very vulnerable. The safety and security of the residents in this area have not been considered in this proposal or if they have then our security has been completely disregarded. Additionally, my neighbour also has to park on the street. My neighbour has two small children. She will have to walk these children from past Mackenzie ave or from Charleston to get them to and from home every day. My community views these car parks as essential resources to our community.</p> <p>Over the past couple of years that I have been living on Flaxwood Lane I have noticed the amount of cars parked along this section of Ensors Road and I have</p>	Hope Gillespie

Submissions table – Te Aratai College cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10048	Yes		<p>noticed the number of bikes. There are very very few cyclists along this section of road, in fact coming and going multiple times every day from my house over the past few days I have been paying particular attentions and I have seen one cyclist only and that cyclist was on Ferry road near the Animal and Bird Hospital. There are normally between 5 and 15 cars parked along this section and side of Ensors rd at any one time, with 10 cars being the mean.</p> <p>It is ethically unjust to take away our communities ESSENTIAL PARKING from this section of Ensors Rd to replace it with a NON-ESSENTIAL CYCLE LANE. Being a cyclist myself this section of road is already very wide and I don't have any issues cycling along this stretch of road, there is no need to create a cycle lane that will barely be used. The impact it will have on the people that live and work in this area will be immense with next to no impact on cyclists. Cyclists a few and far between along this stretch of road and you will find that the car parks are used multiple times 24/7 on this stretch of road.</p> <p>Financially it also makes no sense as it is taking away an essential, much needed resource to fund a resource that is not needed and will barely be used, however, if the community has spoken and the majority want a cycle lane on this section of road there appears to be room to remove the central median and widen the road so car parks can remain and a cycle lane added.</p> <p>If I had known this was going to happen I would not have bought in this area, unfortunately I can no longer afford to move, as will be the case with many of my neighbours. I am extremely upset and concerned about this proposal and believe it is unethical for this section of road to have its parking removed. Why is all the effort being put into cyclists with complete disregard for other community populations? I will be speaking to my MP about this issue as I am deeply worried about the impact this proposal will have on my community.</p>	Sarah Elicker



## Submissions table – Te Aratai College cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10059	Yes	Please expand the shared pathway to 4M wide as it can be done if the road is narrowed at points or “car parks adjusted to improve safety” please do it and also grade separate the 4M wide shared pathway so that pedestrians don’t walk all over the place and makes it more clear to those on foot that they have a section and cyclists have a section too. Also please make all the intersections raised (Dutch style intersections) All of the intersections end with stop signs so it makes sense to improve the infrastructure to support this and make drivers slow down. Otherwise they will just drive through and treat it like a giveaway sign, not a come to a complete stop sign.	The raised intersections could be improved if the curbs are also built out. For example on Ferry road, it would be much nicer to build out the corners to slow down cars racing around the corner (like they currently do) you are building a safety platform so I think that building the corners out to make it a slightly sharper turn will make it feel safer. Also a side benefit I can see is providing more space for cyclists and pedestrians to wait to cross reducing the amount of conflict between cyclists and pedestrians.  <i>See submission attachment 10059</i>	George Laxtonq
10061	No	Get rid of the homeless, druggies, overall dodgy people. Its not the cars causing the danger, its the people walking around.	Have you done any research on the crash rate at those intersections? The traffic down ferry road during peak rush hour is already slow and takes 20 minutes to get through those lights, adding a 'raised' platform will add to red light runners, frustrated drivers, damage to cars, and overall anger from the community.	Nicole
10063	No	Improve the roads so drivers can pay attention to human shaped hazards rather than potholes.	Please stop justifying these unnecessary changes in the name of rorting our central government tax dollars. Just enough already.	Richard Tyson
10067	Yes			Jackson Wright
10070	Yes	Clarification on where the actual cycle path is on the Ferry Road, Wilson road Moorhouse Ave intersection heading east. This is a shared use space with bikes, pedestrians, residential vehicles and e-vehicles in both directions. So many close calls along here.	Eastbound traffic turning right off Ferry Road onto Ensors need an arrow. Taking 3 small children to school and kindy I have about 3 drivers a week run a red light as I am waiting to turn. It is hair-raising!	Al Young
10072	Somewhat	This cycleway and changes will benefit College students. It will enhance cyclist's safety and the safety of pedestrians. I am in support of it, but would like the following taken into consideration:  1. The cycleway does not address the McDonald's corner of Buckleys Road and Linwood Ave. The corner allows College cyclists (and other cyclists) and pedestrians to cross into the McDonald's Drive Thru area at very busy times mixing, which is very dangerous. The access of that corner should be blocked off and a foot path installed along Linwood Ave in place of the hedge. The path could connect up with the current footpath towards the intersection with Chelsea Street. This would ensure cyclists use the bike lane, pedestrians use the footpath and cars and move in the Mall and McDonald's area safely.  2. Is there enough evidence to show a significant reduction in incidents to proceed to lift the height of the entry and exit of the intersection of Buckleys and Linwood Ave. Rather than the physical change, can't severe fines be imposed on motorists who run traffic lights? As a motorist and a cyclist that uses this intersection multiple times a day, I would much prefer to see those speeding and who run lights being punished with instant fines as a deterrent, than everyone penalised by speed bumps.		Paul McGarry

## Submissions table – Te Aratai College cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10074	Somewhat	yes See attached	See Attached  <i>See submission attachment 10074</i>	Lena Tui Page Norton
10076	Yes	See attached notes	<i>See submission attachment 10076</i>	Dermot Coffey
10082	Yes	<p>I am an intermittent user of this cycleway. My daughter is year 10 at Te Aratai College and uses this route to cycle from Hillsborough to Te Aratai College most days. My son will be starting at Te Aratai College in 2025 and will predominantly cycle. There is an urgent need for cycleway improvements to be undertaken in this area, particularly around the Ensors/Ferry Road intersection which is very busy. The proposed cycleways and intersection improvements are essential as they offer a connection between the existing infrastructure/school, and close a crucial gap along Aldwins Road for students accessing Te Aratai College from Hillsborough/Opawa. I make the following suggestions:</p> <ul style="list-style-type: none"> <li>- Separation of cycleways from road is essential, and needs to be concrete kerbing;</li> <li>- Past side roads the cycleway should be elevated for safety;</li> <li>- Along the length of Te Aratai College the cycleway needs to remount onto the shared path for safety;</li> <li>- Any new slip entrance to Te Aratai College from Aldwins Road should be perpendicular to Aldwins Road to increase safety for cyclists;</li> <li>- The speed limit for car traffic on Aldwins and Ensors Roads needs to be reduced. Currently 60km/hr here is hugely excessive, particularly given cars are passing beside two major education sites. Most other schools in Christchurch have reduced speed limits.</li> </ul>		Joanne Easterbrook
10084	Yes	<p>In generally, strongly in support of proposed changes - making opportunities for cycling to be safer will encourage less confident potential cyclists to cycle, as well as making it safer for those who do cycle....and in the process reducing drop-off pick-ups in particular.</p> <p>I strongly support the proposed changes to ensors rd/ferry rd intersection, and the separated cycleway from mackenzie ave to te aratai college along ensors and aldwins - Especially around the Mad Butcher/couplands shopping area (also strongly support the similar changes on the east side of Ensors/Aldwins.</p> <p>The rationale for not extending a separated cycleway on aldwins rd heading towards Linwood Ave is unclear (ie from Marlborough st, west side Ensors rd)) , and would seem to provide for a safer/less congested option for cyclists compared to the shared pathway option along this stretch. The same comments apply to only a shared pathway being proposed from Linwood Ave/Eastgate mall to just opposite Marlborough Ave (ie east side ensors road).</p> <p>The Linwood Ave /Aldwins Rd intersection is generally an improvement, however cyclist safety is critical to further consider where cyclists cross the intersection and enter onto Buckleys rd, noting this is a heavy trafficked route, with lots of shops/parking and just opposite eastgate mall. Same comment applies when on buckley road heading towards Te Aratai. Conversely, alternate cycling routes to avoid this area could also be considered.</p> <p>Consideration should also be given to extending ensors rd cycle way to fifield tce, opawa , integrating with the SH76 Brougham st upgrade, - which includes changes to the</p>		Jo-Anne Bethell

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		brougham/ensors rd intersection - to ensure this intersection in particular is safer for cyclist as well as bike lanes ideally to fifield tce or at least to opawa rd roundabout.		
10085	Yes	Lower speed limits. Safer intersections. Less on-street parking	Thank you for proposing this much-needed connection for rangatahi attending Te Aratai College	Fiona Bennetts

Organisations / Businesses

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10077	N/A	see file attachment	See submission attachment 10077	Eila (Isla) Gendig - School Board of Trustees at Te Aratai College
10079	N/A		See submission attachment 10079	Chris Ford – Disabled Persons Assembly NZ

Individuals

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
10001	Yes			Cody Cooper
10002	Yes	Fully support this initiative. As many separated cycle facilities as possible will make the area safer.	I fully support this initiative to connect existing cycleways and to slow driver speeds in order to make the roads safer for all.	Christopher Seay
10003	Don't know / Not sure		<p>I strongly support creation/linking of safe cycleways. I can't provide feedback on the specific proposals from personal expertise or experience, but on principle I strongly recommend following best practice for safety in ensuring that cycleways are physically protected from motor traffic lanes (eg with bollards rather than ineffective painted lines).</p> <p>I strongly support the proposed new bus stops and shelters at the Ferry/Aldwins/Ensors Road intersections. The current bus stops on Aldwins/Ensors Roads are a few minutes walk away in each direction. Either moving the stops or creating new stops right near the intersection will be more convenient to the shopping centre. It will also make it easier to transfer between the Orbiter and the #3 routes.</p>	Deborah Fitchett

## Submissions table – Te Aratai College cycle connection, June/July 2023

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10004	Yes	<p>Make sure barriers for cycle lane are concrete. Ensors/Aldwins Rds are busy and fast.</p> <p>Signal pre-emption at intersections and or flexible phasing. Give cyclists a second phase if they don't make it in time to press the button or trigger the signal. Otherwise, they take risks - entering the traffic lane or crossing against the signal.</p>	<p>I support this project. This will also provide a safe link between the rapanui and healthcare cycleways.</p> <p>I support the removal of parking to allow this project. Parking in Ensors/Aldwins road is lightly used and there is plenty of space on side streets. In any case, providing parking on street should be a much lower priority to safety.</p> <p>At the intersection of Aldwins Road and Tuam Street, southbound cyclists should not have to stop at the lights , because their lane doesn't conflict with other traffic.</p>	Michael Clemens
10005	Somewhat	I cycle through Sydenham and Waltham, to New Brighton. There is a real lack of safe routes going from south west to north east and it sounds as those this won't improve things.	I need to turn right off Aldwins/Ensors and link up with the cycle way on North Wilsons Road. There isn't a safe way to do this including a lack of designated hook turns.	Kate Ogden
10006	Yes		I strongly support the proposed upgrades as the current road layout is really dangerous of students cycling to Te Aratai College.	Melanie Foote
10007	Yes	This cycleway will be brilliant to improve connectivity between existing cycleways and Te Aratai and the Ara campus. I use this road regularly and there is little to no parking utilised along this stretch so the proposal is a great use of this road space.	It is great to see safety prioritised for this neglected part of town. The 60km/h speed limit should also be reduced to 50km/h to be consistent with other arterial roads in the city.	Peter Hume
10008	Yes	The two stop signs where Oliviers Rd meets Buccleugh and Wellington seem optional for many drivers, who often don't even give way let alone stop. Some speed humps here would be very welcome.		Adriel Kind
10009	No	Shared footpath, if cyclists can't figure out how to share, they should get off the bike. Removing parking down a road full of lanes and flats with no parking is wrong and will just enrage residents (myself included). There is already a cycle area in Charlston to get across the area, no need to screw up a main road too	<p>Raised intersections do nothing but force people to run through orange lights (due to being forced to drive slowly up onto the platform) and destroys suspension.</p> <p>Also find it insane this is being done yet again after our Mayor feigned innocence on the first one.</p>	Aaron Herriott
10012	Yes	Absolutely. Take the cycleways off the main roads. Surely there are a multitude of ways cyclists can get to their destination without following routes. At present everything is slanted towards the cyclists. A cycleway down MacKenzie Ave instead of down Ferry Rd was a great idea so how about using north/south roads that are not on main arterial routes for new cycleways.	I currently live in Flaxwood Lane and by removing the parking on Ensors Rd between Mackenzie Ave and Linwood Park is going to create an absolute nightmare for many, many residents who would have to park on Mackenzie Ave or Ferry Rd. Unbelievably crazy idea.	Neville Noel Carter
10015	Yes			Imogen Donnelly
10016	Yes	If you can stick to this plan, and not be bullied by business owners into watering it down so it doesn't work well for anyone, I think this will be a huge improvement all by itself. Having the cycleways connected up is amazing and makes the whole network so much more useful.	As a person who uses these areas very frequently, on foot, by bike, in a bus, and driving my own car, I really appreciate anything you can do to make it safer. I've witnessed (or been part of) near misses caused by car drivers in each one of those modes of transport. Drivers must be forced	Jenny Buckley

## Submissions table – Te Aratai College cycle connection, June/July 2023

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			by infrastructure to be safer than they are, because too many of them won't do it any other way.	
10017	No	The intersection of Aldwins and Ferry Road needs turning arrows for traffic from Ferry Road into Aldwins Road and vice versa which are currently lacking To make it safer for Cyclists you could have cyclists lights that either go at the same time as pedestrians or stop all traffic and let the pedestrians and cyclists cross in the old barn dance style	Those raised platforms which have been installed in Lincoln Road cause more traffic backlogs as cars slow to go up the rise but the traffic lights have not been timed to allow for extra time for the traffic slowing so fewer cars go through and cause more congestion further down which is what will happen on Ferry Road/Aldwins Road	Yvonne Osborne
10020	Yes	Lower vehicle speeds and fixed speed camera outside the Linwood College.		Nicholas Elmey
10021	Yes		lots of ākonga who have varying capabilities will run and bike without looking on this road, and I am very pleased to be hearing about safety improvements for our young people	Kate Munro
10022	Yes			Katelynn Aberhart
10023	Somewhat			Zane Northcott
10024	Somewhat			Justin Touya Wilson
10025	Yes			Denise Dilay
10026	Yes			Ali Wahidi
10027	Don't know / Not sure			Julieanne
10028	Yes	provide school vehicle for students who needs a ride back home	No	Clara Lam
10029	Somewhat		<p>I am the owner occupier of [REDACTED]. I have viewed the proposed changes to Aldwins Road and the new traffic lights to be installed outside my property and believe they will have a negative impact to my access in and out of my driveway.</p> <p>As it stands now to turn into my driveway I need to speed ahead of following traffic to allow a big enough gap behind me for when I turn into my drive as most people think you are indicating to turn left into Marcroft Street and have not slowed down to allow me to turn so if they are right behind me they nearly rear end me often even though I indicate , move to the left and slow down so usually my only option is to turn in very quickly. If there is traffic lights cars are more likely to be banked up in front and behind me and not expecting me to turn in straight away leaving me with less of a gap behind me to make the turn into the drive safely .Along with that I will not be able to move more left in the lane leading up to my place as that will have a cycle lane separator .</p> <p>The above is not my only concern as what I can see as a real problem is trying to get out my driveway at peak traffic time in the morning to go to work could be a real problem, as it is now I have to wait for a large gap in traffic to get out safely but if there are lights on red the traffic will be banked up not allowing me onto the road and it will be banked up enough that if it turns green there will be a even more of a steady flow of traffic not allowing me the large gap to get out . Backing onto this road is</p>	Heather Aronsen

### Submissions table – Te Aratai College cycle connection, June/July 2023

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			<p>dangerous as it is and cycle lane separators will not allow me the area to back into before taking off quickly before the flow of traffic from the previous lights reach my area. We had built an extra car parking pad since the aerial photos and have 3 cars on our property and our neighbours usually will have at least 2 so that is a lot of cars that will have this problem of getting out safely . It is not usually possible to drive out rather than back out due to where cars are parked on the property and the amount of turns needed to be able to drive out rather than back as we would get to close to the other cars and fences.</p> <p>On top of that will be the extra road noise caused by people breaking at the lights and people taking off. My neighbour had already installed insulated panels to the back of his fence to try and combat the currant noise.</p> <p>I also am concerned the the ChCh council has allowed for many townhouses and units be built along this street over the years and some being built now that only supply one car park per unit off street on a road with limited on street parking which now will be taken away, I am wondering where a person living in these places are supposed to park as most units and houses will have more than one occupant living in them with a car. Not only that with shared driveways and no extra street parks where are visitors and tradesmen etc supposed to park ?. The side streets will be full of cars parked by people who live in condensed housing in those streets likes of Marcroft street behind my house where once was 2 houses over two properties is now either 12 or 14 which will not allow parks for all the tenants off street . I feel for people that live in Aldwins rd who will have to park a long way down a side street and walk home in the dark and rain etc. Opposite my place is two empty sections which will no doubt have more condensed housing added with not enough off street parks so again more people needing to park on the side street .</p>	
10030	Somewhat	I will be cycling to Te Aratai for school next year. I will be using the Heathcote Expressway cycleway to get to Ensors Rd and then crossing over Ferry road to Aldwins. I feel comfortable going on the Heathcote Espressway because there aren't many cars; but I am worried about Ensors and Aldwins road. Specifically, I am worried about using the intersection with Ferry road. It looks like I would have to find my way across the turning lanes of cars. That is a busy road, I would probably use the pedestrian crossing lane instead of the bike lane. Can you provide a safer crossing so I don't have to worry about the turning cars?	If we want to encourage cycling to school i think we have to do better.	Billie Rochford
10032	Somewhat			Ms Charmaine Lynn Sampsin



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10033	No	Before this is even considered, this should be a secondary project. There are man holes still protruding from the ground since 2011, drainage and gutters still damaged from 2011, flooding in areas of roads since 2011, reoccurring potholes "band-aid" repairs, footpaths covered thick in lichen which is now growing all over the roads. Do the basics first and do it right. This is not urgent, the above is urgent, it has been 12 years and counting.	Before this is even considered, this should be a secondary project. There are man holes still protruding from the ground since 2011, drainage and gutters still damaged from 2011, flooding in areas of roads since 2011, reoccurring potholes "band-aid" repairs, footpaths covered thick in lichen which is now growing all over the roads. Do the basics first and do it right. This is not urgent, the above is urgent, it has been 12 years and counting.	Rachel
10034	No		Introducing a raised platform will encourage the idiots in this neighbourhood to drive faster to get through it. In addition, this is going to increase already congested intersections during rush hour causing frustration and increasing chances of crashes.	Alisa Hansen
10035	No		Raised platforms are not a good idea. We all live busy lives. This seems like a way to punish people that have to drive. Ferry road needs a turning arrow. That would help a lot. There are a lot of streets around christchurch that are needing more urgent work done.	Christina Graham
10036	Yes		Please look at turning arrows at these intersection rather than speed bumps. My car has already nearly ripped it's bumper off going 15kms over the current speed bumps around Linwood Not to mention driving in the East. Please FIX THE ROADS it's been 12years we have been waiting!!!!	Rachel Brownie
10037	Don't know / Not sure	Worry about driver safety first!	The areas you are looking to add cycle lanes to are bad enough in terms of driver safety, traffic, etc. Don't muck around with it by adding cycle lanes!	Zoelle Davies
10039	Somewhat		Don't get ride of on street parking. That would affect in a bad way to local people a lot	Veronica Bujan
10040	No	Teach people how to ride correctly and police incorrect use of a cycle on public roads. If cycling on a road without the need for more than a safety helmet (rarely worn correctly) is all they need then correct use of that item should be policed.	Making the roads suitable for the quantity of vehicles now utilizing these roads would improve the safety and frustration of drivers. Upgrading the licencing process to stop new /unskilled drivers operating vehicles beyond there ability would also help improve driver ability before they can get behind the wheel of high powered show off cars	Kelly cox
10041	No	Not without compromising the safety of car drivers	This is a ridiculous idea & a waste of money. No one bikes to school. The bike will be stolen & the police won't do anything about it. Waste of time & money.	Chloe Reed
10043	Yes		Im a 99% driver but must admit the on the 1% of my work commutes which are by bike the cycle lanes mack ave into town (i work on antigua) are really good. Safety fis my biggest worry when considering biking and he seperation between cars and cyclists is critical. Times have changed with cellphones and touchscreens which distract driver eyes from the road. So cycling routes also need to change to manage rhat risk. Good luck	Ray Thomsen
10044	Yes	The proposal looks pretty good, cant think of anything else	I think this is a good step towards encouraging non-car transportation	David R Proud
10045	Yes			Danielle Perrin-Castle

## Submissions table – Te Aratai College cycle connection, June/July 2023

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10046	No	Fix the roads first.	Cyclists don't use cycle lanes anyway. Focus on fixing the streets and that will improve the safety for EVERYONE.	Caitlin Edmonds
10047	Yes		This is a great idea, go for it!	Jack van Beynen
10049	No	No	Raised speed platforms are stupid, unsafe and a waste of money and slow traffic right down	Ben
10050	Yes	South end of Stanmore Road is too narrow for cars and cycles		Jamie Glass
10051	Yes			chris abbott
10052	Yes		I think the lights at ferry/aldwins NEED green arrow lights in both directions I'm constantly getting beeped at cause I'm taking my time going through these lights but with 3 young children in the back I don't want to take my chances yes to the raised intersection but please also add the green arrow light I think that'll be better too thanks	Jolene Fifita
10053	Yes	I do not think it is necessary to have a cycle lane on both sides of the road. Currently the cycle lane comes out of Linwood Park so it makes sense to have the cycle lane on the Linwood Park side of Aldwins Rd. Also, on Ensors Rd, the cycle lane comes out on the same side of the road from Radley Park end. The cycle/Pedestrian lane could be made two way, with a painted line to separate cycles and pedestrians. Removing all parking on both sides of the road will make it difficult for dropping children of at school and also difficult for people visiting residents in the area. Recently old houses have been knocked down on the Linwood Park side and multiple townhouses are replacing them. This will put pressure on parking. If visitors could park on the far side of the road, this would help. Also, it appears in the plan that when there is a bus in the lane, cyclists will have to bike out onto the road which would be very unsafe. Further work needs to be done around how to manage that.	I don't mind the raised platforms and should slow cars down to make the intersection safer.	Angela Williams
10054	Yes	This is a very busy road for cyclists. It is great to see proposal for cycle lands, making sure the access on and off cycle lanes is safe is also important	This is a commonly cycled area, I commute to work but often see variety of people cycling on a very busy road. Driver's acceptance of cyclists varies and separation would hugely help this.	Sue Price
10055	Somewhat	If there is a shared pathway section why do we also include on street cycle lanes. If you want there to be the safest connection for bikers the removal of lanes would provide the required separation and safety from cars.	Use of raised platforms causes discomfort for those traveling over it both bikers and drivers as the. I believe the use at linwood lights is not required as there is ample opportunity with the use of dedicated arrows for turning. Addition of bike lights could improve safety for those users.	Ryan Zegerman
10056	Yes			Mark Christensen
10057	Somewhat		this plan might be good for cyclists but it's very anti-small business. We go to Steadfast Books corner of Ensors/Aldwins/Ferry Rd. It's hard enough to find a park now, and as we're elderly we can't walk several blocks just to get there. On other plans you've got shared footpaths & cycle lanes - why not do that here? You're going to kill these small businesses.	Trish Turner
10058	Somewhat	No,	If you put in the cycle way barriers how I am suppose to be able to reverse into my driveway so that I can drive out front first for the safety of people	Kerry Fraser

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			walking and cycling on Aldwins Rd? Where are all the cars that park on Aldwins Rd going to park once the cycle way is put on Aldwins Rd? Is it going to make the side streets even more busier. Have you thought of who parents are going to pick up their children from Te Aratai College once you take away the parks in front of the school.	
10060	Yes		Taking away all on street parking in this area will affect business and residents that need the on street parking to live. Not all residents have off street parking for cars, and I think this needs to be considered more seriously when the council is making major changes like this.	Shannon
10062	Somewhat	The bus stops cutting into the cycleways are a terrible idea. In some locations there are shared paths which allow users to bypass the stopped buses, but in most scenarios the cycle lane users, but most offer no alternative than to ride out into the road - into two lanes of fast moving traffic, or to constantly have to wait for buses to pull in and out. If we want to increase cycling numbers, we have to make people feel safe.		Patrick Kennedy
10064	Yes		The raised platforms are simply another obstacle. They have already been known for causing damage as well as so many issues surrounding some vehicles having to approach them angled, therefore having to go into other lanes to complete the manoeuvre. Why can't we install the likes of red light cameras or even speed cameras in the intersections, because long story short, no one should be speeding through an intersection. Considering the congestion at the intersection already when busy, it's being slowed down even more.	Jessica Taylor
10065	Yes	I think this is a great initiative for improving cycling safety and increasing the numbers of students who will be able to cycle to school.		Sandie Kent Chamberlain
10066	Somewhat	The shared paths will be completely full of school students before and after school, with no where for cyclists to go. If this off-road space is to be used for cyclists as well, the pedestrian and cyclist "lanes" should be separated. There is a fundamentally dangerous issue with the conflict between the on-road cycle lane and the bus stops. For students travelling to and from school by bike, this will be at a similar time as buses arriving and departing from here. The current design is really dangerous - where does the cyclist go, when the bus passes them and pulls into the bus-stop in front of them?	See submission attachment 10066	Tamsin Page
10068	Yes	Use consistent treatments/designs at side streets. Minimise use of shared paths & go for separated infrastructure where possible.		Alice Ronald
10069	Yes			Daniel O'Carroll
10071	Don't know / Not sure	I would like to know how many accidents have occurred at this intersection involving cyclists. If there has been a significant	Installing raised platforms will make the intersection more dangerous by causing a reduction in traffic flow as drivers slow down to enter the	Teresa Good

Submissions table – Te Aratai College cycle connection, June/July 2023

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		number of accidents involving cyclists then something should be done. Why not have a shared cycleway on one side of the road? This will reduce the number of on street car parks being taken away under the proposed scheme.	<p>intersection. The reduced traffic flow through the intersection will cause traffic to back up and more drivers entering the intersection when the light is orange or red due to the frustration of being stuck in an unnecessary back log of traffic. Turning traffic on an arrow have to enter the intersection so slowly that only a couple of cars will get through and quite often you end up exiting the intersection on a red light because of the slow speed through the intersection. It will be a complete waste of money. It doesn't work where this has been done on Lincoln Road as so few cars can get through the intersection at a time now and causes a back log. Aggressive judder bars can cause suspension damage and over time people frequently using this intersection may find this happening to their vehicles.</p> <p>The impact this cycleway is going to have on the businesses in the area, especially those without off street parking like El Haven Op Shop, Chef Astig, Bookbarn, Steadfast Books and the Woolston Emporium, will be significant and may result in them closing down due to lack of business. Having previously owned a small business I know from experience that customers will go elsewhere if they can't get a park nearby. Why does a separate cycleway need to be on both sides of the road causing parking to be removed on both sides? Why not have a shared cycleway on one side of the road? The cyclists can use the pedestrian signals to safely cross the road if they prefer to not cycle through the intersection. This will also causes issues with vehicles entering and exiting the car parks of those businesses with off street car parks. Visibility is already reduced with the bus stop between the car sales and mechanic when a bus is there. Having the cycle lane infrastructure outside as well as having to negotiate the amount of existing traffic will make things even more difficult.</p> <p>Recent crashes at this intersection have been caused by driver error, e.g. not giving way or not paying attention, and are not a fault of the design of the intersection. The 2002 Hagley/Ferrymead Community Board Agenda states "In early 1999, as part of the monitoring programme of intersection collision rates in the city, the intersection of Aldwins/Ensors/Ferry, and its Ferry Road (west) approach were identified as having higher than average vehicle collisions. Thirteen collisions were reported in five years, three of which were cycles at the intersection, the remainder being vehicles and pedestrians west of the intersection. The predominant vehicle collisions are for vehicles turning right into, or out of the Mobil service station." I don't know where the Mobil was but as there isn't one near the Aldwins/Ensors/ Ferry Road intersection surely some of the problem with crashes has been mitigated.</p>	
10073	Yes	It is so important to improve safety for cyclists to Aratai. Our son is due to start high school there soon. At our visit to Te Aratai		Anna Chesney

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		last month, their bike parking was so overloaded. Which is so great! But means heaps of students and teachers are biking to their high school. It should be as safe as possible, and then there will be an increase of bikers too!		
10075	Yes			Elizabeth Stapleton Coffey
10078	Yes			Myles Mackintosh
10080	N/A	<p>I am the owner occupier of [REDACTED]. I have viewed the proposed changes to Aldwins Road and the new traffic lights to be installed outside my property and believe they will have a negative impact to my access in and out of my driveway.</p> <p>As it stands now to turn into my driveway I need to speed ahead of following traffic to allow a big enough gap behind me for when I turn into my drive as most people think you are indicating to turn left into Marcroft Street and have not slowed down to allow me to turn so if they are right behind me they nearly rear end me often even though I indicate , move to the left and slow down so usually my only option is to turn in very quickly. If there is traffic lights cars are more likely to be banked up in front and behind me and not expecting me to turn in straight away leaving me with less of a gap behind me to make the turn into the drive safely .Along with that I will not be able to move more left in the lane leading up to my place as that will have a cycle lane separator .</p> <p>The above is not my only concern as what I can see as a real problem is trying to get out my driveway at peak traffic time in the morning to go to work could be a real problem, as it is now I have to wait for a large gap in traffic to get out safely but if there are lights on red the traffic will be banked up not allowing me onto the road and it will be banked up enough that if it turns green there will be a even more of a steady flow of traffic not allowing me the large gap to get out . Backing onto this road is dangerous as it is and cycle lane separators will not allow me the area to back into before taking off quickly before the flow of traffic from the previous lights reach my area. We had built an extra car parking pad since the aerial photos and have 3 cars on our property and our neighbours usually will have at least 2 so that is a lot of cars that will have this problem of getting out safely . It is not usually possible to drive out rather than back out due to where cars are parked on the property and the amount of turns needed to be able to drive out rather than back as we would get to close to the other cars and fences.</p> <p>On top of that will be the extra road noise caused by people breaking at the lights and people taking off. My neighbour had</p>		Heather Aronsen

Submissions table – Te Aratai College cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
		<p>already installed insulated panels to the back of his fence to try and combat the currant noise.</p> <p>I also am concerned the the ChCh council has allowed for many townhouses and units be built along this street over the years and some being built now that only supply one car park per unit off street on a road with limited on street parking which now will be taken away, I am wondering where a person living in these places are supposed to park as most units and houses will have more than one occupant living in them with a car. Not only that with shared driveways and no extra street parks where are visitors and tradesmen etc supposed to park ?. The side streets will be full of cars parked by people who live in condensed housing in those streets likes of Marcroft street behind my house where once was 2 houses over two properties is now either 12 or 14 which will not allow parks for all the tenants off street . I feel for people that live in Aldwins rd who will have to park a long way down a side street and walk home in the dark and rain etc. Opposite my place is two empty sections which will no doubt have more condensed housing added with not enough off street parks so again more people needing to park on the side street .</p> <p>I believe the proposed changes will devalue and make it much harder to sell my home as the traffic lights outside are going to create an issue with getting out in the morning . I If I decide to sell my home in the next year sometime I believe the road works needed to complete the changes will make it hard to sell and the new lights will be a turn off for safe access issues.</p> <p>Please note my neighbour at [REDACTED] has just sold his property as when he was informed of the proposed changes to this road he is now very glad the sale has just gone unconditional as he believes the changes will have a negative impact on our property's access also.</p> <p>I am wondering why lights are needed on my side of the road when there are already lights for turning into Harrow street opposite and there are two safe crossing areas along Alwinds road especially for pedestrians . Marcroft street only has cars turning into it not out ,so it is not that busy for pedestrians to cross and walk further along Aldwins rd to cross the road at the lights for school.</p> <p>look foward to hearing back from you</p>		



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10081	N/A	<p>Heather Aronsen</p> <p>I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.</p> <p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city. One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15 minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off. My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr. People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p> <p>An elderly friend after listening to talk back radio recently said " 'they' are trying to make me cycle and I don't want to!" We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can.</p> <p>Reducing speed limits in areas where this will improve the</p>		Colleen Philip

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		<p>safety of all has my support too. I drive through town often and while I have taken time to adjust to the 30 km zones I find they are not an inconvenience at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p> <p>Thank you</p>		
10083	N/A	<p>Hello</p> <p>I wish to make a submission on your safer streets for linwood plan.</p> <p>My subject is what the CCC call the shared path from Hargood Street to Smith st at the back of linwood pool and linwood park. The locals all laughed at the insult of a cycleway as a new never been before linwood cycleway on linwood Ave.</p> <p>Because your shared path that connects with the official cycleway via linwood park and now also connects people to linwood pool has been the subject of major neglect for over 45 years since it was built and saw none of the big splash out for linwood Ave official cycleway.</p> <p>The bureaucratic irony that people walk on that cycleway in the trees but our 1st cycleway must be call a shared path and not a cycleway because people walk on it is just crazy.</p> <p>I have been cleaning up weeding and planting all along the out fall drain cycleway for the last 14 years. During this time I have only seen 2 repairs to this section of path. With the very dangerous path fall away by the gow place Arron crescent bridge needing a partition from the local labour MP to get anything more than the safety tape that was put up weeks after the damage.</p> <p>My submission to you is that the current state of this path needs a lot of fixing.</p> <p>With iusses such as</p> <p>major cracks that grow weeds and I keep spraying</p>		Richard William Rowe

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		<p>Hollow sections in the path that leaves gather in and rot creating a trip hazard until I clean it out</p> <p>Tree roots rasing sections of the path creating trip hazard and so sloped it is hard for wheel chairs.</p> <p>Not all of this path has lighting. The section between Smith st and Tilford st only has 1 light</p> <p>Yet this path didn't even get a mention in the CCC safer street for linwood plain even when it connects to linwood pool on Smith street.</p> <p>Regards Richard</p>		
10086	N/A	<p>I am a long-term cyclist, I've used a bicycle as my main form of transport for at least 55 of my 66 years. In general terms I support any proposal for extending Christchurch's network of cycleways and shared pathways – but provided that they are properly thought through and consistent with an overall plan for cycling in the city – which the ad-hoc cycleways along Colombo and Manchester Streets in the South central city most definitely aren't – they seem to change format about every two blocks. I'd also add that whoever put the cycleway along Tuam St on the North side of the street didn't quite think it through, bikes and buses get in each other's way at the bus terminal – the cycleway should have been on the south side – its a One Way Street so its irrelevant which side of the road the cycleway was on – it didn't have to be on the left of the road.</p> <p>In the last few years I've changed many of my previous preferred routes around the city to make better use of the cycleways wherever possible (because they're safer and also pleasanter to use), notably the ChCh Northern Corridor, the Papanui Cycleway (incl Colombo St) as far as Bishopdale, the cycleway beside the railway to Riccarton (or Papanui), from Tower Junction to City via South Hagley Park, and the cycleways along St Asaph and Tuam St, and the cycleway beside QE2 Drive to Waimairi or North Beach. In summer I particularly like to use the route along Linwood Ave, then around the estuary to Sumner. With the new cycleway routes being added, the City Council should do a mail out to all households of the cycleway routes available, so more people are aware where they are and where else they can use them to get to, (there's enough junk mail already – what's a little more</p>		John Bidwell

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		<p>that's actually useful, for example get a cycleway brochure included with the Christchurch Star that goes to all of the city).</p> <p>I'd also add that the council needs to revise the excessive height (some well over 2m) that many road signs on the cycleways are placed – some are so high that you just don't see them because you need to look where you are going, you look at the road - not up ...</p> <p>To me cycleways perform several useful functions -</p> <ul style="list-style-type: none"><li>• To separate cycles from motor vehicle traffic, the roads are increasingly unsafe for cyclists due to greater traffic volumes and also the increasing size (i.e. width) of cars (notably the various enormous four-wheel drive types) that cause problems because (a) they are wider, so there's less space on the road, (b) they are higher so restrict visibility on the road (compounded by the increasing use of tinted windows) (c) they seem be driven more carelessly by people who now feel safe in their big steel box.</li><li>• To reduce the need for so many cars on the roads, thus freeing up the roads and parking for those who have no practical alternative form of transport. If we make the cycleways safe and also practical to use (which means going where people need them, and not having to take a longer dog-leg route), more people will use bikes or e-bikes to get around the city.</li><li>• To get more children to be able to safely cycle to school (as I did in my youth), reducing the need for innumerable parents to act as chauffeurs on the "school run" (which before 9am and after 3pm can be like a "Le Mans" start close to schools), also teaching children some "road sense" in a safer format before they become drivers themselves.</li><li>• By separating the cars and cyclists, it removes the problem of motorists opening the driver's door in front of cyclists (without looking in their mirrors, or turning their head). I always give at least 1m separation in passing parked cars for just this reason. It would also reduce the hazard of car wing mirrors – usually placed at knuckle height...</li><li>• Less need to burn petrol to get around, offsetting the increasing problems caused by Global Warming, which means that every change to transport plans needs to always include</li></ul>		

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		<p>means to reduce the need to use private motor vehicles. The criteria should be – if it burns carbon then its a “dead man walking” – with no future.</p> <p>My reservations of the Te Aratai College cycleway plan</p> <p>What is the aim of the Te Aratai College cycleway plan ? Is it all about making cycling easier and safer for their students to cycle to school, its an admirable idea – but how many pupils actually do so at present ? I suspect that the numbers are low (without evidence, as I don’t travel in the area at school start and stop times, but at Mairehau High close to my home the cycle numbers are pitiful – all I see are pedestrians, scooters and buses). The first thing the council needs to do is a physical count at Te Aratai College on a school day of the bikes in their bike stands. I hope this has been done already...</p> <p>What will the lack of on-street parking on Aldwins and Ensors Roads do to the small businesses operating in the area (strangle them I suspect).</p> <p>If I’ve understood the plan correctly, the cycleway will do away with all on-street parking on Aldwins and Ensors Roads (much as it already does on the eastern side of Aldwin’s Rd opposite Te Aratai College), which seems a case of overkill to me – there already is a quite wide footpath that seems to get rather little use, presumably it should be possible to widen the footpath by perhaps 1-2 metres and then make it a shared pathway for cyclists and pedestrians (from Linwood Avenue as far as the Woolston Campus of the Polytech) and then move the gutter and the car parking out 1-2m because the existence of the shared pathway means there’s no longer a need for such a wide left-hand lane that previously made room for cyclists between the parked cars and the inner lane. If the pedestrians and cyclists need to be segregated on the now wider shared pathway, consider a line of the plastic bollards as used on the (temporary ?) Rolleston Ave cycleway. I’m now having second thoughts about using the footpaths as cycleways – mostly because when cars exit their driveways (usually backwards), they go almost all the way out -so the driver can see what’s coming and creating a danger for pedestrians and cyclists using a shared pathway... If the aim of this cycleway is to get more schoolchildren on bikes, this will conflict with motorists about to drive to work and needing to cross the footpath at roughly the same time.</p>		

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		In general terms I would prefer any option that creates cycleways to be on quieter side-streets well away from busy traffic, as I've recently changed my usual route between Woolston and Sydenham to use the cycleway that runs beside Lancaster Park, because I no longer felt safe using Ensors Rd and then Brougham St – which involves a right hand turn between multiple lines of traffic (no cycle lane) from Ensors into Brougham and then using the busy Brougham St with its preponderance of large trucks travelling at over 50kmh. I'm also dubious about the right-hand turn I need from Linwood Ave into Aldwins Rd, so now I'm thinking I need to use the option of a hook turn instead from Linwood Ave.		
10087	N/A	<p><b>Do you think the proposal will improve pedestrian, cycling and school safety?</b></p> <p>No</p> <p><b>Is there anything else we could do to improve pedestrian, cycling and school safety in this area?</b></p> <p>Encouraging children to bike on Aldwins Road is crazy. The draughts from trucks and buses cannot be stopped by having a designated cycleway. Currently two boys bike by my home in Aldwins Road and they come via the park, Randolph Street, Marcroft Street. For years children have chosen the safest route which is the back gate in Bordesley Street.</p> <p><b>Is there anything else we need to know?</b></p> <p>We visit Te Pou Toe Toe Pool at least twice a week. I have never seen anyone bike there even in the holidays. You also seem to think no one in Aldwins Road or the side streets are allowed visitors as if there is no parking in Aldwins Road the side streets will be full of residents cars. You also say we who are affected will be visited. No one has talked to us and no doubt won't as this is not really a consultation but a decision already made.</p>		Marianne McIlwraith
10088	N/A	<p>My name is Emily and I am a year 10 student at Te Aratai College. I cycle or bus to school from Hillsborough.</p> <p>I support the extension of this cycleway along Ensors and Aldwins Road and support all of the intersection improvements.</p> <p>When I cycle to school I go along MacKenzie Ave and join Ensors/Aldwins Road. Although there is a painted cycle lane</p>		Emily <span style="background-color: black; color: black;">[REDACTED]</span>



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		<p>sometimes it is difficult when the road is busy and there are cars parked along the road as there is not a lot of space. I often slow down when there are big trucks, buses or vans driving along the road as I feel vulnerable. Having a dedicated cycleway will make me feel safer.</p> <p>Having a safer cycleway will encourage more people to cycle and encourage students to bike to school. It is a quick and reliable way to travel.</p> <p>I support the following improvements:</p> <ul style="list-style-type: none"><li>- having a kerb and channel barrier along the cycleway as this is safer and separates cyclists and cars;</li><li>- raised platform from side roads coming onto the cycleway, as it is safer;</li><li>- raised intersections as proposed;</li><li>- reducing the speed limit along Ensors/Alwins Roads;</li></ul>		

Comments

Comments	Upvotes	Downvotes	Relevant information marker
Shared paths are a self-limiting tool and can only be used if there are low numbers of cyclists and pedestrians. If active travel becomes more popular and more people cycle and walk, they will become too busy and unusable. Do it once do it right, separate cycle and footpath. What happens when the shared path ends? cyclists are supposed to go on the road? any safe route is only as good as its weakest link and if there is not safe connection to the intersection, i am not sure this will work.	8	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
I do not very often bike here or anywhere in the east, not my neighbourhood but i do like it that you are spending a lot of this money in the lower socio-economic suburbs.	3	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
I agree with the comment left already. It seems ridiculous to just end the cycle path here instead of at brougham street. Very unsafe for a cyclist to have to go onto the road. Also not a fan of an unmarked and unseparated shared path. Where there are pedestrians how can a cyclist navigate safely at speed? A separate cycleway is what is needed. You can do this on a shared path easily as has been done in other countries. Paint the pathway, use planters as barriers. Do something.	6	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
This shared path needs to be extended to the Ensors Rd / Opawa Road roundabout. Having it come to a dead stop part way along, and especially before the dangers of the train crossing, Brougham St crossing seems short sighted	7	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
Looks good. I have no problem with using shared paths, although I agree there comes a time when the volume and variety of users becomes problematic as it did on Rolleston Ave, this will not be the case here for some time. This is the best solution to achieve within the funding deadline. It would be nice if it went a little further to Opawa Rd but Ara is an important destination.	2	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
The northbound bus stop on Ensors has quite an unsafe movement for peds to get across to Sullivan Ave and the likes of Area institute. People need to cross 4 lanes of traffic and aren't going to walk up to Mackenzie signalled crossing to do a safe movement. This really is the key to making this end of the network safer for users. Please don't exclude it from being treated.	2	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave

## Submissions table – Te Aratai College cycle connection, June/July 2023

Comments	Upvotes	Downvotes	Relevant information marker
Sorry further to my other comment on the bus stop, maybe the easiest thing to do is to move the bus stop further north on Ensors Road, or remove it altogether.	0	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
Please just make the cycle lane raised up at the intersection of Frederick Place so it acts like a speed bump for cars. For drivers to go over the cycle lane they will be more aware that this is a space for cyclists, not cars. Maybe move the speed cushion back or remove it and raise up the entire section so the cycle/pedestrian crossing point is a 3-4M wide raised safety platform. This would be preferable and make it feel safer. Keep the build out area please.	0	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
There should be a raised crossing at Mackenzie Ave like on Sullivan Avenue, it could even be pushed further up Mackenzie so there is space for a car to wait before the raised crossing point. (IE when a car turns right using the filter, they will just have to wait for a cyclist or pedestrian to cross.	0	0	Information Marker: Site 1 - Ara Institute of Canterbury, Sullivan Ave, Mackenzie Ave
Like the cycle lane. just to have the bus stop on the cycle lane may not work. this is a very busy road, what are cyclists supposed to do when a bus stops, wait behind the bus until all passengers have embarked?!! Not happening, they will take to the road or on the footpath. Just because of that i would still avoid this road on my bike like i do now.	3	2	Information Marker: Site 2 - Grenville Street, Frederick Street
Cycle lane will remove all parking for Flaxwood lane. This is used daily as there is no parking down the lane.	1	2	Information Marker: Site 2 - Grenville Street, Frederick Street
To get a safe cycleway done Ensors Road I am happy to wait behind a bus when it needs to stop. As buses have poor visibility some indication of where a cyclists can safely wait would help.	3	0	Information Marker: Site 2 - Grenville Street, Frederick Street
Good change to Frederick St, it is a wide place to cross	2	0	Information Marker: Site 2 - Grenville Street, Frederick Street
How is the bus stop going to work (on both sides), will it block the cycleway while the bus is loading/unloading? What about the bus shelter, will it block the pedestrian or be set back? I see lots of problems with cycle/ bus conflict here. I would like to see the bus stop out of the way of the cycle path and pedestrians to reduce conflict.	1	0	Information Marker: Site 2 - Grenville Street, Frederick Street
It seems to me that in-lane bus stops in the outer lanes would be more practical treatments. Also not clear that you have provided cyclists with options approaching Ferry Rd to either use the shared path or the on-road cycle lane - the plan shows cycle separators blocking the latter option.	0	0	Information Marker: Site 2 - Grenville Street, Frederick Street
Support the buildouts and the cushions used at the intersections to help encourage safe speeds. This makes it much safer for pedestrians crossing and for people biking in the cycle lane.	0	0	Information Marker: Site 2 - Grenville Street, Frederick Street
Re the bus stopped in the cycle lane, people biking have a choice: They can either wait, or they can leave the cycle lane and pass the bus.	0	0	Information Marker: Site 2 - Grenville Street, Frederick Street
There is no right or wrong answer with these options, it depends on how comfortable the person riding the bike is and how much traffic there is at the time.			
There is a point worth noting, some buses only have a low positioned indicator. This means in some situations a waiting cyclist can obscure the indicator from a following driver.			
Your plan will result in residents having to reverse out of their drive into 2 lanes of live traffic!! This is ridiculous, also if you must have a cycle way there is no need to have a cycle way on both sides of the road. Removing parking on one side only would allow enough space for 2 way cycling or alternately just use the footpath shared with pedestrians, as there are virtually no pedestrians on this road anyway. You seem to be completely ignoring those who have no option to use a car.	0	0	Information Marker: Site 2 - Grenville Street, Frederick Street
The raised platforms are good and deter people trying to rush through Orange / Red lights. Unclear how much time and priority pedestrians and cyclists will get with the lights, but this adequate time to allow groups of students at peak times needs to be incorporated	10	4	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
I like the removal of parking on Aldwins Rd outside The Mad Butcher as getting in & out of that carpark is a nightmare currently. My biggest concern is the parking access for Steadfast Books, The Book Barn & The Woolston Emporium. There is an assumption being made that there is lots of parking on sight, which is not correct & each time I have been I have had to park on the street. Removing these car parks will be a great disappointment to accessing these awesome shops.	10	5	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
This proposal will have incredibly negative effects on a number of small business that I frequently visit. Removing all parking for Steadfast, Book Barn, J books and the Emporium will drastically negatively impact these businesses. I am a loyal customer of all of these businesses and this proposal will make it nearly impossible to find parking for these businesses. Yes, something needs to be done to improve this intersection, but not this proposal.	8	6	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway

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Comments	Upvotes	Downvotes	Relevant information marker
Having bus stops so close to the corner is not good. Where other bus stops are by corners visibility is greatly reduced. bus drivers have to watch the lights to be aware of cars coming around the corners - not visible to them. Have seen so many close calls with this set up. leave bus stop where it currently is. Removing parks will also greatly impact ease of access for these businesses, however by the access of mad butcher removing parks a good idea for visibility of exit.	8	4	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
I can't help wondering if the people who drew up this plan looked at the two car yards on the corner and thought they were carparks. The last time I shopped at Woolston Emporium, I had to leave my car at Harvest Market. Please don't reduce the street parking, it will make things so much harder for these businesses.	6	6	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
I do not believe this will do anything other than create more accidents as people who rush to get through the light change will still do so even with this speed bump here. Look at the Lincoln Road intersection as an example. Still having accidents and causing traffic jams on a busy intersection as now the number of cars that get through on a green light is much less.	7	7	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
The book stores and emporium need these roadside parks without them the CCC condemn their business, all for the sake of a bus stop which can go in other better suited places, it would be fair and reasonable for CCC to subsidise the bookstores and emporiums rents each week fully as the only way for them survive...we keep voting no idea plonkers in that support idiotic plans like these	3	7	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Where is the rationale behind why this needs to be done? What are the stats that drive the decisions about speed bumps etc for this intersection? Seems to be missing from presentations. Would make it more palatable if rationale given for each project	3	3	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
This intersection would really benefit from a right turn signal from Ferry Rd onto Aldwins Rd especially. There's often not the opportunity for more than one car to make the right turn safely. The bus stop on the east side of ensors Rd is too close to the intersection. Cars turning left from Ferry to Ensors will run into buses pulling out from the curb.	1	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Bus stops that close to intersections are dangerous for all road users. There's already bus stops near that intersection, new stops aren't necessary. They make it harder for road users to check what is clear, especially roadusers who don't have the same visibility as those in larger vehicles like buses and heavy vehicles.	3	4	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Instead of making cycleways on either side of the roads, how about you just put a single cycle way down the middle like what they've done in Melbourne, and Linwood Ave.			
Those raised slow speed platforms need to taper down at each exit point, so that it doesn't take an entire green light to get a single heavy vehicle through. Heavy vehicles supplying stores in these suburbs already make the ground shake, so tapering down the exits would at least minimize the congestion and shaking.	6	1	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
This is the intersection of important commercial ring road. Does the council include actual heavy transport business leaders in these discussions because every "improvement" plan seem to never include considerations for B-train vehicle dynamics.. perhaps would be wise to seek advice from driver trainers from the likes of TR GROUP, who know what space is necessary for heavy vehicle manoeuvres; otherwise you'll likely end up spending even more money modifying things later	6	4	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Adding and improving green arrow signals would benefit this intersection much more	7	4	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Support the use of the ramps to encourage traffic to reduce speed/travel at an appropriate speed within legal limits to prioritise safety of all users and modify excessive speeds through the of intersection. I've seen traffic racing across this intersection at times - that appears to be on the increase at intersections across the city generally as road users attempt to beat the orange (red) light! Appreciate the delineation of space to acknowledge and support safety of all users.	7	2	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Once again CCC are trying to kill off businesses with harebrained schemes that do nothing to improve safety for any road users including cyclists	4	7	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
People who work at the mad butcher/ couplands have to park on both sides of the road, where are they ment to park if a cycle lane and bus stop is being installed? It's already hard enough to find a park.	3	7	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
I'm obviously a minority but I'm a frequent visitor to the bookshops and Emporium and I always travel by bike or bus. Even just crossing the intersection on foot is a stressful experience as there is not enough time to cross and there are cars turning at the same time. By bike I have to go through side streets and double back to avoid travelling on Ensors Rd. There's nowhere convenient to park my bike so I often have to tie it up a few streets away. With my children it can be stressful.	7	1	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway

## Submissions table – Te Aratai College cycle connection, June/July 2023

Comments	Upvotes	Downvotes	Relevant information marker
Having a cycle path in front of a bus stop bench feels unsafe, can you do a dutch intersection treatment instead?, as per the previous council bike standard.	2	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Can these please have the curbs on the corners be extended so that there is more space for pedestrians and cyclists to wait and to slow down cars turning left off Aldwins and ferry road. All the lanes have dedicated turning lanes and there is no need to have the curb cut back to encourage drivers to run a yellow/red light at speed. Especially since there is a raised safety platform before the lights, it's clear the intersection is being designed for slower speeds. Please build them out more pls	1	1	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
People who take the bus who are going to the mad butcher shopping centre area are just going to walk straight over the grass, can it be made accessible to all and a cut be made so that people can easily traverse into the car park instead of walking /wheeling around?	3	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Can the speed cushion be removed on Edmonds street and the cyclelane be raised up along with the pedestrian sidewalk. (Turn it into a Dutch style intersection!!!) So it is a continuous sidewalk. Would make it feel much safer!	3	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
My daughter will be going to Te Aratai next year and is keen to bike to school; but not keen to make her way through this intersection. How can we make the connection from the Heathcote Expressway cycle trail to Te Aratai more bike friendly. Can we use Isabella Pl and the Edmonds garden to get off the busy road? I think the outcome we are aiming for is to get kids cycling to school, but I am not sure they will feel safe or if their parents will let them.	3	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Adding green arrow signals would benefit this intersection much more than raised platforms.	3	4	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Adding speed bumps to intersections is dangerous, damages vehicles and only serves to address a symptom and not the cause. This is a core intersection and this will serve to bottleneck it further during peak hour. Green arrows would assist this intersection, nothing else is needed.	1	5	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
the cycle lanes at the intersection make no sense when cyclists are encouraged to use the footpath further back from the intersection. seems like a waste of space and design layout needs to pick one and ideally the safer of the two. if trying to make safer for those going to schools maybe an alternate route from Heathcote cycleway along quiet streets than a main road that's 2 lanes in each direction.suggest designers actually travel this road on a bike and think about the impact to all users	2	2	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
This intersection in its current form is quite dangerous for cycling. I've noticed drivers trying to beat the lights, so they actually speedup at they enter the intersection. This means they are sometimes running through the intersection on a red light at speed.	0	1	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
The raised platforms should help curb this behaviour. So fully support this facility as used in this intersection.			
Current on-street parking in the areas when exiting the intersection (either north on to Aldwins Rd or south on to Ensors Rd) is dangerous. The person riding the bike is always forced into the door zones by close passing drivers.	0	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
If the on-street parking is not removed someone will be killed in this location. I commend Council Staff for recognising this risk and providing a design to improve safety. Thank you also to the Elected Members that support this knowing it will save people's lives.			
I don't see my previous comment, I assume it has been filtered. There wasn't anything malicious in the feedback.			
On-street parking north and south of this intersection makes it very dangerous on bike. Close passing drivers force the person riding a bike into the door zone.	0	1	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
Removal of on-street parking here greatly improves safety and is something I fully support. To not do it risks a very bad outcome.			
Speed is not an issue here, raised platform will cause more accidents, not reduce them. Better safety measures: 1. paint dotted lines so turning traffic stays in correct lane (most don't at present), 2. Paint a 20mtr mark on the footpath and stencil "you must use the crossing" and an arrow so pedestrians cross properly without jay walking illegally 3. do not put a bus stop so close to the corner, it needs to be at least 30mtr away to ensure a clear view for turning traffic and cyclists.	0	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway
I see you want to "add" turning lights?? NOTE This intersection already has turning lights!! It also has a camera which is connected through to central police station (put in when road became a no cruise zone). Suggest you get police (or lend them a staffer) to monitor traffic and give drivers tickets for poor drivers	0	0	Information Marker: Site 3 - Ferry/Aldwins/Ensors Intersection Upgrade and cycleway

Submissions table – Te Aratai College cycle connection, June/July 2023

Comments	Upvotes	Downvotes	Relevant information marker
and ignoring road code and especially for using cellphone whilst going through intersection which is a VERY common issue. Raised platform not needed traffic is already slow as.			
cycle lane going straight ahead at side streets with raised cushion on side street before they get to cycle lane to slow cars. Simple and perfect!	4	2	Information Marker: Site 4 - Aldwins Rd, Edmonds, Matlock
Having bus stops so close to the corner and before the business entrance is not good. Where other bus stops are by corners and business gates visibility is greatly reduced. bus drivers have to watch the lights to be aware of cars coming around the corners - not visible to them and business clients cannot see to exit driveways safely. Have seen so many close calls with this set up. leave bus stop where it currently is.	1	2	Information Marker: Site 4 - Aldwins Rd, Edmonds, Matlock
Dumb idea and a huge waste of money.	1	6	Information Marker: Site 4 - Aldwins Rd, Edmonds, Matlock
Terrible idea.	1	6	Information Marker: Site 4 - Aldwins Rd, Edmonds, Matlock
Absolutely ridiculous putting a bus stop so close to the ferry road corner outside the mad butcher! I thought the idea with all these changes is to promote traffic flow and less accidents? So far, to me (and I travel through this intersection regularly) none of these proposed changes will improve anything. I can only see it making it worse. It's the selfish people who refuse to follow the road rules and stop when the lights turn red. Why don't you focus on that more than anything?	2	4	Information Marker: Site 4 - Aldwins Rd, Edmonds, Matlock
As a regular cyclist on this road, I find the dedicated lanes a bad idea. I feel more vulnerable using them than riding with the flow of traffic. I have constant issues with them. This lane design prioritises motor vehicles over cyclists, with inconvenient curves, plastic barriers, narrow sections, and even a bus stop in the middle of the lane. If you want us to cycle why put more barriers in place for us??.	0	3	Information Marker: Site 4 - Aldwins Rd, Edmonds, Matlock
The shared path is needed, I currently bike on the pavement between Harrow and the college as there is no other safe option. I think parents will struggle with losing all the parking. I love bike lanes but suspect that here it should stay as a shared path so that people can still drop off at the college.	1	5	Information Marker: Site 5 - Te Aratai College
During school pick up and drop off, the pathway will be very busy and the school bus will block the very pathway for the school kids riding bikes. There needs to be a better solution here. I would like to see the shared pathway widened to 4M minimum to account for how many kids will be waiting here. Could be something to discuss with school to make some school land part of the pathway?	0	0	Information Marker: Site 5 - Te Aratai College
Is one bus stop shelter enough when this is right outside a school? I feel as if there needs to be more than one to accommodate kids waiting, it can get very busy in the morning there.	3	0	Information Marker: Site 5 - Te Aratai College
I see way more kids walking down this road to catch a bus than I ever see on a cycle, in fact you should be assessing how many cyclists use this road before you go spending money on a dedicated cycle way. The pavement could easily be shared by cyclists and pedestrians as most are going in same direction any way. No need to mess with a major arterial route as this will not improve safety for anyone.	0	0	Information Marker: Site 5 - Te Aratai College
This intersection should have traffic lights for the entire intersection	2	1	Information Marker: Site 6 - Harrow Street intersection upgrade
Can the other side be built out so it is the same as the other side. It would be nice to have plenty of space to wait with your bike at the lights and having a sharper bend would slow cars down and discourage cars taking the turn at speed (which they currently do) I'm not sure how else to do this but cars turning left almost always do so at speed and it's very dangerous. There needs to be some mechanism to slow cars turning left on to Harrow St	0	0	Information Marker: Site 6 - Harrow Street intersection upgrade
I think from a safety perspective making marcosft street a culdesac would be so much safer, if you removed the ability to drive in here (which is also asking for dangerous driving from people trying to make a small gap during high speed traffic and will end up with people pushing the limits and making a mistake. Just remove the ability to drive through here and drivers can make a much safer turn two blocks down. If you don't close it off at least make it a Dutch style intersection please!	1	1	Information Marker: Site 6 - Harrow Street intersection upgrade
How are people on bikes travelling south west down the road on the new separated cycle lane. Turn right on to Harrow street? It's not very well laid out and assumes most people will continue straight. I would ask that the sidewalk be built out to allow space for those on bikes to wait to cross the road on to Harrow street without getting in the way of pedestrians by sharing/blocking the narrow footpath the south east side of the lights.	0	0	Information Marker: Site 6 - Harrow Street intersection upgrade
Support the improvement to the Harrow Street intersection.	0	0	Information Marker: Site 6 - Harrow Street intersection upgrade
Fully support this change.	5	0	Information Marker: Site 7 - Harrow St, Newcastle St
Fully support the separated cycleways!	0	0	Information Marker: Site 7 - Harrow St, Newcastle St



## Submissions table – Te Aratai College cycle connection, June/July 2023

Comments	Upvotes	Downvotes	Relevant information marker
As some one else suggested why not put cycle way down the grass middle of the road? no reason to take parking away form all private properties and many will be forced to reverse out into 2 lanes of lane traffic, EXTREMELY dangerous especially at rush hour. Will also severely impact on property prices as who wants to live anywhere where friends cant come to visit as there is no where to park, crazy crazy crazy. Expect a multi compensation claim from residents if you preceed with your proposal.	0	0	Information Marker: Site 7 - Harrow St, Newcastle St
Can the crossing point here be made even better please. Make it 100% pedestrian/cycle priority (with limits). It would be much better if the lights changed very quickly if you are on a bike/walking as often the lights on Linwood Ave/Buckleys Road are red anyway so it doesn't even affect traffic flow if the lights turn red here. Very frustrating not being able to bike/walk across when cars are driving though the green lights to stop 50m down the road at the Linwood ave red lights. Thank you!	3	0	Information Marker: Site 8 - Aldwins/Buckleys/Linwood Ave
Adding speed bumps to intersections is dangerous, damages vehicles and only serves to address a symptom and not the cause. This is a core Chch intersection and this will serve to bottleneck it further during peak hour. This is a poor idea and will not serve locals.	1	3	Information Marker: Site 8 - Aldwins/Buckleys/Linwood Ave
Again the Linwood Ave intersection sees red light runners. Support the raised platform to encourage drivers to drive at safer speeds.	0	0	Information Marker: Site 8 - Aldwins/Buckleys/Linwood Ave
I'm liking the shared paths. Will these extend as far as Linwood high school?	0	0	Information Marker: Site 8 - Aldwins/Buckleys/Linwood Ave
The intersection from a cyclist perspective is chaotic , why cant the intersection be a dutch style , which has been proven technically. If the cycleways are good enough high confidence cyclist use them. I feel that most cyclist will ignore the markings.	3	1	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
I drive through this intersection every Friday around 7:15am going straight on Linwood. Often I see people taking a right turn too late and running a red light which is a hazard for all other users. Vehicles end up doing 60 before the 60 zone starts on Linwood so people are going too fast through the traffic lights. My only concerns would be the potential height the ramp for lower vehicles (the one one on Lincoln Rd is not good for lower vehicles) and the affect on flow of the intersection.	0	0	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
Raised platforms here are a terrible idea, It will just cause the traffic to use alternate routes like it does on Lincoln Road. There are many sport style vehicles both factory standard and modified that find these raised platforms difficult to negotiate safely and without damage to the car. Also these platforms are completely unnecessary.	6	6	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
I can't see how cyclists on Linwood Avenue are given the opportunity to safety turn and connect with the shared paths on Aldwins Road? The cycle lane on the western approach is particularly problematic, how does the cyclist get across to the right turn lane to make their turn? In fact all the right turn movements haven't catered for cyclists. What's the purpose of the cycle box in front of through lanes? Surely not for turning?!! Don't you want cyclists staying in their lane if continuing thru?	1	0	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
Continuing on from cyclist right turn movements. Even the east approach on Linwood Ave to turn left is not a safe enough connection to shared path. That left slip lane needs to become a shared space for cyclists and vehicles, so they can leave the cycle lane and turn left with confidence. Might need that on all legs of intersection actually. Even consider some speed cushions to help them out further. This plan doesn't do anything other than cater for cyclists going straight thru intersection	1	1	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
Brougham, Ensors & Aldwins are one of the best 4 lane road combinations to move large volume of traffic efficiently and safely around Christchurch. Raised platforms here are a terrible idea. Cyclists from Linwood Ave should be travelling through the Rapanui Shag Rock Cycleway, that infrastructure has been built for that reason to move cyclists to and from the city. Bring back the double opportunity to turn right from Aldwins to Linwood Ave this was altered a few years ago.	5	4	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
what is it with this council and raised platforms! They do not slow normal traffic although they will slow down fire trucks and by a lot as well as it takes a good deal of time for a truck to pick up speed. This will cost lives at major intersections. Traffic is so heavy on these roads speed is not an issue for vehicles going through the crossing during main driving times therefore there will be no slowing down just nusiance value and especially to emergency services.	0	0	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
Anything that discourages motorists from turning right onto Linwood Ave from Aldwins on a red turning arrow would be welcome. There are frequently drivers still coming through when my child and I have the green walking symbol that it's safe to cross. It often isn't!	6	2	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
This intersection needs a green arrow sequence change, especially for Aldwins turning right onto Linwood in peak afternoon traffic. The turning lane blocks the whole flow of the intersection.	5	0	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade

## Submissions table – Te Aratai College cycle connection, June/July 2023

Comments	Upvotes	Downvotes	Relevant information marker
A primary four lane arterial road with trucks & buses should not have raised platforms. This should be as free flowing as possible. You've already caused traffic issues by not syncing the pedestrian crossings in any way to the main intersection lights. I always try & use quiet parallel roads for biking on, like through the park & Randolph.	5	8	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
I'm concerned where the cyclist rejoins the road by Burger King. This is where cars start to join the left turning lane I can see this creating accidents not avoiding them. As for making it safer for students, I don't see that many students biking to school. I wonder how many actually cycle to school??? Council has allowed housing to be high density down Aldwins Road which removes offsite parking for residence. Where are they suppose to park???	2	4	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
Support the use of the ramps to encourage traffic to reduce speed/travel at an appropriate speed within legal limits to prioritise safety of all users and modify excessive speeds through the of intersection. Appreciate the delineation of space to acknowledge and support safety of all users. Numbers of cyclists to/from school more likely to increase in response to safety improvements for all road/public space users. Projections anticipate the school role will almost double in foreseeable future.	4	2	Information Marker: Site 9 - Linwood Ave, Aldwins Rd, Buckleys Rd intersection upgrade
The cycle way shouldn't be palced on the pavement. The parking on the side of the road should be removed and replaced wth cycleway. The cycleway on the aldwins road should become a protected cyclewau with a raised cycleway with curb.	24	2	Information Marker: Te Aratai College cycle connection
What do cycle lane users do when a bus is blocking the cycle lane at each bus stop? Presumably you'd have to dart out into the traffic lane which is pretty unsafe, especially as the bus is likely to move out simultaneously. And you're forced into the bus blind spot until the last second by the new kerb so collisions are probable here.	22	2	Information Marker: Te Aratai College cycle connection
Better to make each bus stop an in-lane bus stop to keep the cycle lane clear			
It is very unsafe for a cyclist to have to overtake a bus in a bus stop by going into a lane of traffic. That problem needs looking at as it puts a cyclist into the bus's blindspot and makes the cyclist vulnerable. A Shared pathway is not an answer unless it is separated by barriers of some kind because pedestrians will use both sides in my experiences and a cyclist moving at speed will endanger themselves. A separate lane with barriers is needed. A curb or other barrier. Safety is paramount.	19	1	Information Marker: Te Aratai College cycle connection
I cycle this route a lot and it is so dangerous. This shared pathway won't help because you put the cyclist on the path for some of the route and pedestrians will use the path both sides making it unusable and I will be on that dangerous road again with no room for me dicing with death. Also why is it switching between dedicated separated cycle lane on ensors rd in places and then in some places it is shared? That's confusing for traffic and for cyclists. Make it a separated lane the whole way.	28	1	Information Marker: Te Aratai College cycle connection
agree with the below. separated cycleways are required, especially as this is a 60km road with buses	25	1	Information Marker: Te Aratai College cycle connection
This is a terrible way to do consultation. How can communities have a discussion if they can only view a map version. Where is the downloadable pdf?	4	11	Information Marker: Te Aratai College cycle connection
Cycling these streets is an absolute nightmare- high volume traffic moving at 60+ kms an hour. Completely separate, non shared cycleways will instill a sense of safety and increase the number of young people cycling or scootering to and from school	23	0	Information Marker: Te Aratai College cycle connection
I agree a cycle lane is needed. Ive had a student hit my vehicle while trying to cycle around my parked car. I do however think it is ludacris to remove all on street parking for te aratai college. This will cause even more safety issues around a school that already has major safety problems for students	2	9	Information Marker: Te Aratai College cycle connection
Can you please continue the connection to Te Kura Kaupapa Māori o Waitaha entrance off Ensors Rd? Connecting the schools is a great idea, not sure why you wouldn't connect in the kura too? As a significant place for Māori in Ōtautahi it should be a Council priority to provide safe and sustainable transport choices to kura kaupapa.	20	3	Information Marker: Te Aratai College cycle connection
I don't agree with the cycle way on Aldwins road. Cuz the street parking spots would be hard to find out and no much cyclists on the road I feel.	3	17	Information Marker: Te Aratai College cycle connection
People who work at the mad butcher/couplands have to park on both sides of the road, where are they ment to park if there is going to be a bus stop and cycle lane installed? It's already hard enough to find a park.	1	18	Information Marker: Te Aratai College cycle connection
This plan is a disaster, travelling south down Aldwins Road towards Ferry Rd from Matlock Street the cycle lane runs curbside then onto the footpath then back onto Roadside merging with all traffic, it would be a nightmare to navigate and extremely dangerous, to top it off the design deletes all car parks on both sides of Aldwins Rd. Total disregard to all businesses and total disregard to safety	1	15	Information Marker: Te Aratai College cycle connection
Great to see these two cycleways being connected. It makes a very good circular route for less confident cyclists for recreation from the central city as well as providing a good link to the school from both directions.	7	0	Information Marker: Te Aratai College cycle connection

Submissions table – Te Aratai College cycle connection, June/July 2023

Comments	Upvotes	Downvotes	Relevant information marker
I would like to see the shared pathway expanded to 4 meters and half the pathway (the side closer to the road ) slightly grade separated to signify that it is a cycle lane and the other is for pedestrians. I am also worried about if it is kept at 3m wide there will be conflict with drivers exiting their properties. The road can easily be narrowed by an Extra meter to make the shared path wider and reduce conflict between cyclists and pedestrians.	6	0	Information Marker: Te Aratai College cycle connection
I think cycle infrastructure along this route is sorely needed. it's one of the routes where cyclists are currently cycling in a narrow gap between multiple lanes and parked cars, and as there is a major school there, many of those are school pupils. Almost anything would be an improvement.	10	0	Information Marker: Te Aratai College cycle connection
We live very close to Macleans . We live in Worcesterstreet opposite McLeans street. We like to see a zebra crossing and speed bumps . NOT a roundabout. that is just overkill here	0	1	Information Marker: Te Aratai College cycle connection
I think this looks awesome, schools are underserved by our current cycle network and it's great to see that being rectified.	10	0	Information Marker: Te Aratai College cycle connection
Having a separated cycleway is the best thing to do, Aldwins is so dangerous to ride along currently that I always take alternative routes just to be safe. Having something physically separated from the cars and also from the footpath is a fantastic idea, especially considering how fast cars go along this stretch of the road.	6	0	Information Marker: Te Aratai College cycle connection
Great idea to connect up the Heathcote cycle way with Te Aratai. Makes more of the existing investment and makes it way safer for kids to get to high school.	3	0	Information Marker: Te Aratai College cycle connection
Overall, this seems like an excellent proposal. Aldwins Road is a road and it should therefore be used to transport people safely, not store private vehicles. This is especially important as this is a poorer area with mostly fast, unsafe streets - changes such as this allow for greater choice for healthy, affordable options such as walking and cycling.	5	0	Information Marker: Te Aratai College cycle connection
However, connections seem to be lacking - Eastgate and past Brougham should be much easier to access. Shared paths also aren't ideal.			
Aldwins Road and Ensors Road is currently very dangerous for cycling. There is a high risk of being doored and with relatively high speeds on the roads being hit by a driver following too close is a very real possibility. This danger needs fixing and this project addresses that. Fully support this project.	1	0	Information Marker: Te Aratai College cycle connection
Connecting the Heathcote Expressway Cycleway and the Rapanui Shag Rock Cycleway via this link is a great benefit. I will be nice to enjoy this bike ride.			
I'm so pleased to see this much needed cycleway planned! I want my children to be able to cycle to school safely, but ensors road as it is is dangerous!	0	0	Information Marker: Te Aratai College cycle connection
Great to have a separated cycleway here!	0	0	Information Marker: Te Aratai College cycle connection

Submission attachment 10013

13 July 2023

Christchurch City Council

By email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

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Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Way Safer Streets

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

### 2. Submission

The Board, focusing on the Way Safer Streets projects in its area, is supportive of the proposed projects, particularly in respect of supporting safety near schools, and in respect of advancing its Board Plan Priority for 'A Connected Transport Network in Waipapa Papanui-Innes-Central (roads, cycleways, paths)'.

The Board wishes to ensure that community safety is at the forefront of all transport recommendations, including the need for safe speeds and safe streets for all of our residents.

The Board is also committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, and wishes to ensure that the Strategy is being considered.

The Board also asks the Council to consider any other bigger picture issues when considering these proposed projects, including the impacts of intensification in the Board area.

The Board notes its fundamental support for active transport initiatives that promote walking, cycling and using public transport, and offers the following feedback in response to consultation questions on particular proposed projects in the Board area:

#### 2.1. Richmond Neighbourhood Greenway Cycle Connection

Firstly, the Board continues to support the greenway cycleway to link Richmond to the central city.

The Board also supports the submission of the Richmond Residents and

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Business Association (RRBA) recognising their understanding of the area and local viewpoints.

The Board notes the indications of the RRBA that many residents are already using the proposed Greenway Cycle Route, justifying, as they put it, the immediate installation of this cycle route. Also noted is RRBA's suggestion to connect the cycleway to the central city by installing a cycle crossing at the exit point of Alexander Street across Fitzgerald Avenue to meet up with the existing cycle path on the left bank of the Avon River in Cambridge Terrace.

Further to this, the Board highlights RRBA's suggestion of combining this project with the current Richmond road rebuild/repair programme and a longer term proposal of linking this cycleway with the current one in Cambridge Terrace with another route through Heywood Street, Draper Street, Swanns Road to Retreat Road (which would provide many young cyclists using the Rowing Complex facilities at Kerrs Reach a safer route through the city and Richmond).

It is insightful that the RRBA indicates these projects would collectively provide safer travelling for Richmond residents and those travelling through Richmond by bicycle, skateboards, scooters.

## 2.2. Te Aratai College Cycle Connection

The Board supports this proposed project in general, perceiving general community support for it, but is sympathetic to small businesses near the intersection with Ferry Road.

The Board, accordingly, urges that consideration is given to endeavouring to find ways to mitigate adverse effects on affected businesses (such as loss of navigability and parking for existing customer bases) – solutions could be either permanent or for a decent transitional period that gives time for these businesses to adapt. Consideration may be given in this context to e.g. alternative parking, better signage rights, design changes in the plan, and/or added features that make the situation "better off" for them.

The Board would also be encouraged to see Te Aratai College students involved in design elements in the area, such as into bus stops so as to have a sense of ownership in the space and provide some uniqueness for the area – reflecting that the youth have an embraced place in the community.

Finally, the Board has some reservation around bus stops interacting with cycle lanes in respect of safety considerations, suggesting it be made clear whether the interactions have been fully explored with all options considered, and safety appropriately weighted.

## 2.3. Linwood Bus Stop Improvements

The Board is broadly supportive of the improvements where and as they sit within the Board area, where members are more familiar with their community, welcoming that public transport is being supported through this project as importantly connecting residents into their

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spaces and destinations in a mode that is considerate of our Climate Goals.

#### 2.4. School Safety Linwood

With particular reference to the sites within the Board area as listed below, the Board is supportive of the emphasis on school safety in this project, which appears to have been carefully considered for these locations, duly balancing relevant factors that the Board appreciates.

*Site 1 – Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps*

*Site 2 – Linwood Ave/Tancred Street Pedestrian Crossing*

*Site 7 – Armagh, Trent, Brittan Streets – Pedestrian Refuge Islands and Speed Cushions*

*Site 10 – Worcester Street/Linwood Ave Speed Hump*

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish  
Chairperson  
Waipapa Papanui-Innes-Central Community Board

Submission attachment 10014

SUBMISSION TO: Christchurch City Council

ON: Way Safer Streets

BY: Waitai Coastal-Burwood Community Board

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1. INTRODUCTION

The Waitai Coastal-Burwood-Linwood Community Board appreciates the opportunity to make a submission to the Christchurch City Council on Way Safer Streets.

The Board wishes to be heard in support of this submission.

2. SUBMISSION

Te Aratai College Cycle Connection

How do you currently travel through this site?

Other (please specify)

Members use different means to travel through this site.

Do you think this proposal will improve safety for cycling?

Yes

Is there anything else we could do to improve cycle safety in this area?

Comment:

- Signalised pedestrian and cycle crossing by Sullivan Avenue for bus passengers.
- The Board wonders whether there might be safer options than having the bus stop in the cycle lane.
- The Board would like to ensure that the planned bus shelters outside the school are sufficient to cater for the need.

Do you think installing a raised platform at the Ferry Road/Aldwins Road/Ensors Road intersection, will improve safety?

Don't know/Not sure

Do you think installing a raised safety platform at Aldwins Road/Buckleys Road/Linwood Avenue intersection, will improve safety?

Don't know/Not sure

Submission attachment 10014

Is there anything else we need to know?

Comment:

Ferry/Aldwins/Ensors Roads Intersection:

- Turning arrows - Ensure the intersection has turning arrows at the east/west in addition to the turning arrows already in place.
- The Board would like to ensure that the taper is sufficient to take into account the high volume of heavy vehicles through the intersection.
- The Board is concerned that the Bus stop on the northern corner is too close to the intersection.
- As per the email received from staff, the Board agree with the compromise to add time-limited parking to the proposal.
- The Board would like clarification as to the speed limit and the height of the platform that is appropriate at the intersection especially the speed limit of Aldwins Road to Ensors Road.

Aldwins/Buckleys/Linwood Avenue Intersection:

- The Board suggests extending the turning lane from Aldwins Road, right into Linwood Avenue going towards New Brighton an extra 100 metres if possible (removing some of the raised median).

Improving Bromley's Roads

How do you currently travel through this site?

Other (please specify)

Members use different means to travel through this site.

Do you think this proposal will improve safety for intersections?

Yes

Do you support the additional opportunity to introduce safety features outside Bromley School?

Yes

Is there anything else we could do to improve intersection safety in this area?

Please be specific as possible about which area you are talking about.

Comment:

- Raise the roundabout Hay Road/McGregors Road to prevent through traffic ignoring improvements.
- More speed cushions on McGregors Road between Linwood Avenue and Keighleys Road.
- Apply heavy vehicle restrictions to Bromley Road and buildouts of Keighleys Road intersection to impede heavy vehicles.

Trim: 23/1095792

Submission attachment 10014

- Narrow the Hay Street intersection to slow cars entering from Linwood Avenue.
- Apply heavy vehicle restrictions to Hay Street.

Is there anything else we need to know?

Optional Comment:

- The Board wishes to support aspirations of residents of Cypress Street to curb antisocial road use by introducing traffic calming measures.
- The Board supports intersection narrowing at the entrance of Maces Road to St Johns Street to impede heavy vehicles.
  - The Board wishes to note its on going preference for lights at the Maces/Dyers Intersection.

Smith Street Cycleway and Upgrades

How do you currently travel through this site?

Other (please specify)

Members use different means to travel through this site.

Do you think this proposal will improve safety for cycling?

Yes

Do you think this proposal will improve safety for pedestrians crossing the road?

Yes

Is there anything else we could do to improve safety for cycling and crossing the road in this area?

Comment:

- The Board wishes that designers consider using Mackworth Street for the cycleway rather than Smith Street so the cycleway goes from Ferry Road into Linwood Park to Te Pou Toetoe.
  - However, if the Council choses to stick with Smith Street, the intersection with Smith Street and Ferry Road needs to have a viable right turn option (i.e. two lanes).

Is there anything else we need to know?

Optional comment:

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Submission attachment 10014

School Safety Linwood

How do you currently travel through this site?

Other (please specify)

Members use different means to travel through this site.

Do you think this proposal will improve safety for pedestrians?

Yes

Is there anything else we could do to improve pedestrian safety in this area?

Please be specific as possible about which area you are talking about.

Comment:

- The Board would like to support option 2, the compromise option for pedestrian refuge island and bus stops outside Woodham Park (presented by staff to local residents).
- Support Whaitu school crossing as long as time-limited parking is provided for the dairy.
- Strongly support speed cushions on Ngarimu Street.

Is there anything else we need to know?

Optional Comment:

- The Board supports all of the additional proposed changes.

Rhona Street Upgrades

How do you currently travel through this site?

Other (please specify)

Members use different means to travel through this site.

Do you think this proposal will improve safety for tamariki travelling to school?

Yes

Is there anything else we could do to improve school travel safety in this area?

Optional Comment:

Nil.

Is there anything else we need to know?

Optional Comment:

- The Board supports this proposal as long as it is supported by Te Pa O Rakaihautu.

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Submission attachment 10014

Public Transport Linwood and Woolston Upgrades

How often do you use public transport?

Once a week

Are there any specific locations where improvements are needed?

Please be as specific as possible – each bus stop has a number, please use this if you can.

Comment:

- The Board believes that the bus stop needs to move from outside 86 Pages Road as this is outside a property with cameras and can make people feel uncomfortable.

What infrastructure improvements would you like to see?

More seats and shelters

Bus stops relocated or added

Improved footpaths at bus stops

More tactile pavers (for vision impairment)

Other (please specify)

Cutdown curbing for accessibility.

Is there anything else we could do to improve public transport safety in this area?

Optional comment:

- As a general principle, the Board would like bus stops close to schools, shops and public facilities to have shelters and with sufficient capacity.
- Bus stop renewals should extend into the Coastal ward and exclude the red zone (but retaining stop #18448).
- Bus stops on Hawke Street need upgrading to include shelters (#53472, #53486 and #39137).
  - If possible, a shelter at #54218 near Alpine View Retirement Village should be added.
- There is little need for upgrades in Bromley/Woolston (excluding Linwood Avenue and Ferry Road) because the route is so infrequent (Coastal Ward bus stops as above could be prioritised).
- The Board hopes that there is consultation focused on bus user groups and disability advocacy groups.
- Where there are dish guttering there is a need for it to be adapted to allow safe access onto the bus.

Is there anything else we need to know?

Optional comment:

Nil.



Paul McMahon  
Chairperson, Submissions Committee  
WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

11 July 2023

Trim: 23/1095792

Item 7

Attachment B

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

I spent some time yesterday and today, looking over the planned proposal whilst actually on the ground at the Ferry Rd intersection, to see if I had missed anything important, it seemed that I had.

We'll start on Aldwins Road first.



(Urban Auto on the right) This footpath is very wide, with the different textured tarmac on the left, roughly the same sized width as most of the cycle lanes.

So my question here is: There is space redundancy for a shared cycle lane and footpath and in fact the proposal has half of this footpath used just like that, so what is the logical reasoning for making it more complicated by having the cycle lane on the road, then onto the footpath? When having it all on the foot path would be the most simple and no doubt cost effective option?

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

What are the costings for having the cycle path and cycle separator design on the road, then onto the footpath vs the cycle lane simply on the foot path?

What is the actual reasoning for removing the on street parking, when the cycle lane is easily accommodated with ample space on the footpath?

I'm assuming that these options were considered? Yes or No?

Could you advise if any actual on the ground site visits were made during the planning stage?



From my observations on Ferry Road and other sites around the city, cycle lanes appear not to conform to a uniform width.

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



This looking from the bus stop towards Linwood direction, (the bus stop at the entrance to Matlock St)

Wouldn't it make sense to remove the grass berms and have the cycle lane along the edge, while I appreciate that these are driveways, pedestrians walk along there anyway and no doubt cyclists, so having the cycle lane there shouldn't be any different?

**Submission attachment 10033**

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



Looking from the Matlock St bust stop towards Linwood

That's a nice wide footpath, so plenty of room, without removing the on street parking.



Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes  
on Ferry Rd/Ensors Rd 25/06/23



Matlock St entrance bus stop on Aldwins Rd

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



New proposed bus stop at first left hand side road sign in front of blue car.

Why the need to place another bus stop, the added costs of the shelter , the impact on Car2Go etc, when there is an existing bus stop so close by?

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

This just doesn't make any logical sense other than to spend money wastefully?



Obviously removing the on street parking as proposed will also impact the residents who have to leave their vehicles on the street for what ever reasons. Pic taken at 9.30am Sunday 25<sup>th</sup> June



Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

I'm guessing that the staff who work at the businesses park on the road as the onsite car parking is for paying customers, where will they park?



Looking towards the existing bus stop, from the location of the proposed new bus stop and shelter.



Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



End of the Woolston Emporium/start of the council flats.

Removing the grass berms would save on maintenance costs and increase the foot path width for a shared cycle lane.



Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



More than enough space to combine the two, especially as this isn't a heavily used pedestrian footpath anyway.

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



Where would non residents and visitors park for the council flats if on street parking is removed?

Taken at 9.35am on Sun 25/06/23

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



Again plenty of space on the foot path on the other side of the road.



Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes  
on Ferry Rd/Ensors Rd 25/06/23



Again plenty of space to combine the two, without losing the on street parking that would also affect the car sales business on this side of the road.

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes  
on Ferry Rd/Ensors Rd 25/06/23



There is plenty of space on the foot path on this side too.



Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23



On the proposal, from Mackenzie Ave to the Ara Institute, it is proposed to have a shared foot path and cycle lane, so why isn't this the plan for the full length as the width of the path is there.

It seems incredulous to have it on the road, on the path, on the road and back on the path again, when the simplest, most cost effective and least impact on local businesses is just to have a foot path/ shared cycle lane.

I also note that in the Press on Saturday, there was an article about how students avoid walking and biking over fears they will meet 'scary' people and general safety concerns. We all know that Woolston has a lot of 'interesting' people who live in the many council flats on Ensors and Ferry Rd, I had to trespass and advise the police on one council flat resident because he threatened my female staff member when I said we wouldn't buy books he brought in from a book fridge.

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

So just how many people are expected to make use of this proposed cycle lane from Linwood to the college?

Questions: 1

What is the rationale for adding another bus stop and shelter, so close to an existing one? Especially in light of how it will impact the car sales yard.

Can you advise why no one took into account the affect on the business or even if they had been in contact to advise?

Were site visits actually made?

If so, are the planning staff oblivious to how these proposals would affect small businesses?

What was their brief?

For example: We need to spend this amount of funding, make it happen, regardless of if features are duplicated or not?

What is the actual cost component of the bus stop and shelter?

Question:2

What is the rationale/brief for having a shared cycle lane/footpath in some places, especially where residential driveways exit onto the road but removing the car parking on street where local businesses rely on it and there is ample space redundancy on the footpath?

I'm unable to think of any logical reasons ,which makes you wonder it was deliberate?

Question:3

As a small business owner, I have to carefully watch every penny I earn through my business as I know just how hard I have to work for it. I also know just how much I pay in taxes also, so I'm concerned that tax payer and rate payers money is being thrown about so recklessly, without any due diligence or fore thought?

So what are the costs break down please for the planning stage, there must be a budget for this.

Sending out and working through the submission stage and consultation, what is the cost for this?

What is the cost for the decision meeting?

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

This an awful lot of work, re work, unnecessary costs incurred , not to mention, my time, costs and stress you have just caused me, let alone the other businesses, which could have been 95% avoided if some common sense and communication with affected businesses had been put into action before hand.

From talking to various people who have experience in this area, this way of doing thing is apparently very common. I'm shocked to say the least, is no one efficient these days?

I guess if it was actually your own personal money, you'd be more cautious but when it's 'free' money and you're used to dealing with big numbers all day, you tend to lose sight of where this money originally comes from.

With my Guerrilla Gardening, I'm extremely safety conscious, wearing hi viz and traffic cones around my vehicle.



You would not believe just how many people leave positive comments online and thank me personally for making them smile on their daily commute.

Submission attachment 10033

Steadfast Books, 372 Ferry Road, Chch -Additional Information for Submission for proposed changes on Ferry Rd/Ensors Rd 25/06/23

So the conclusions I can draw upon from this and my previous submission is:

The planning was done from Google maps and no one actually visited on the ground.

If the location was visited, then the planners took no account on how these proposals would affect 6 small local businesses, or they couldn't care less?

What else could it be?

This was never the intended plan and it's just one big cock up and incompetence?

The option to have combined footpath/cycle lanes was discussed in planning but rejected to remove the on street parking, with the only logical reason to do this, would be to cause deliberate financial impact to the local businesses.

As there is plenty of space to have a shared path, I'm unable to think of any other reason, especially as there is a shared path proposal for the residential sections, with the path being not as wide.

This business I started afresh just over two years ago, is my sole source of income, I don't have the luxury of 2<sup>nd</sup> incomes, Covid wiped out my savings, I work 6/7 days a week every week, employ two local people part time, add value to the community, with supporting efforts to beautify Chch and support the local book fridges with books, while dealing with depression on a weekly basis.

You guys need to be a little more thoughtful on how your actions impact people.

Kind Regards

Heath Ling - Book Seller/Director

*'Creating Equal Opportunities, One Book At A Time'*

Steadfast Books                      Main Phone   +(00)64-(0)3-381-0033

372 Ferry Road,

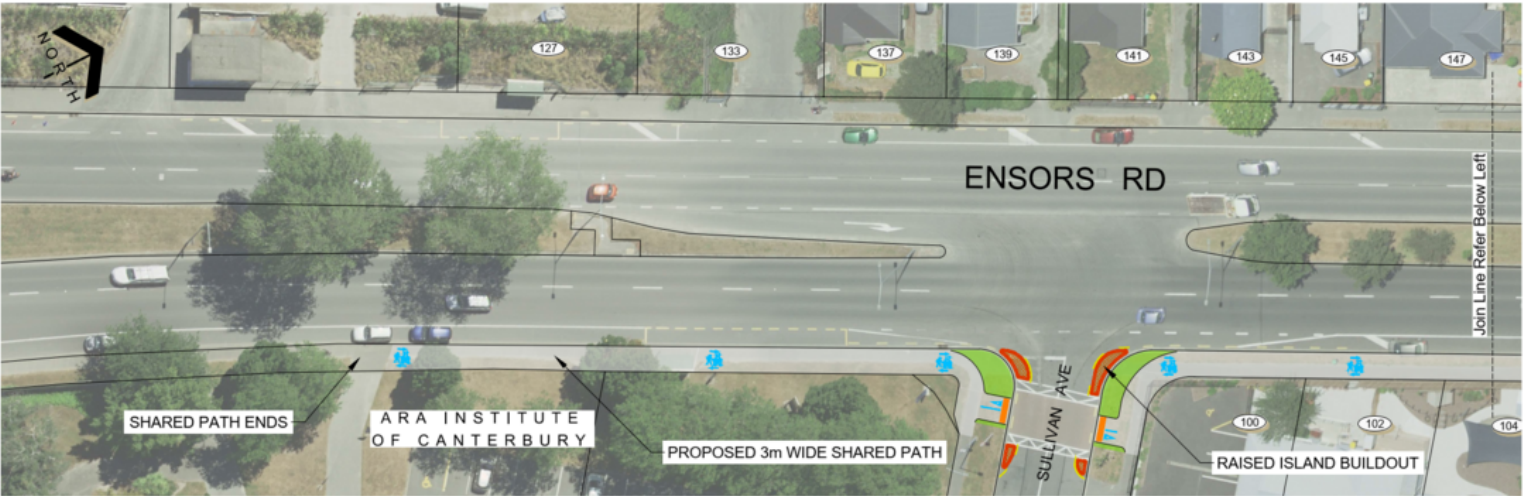
Woolston,

Christchurch,

New Zealand 8023

Website <http://steadfastbooks.co.nz/>





PLAN  
SCALE 1:500

KEY	
	Existing Kerb
	Proposed Kerb
	Grass
	Patterned Surface
	Tree to be removed
	Ramp
	Concrete separator



I would like to see this expanded to 4 meters and half the pathway (the side closer to the road) slightly grade separated to signify that it is a cycle lane and the other is for pedestrians. I am also worried about if it is kept at 3m wide there will be conflict with drivers exiting their properties. The road can easily be narrowed by 1 meter.

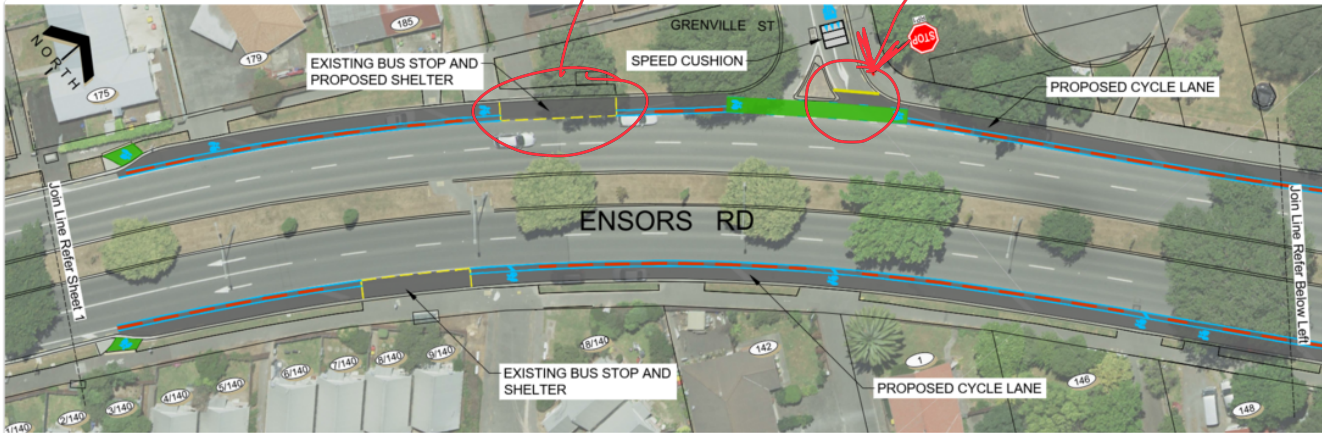
There should be a raised crossing at Mackenzie Ave like on Sullivan Avenue, it could even be pushed further up Mackenzie so there is space for a car to wait before the raised crossing point. (IE when a car turns right using the filter, they will just have to wait for a cyclist or pedestrian to cross.

DRAFT



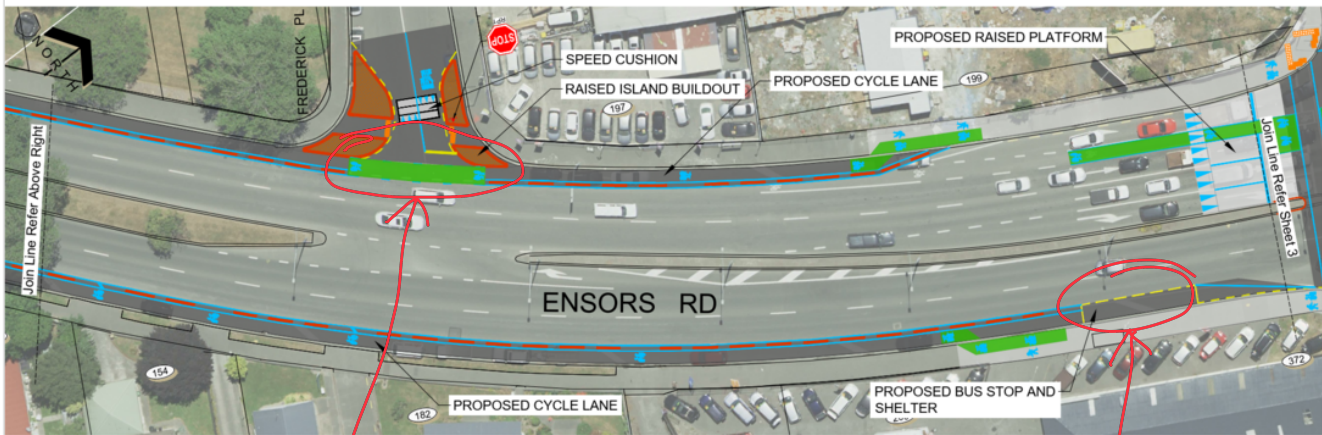


- KEY
- Existing Kerb
  - Proposed Kerb
  - Grass
  - Patterned Surface
  - Tree to be removed
  - Ramp
  - Concrete separator



PLAN  
SCALE 1:500

- KEY
- Existing Kerb
  - Proposed Kerb
  - Cycle separator
  - Proposed road marking
  - No stopping lines
  - Bus stop
  - Cycle lane
  - Shared path
  - Grass
  - Patterned Surface
  - Tree to be removed
  - Ramp
  - Tactile Pavers



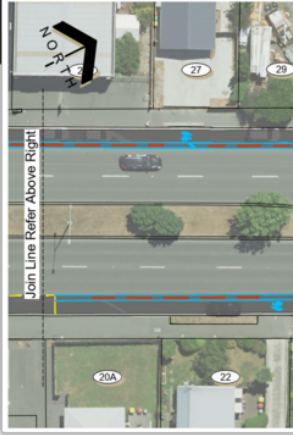
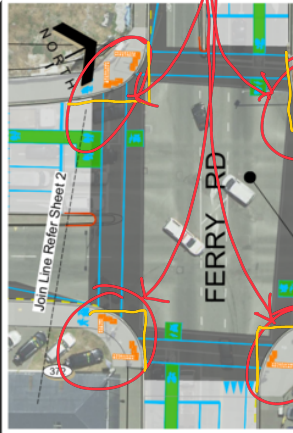
Please just make the cycle lane raised up at the intersection of Frederick Place so it acts like a speed bump for cars. For drivers to go over the cycle lane they will be more aware that this is a space for cyclists, not cars. Maybe move the speed cushion back or remove it and raise up the entire section so the cycle/pedestrian crossing point is a 3-4M wide raised safety platform. This would be preferable and make it feel safer. Keep the build area, just needs the raised platform over the new crossing point.

I like the fact that the bus stop is separated from the cycle lane as it does not block it when the bus is waiting to unload/passengers. However, I notice that the bus stop is cutting into the shared pathway some could see that it will cause confusion with people transport over that but for narrow gaps. Could land the pavement from the bus stop (I think like just a car park) to use back the bus shelter so it does not come into conflict lane.

Stop signs do nothing if you don't also raise up the intersection. I would like to see the cycleway raised up so that drivers of cars are not going to drive straight through the stop sign without stopping. Physics works better than signs.

How is the bus stop going to work (on both sides), will it block the cycleway while the bus is loading/unloading? What about the bus shelter, will it block the pedestrian or be set back? I see lots of problems with cycle/bus conflict here. I would like to see the bus stop out of the way of the cycle path and pedestrians to reduce conflict.

Can these please have the curbs on the corners be extended so that there is more space for pedestrians and cyclists to wait and to slow down cars turning left onto Aldwins and ferry road. All the lanes have dedicated turning lanes and there is no need to have the curb cut back to encourage drivers to run a yellow/red light at speed. Especially since there is a raised safety platform before the lights, it's clear the intersection is being designed for slow speeds. Please build them out a little further.

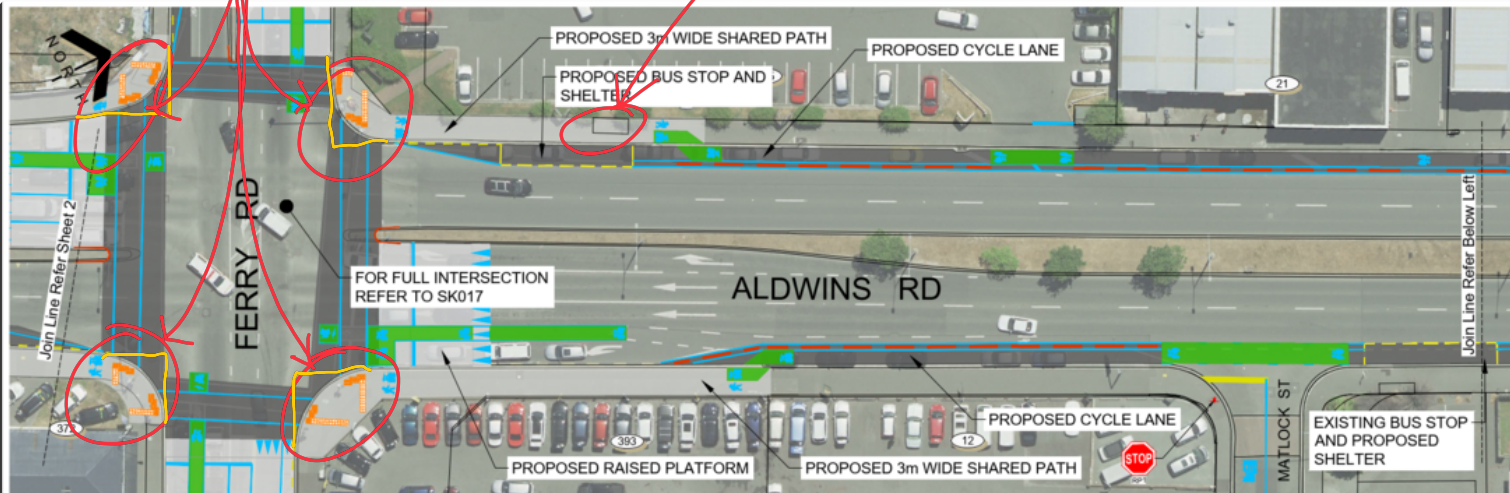


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Bus users who get off the bus here to head into the shopping center are just going to walk straight over the grass, can it be made accessible to all and a cut be made so that people can easily traverse into the car park instead of walking around?

Again with the bus shelter taking up valuable footpath space I can see there will be conflict between people waiting at the bus stop and those cycling/walking past. Can the bus shelter please be pushed back on to the grass edged (land purchased) so it is off the pathway. The land there is just a bit of grass so is perfect for this.

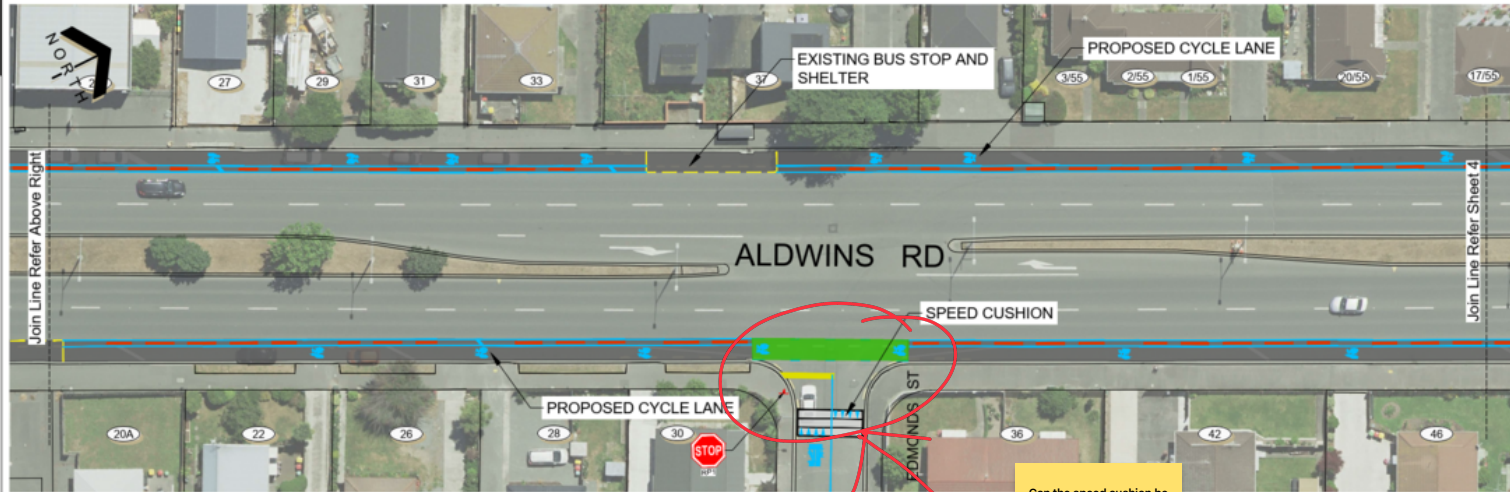
KEY	
	Existing Kerb
	Proposed Kerb
	Cycle separator
	Proposed road marking
	No stopping lines
	Bus stop
	Cycle lane
	Shared path
	Grass
	Patterned Surface
	Tree to be removed
	Ramp
	Tactile Pavers



PLAN  
SCALE 1:500

KEY	
	Existing Kerb
	Proposed Kerb
	Cycle separator
	Proposed road marking
	No stopping lines
	Bus stop
	Cycle lane
	Shared path
	Grass
	Patterned Surface
	Tree to be removed
	Ramp
	Tactile Pavers

I would like to see this be made into a raised intersection. Drivers will regularly ignore the stop sign and while the speed cushion is good, a raised platform I feel would be better. Or have both? And pace the speed cushion slightly further down the road to the south east



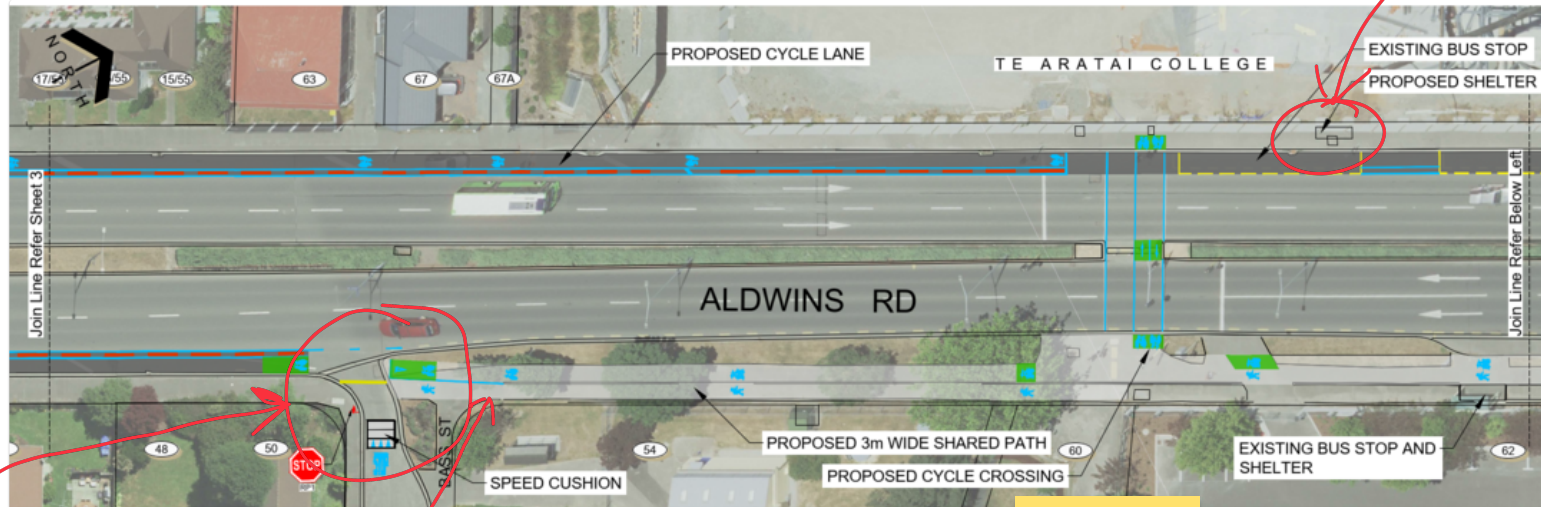
Can the speed cushion be removed on Edmonds street and the cyclelane be raised up along with the pedestrian sidewalk. (Turn it into a Dutch style intersection) So it is a continuous sidewalk? Would make it feel much safer!

What is the area in the red box could this be used to extend the pathway till make it a 4 m shared pathway. That would be preferable and to keep the Cycleway on the road side as riding near driveway entrance is dangerous



KEY	
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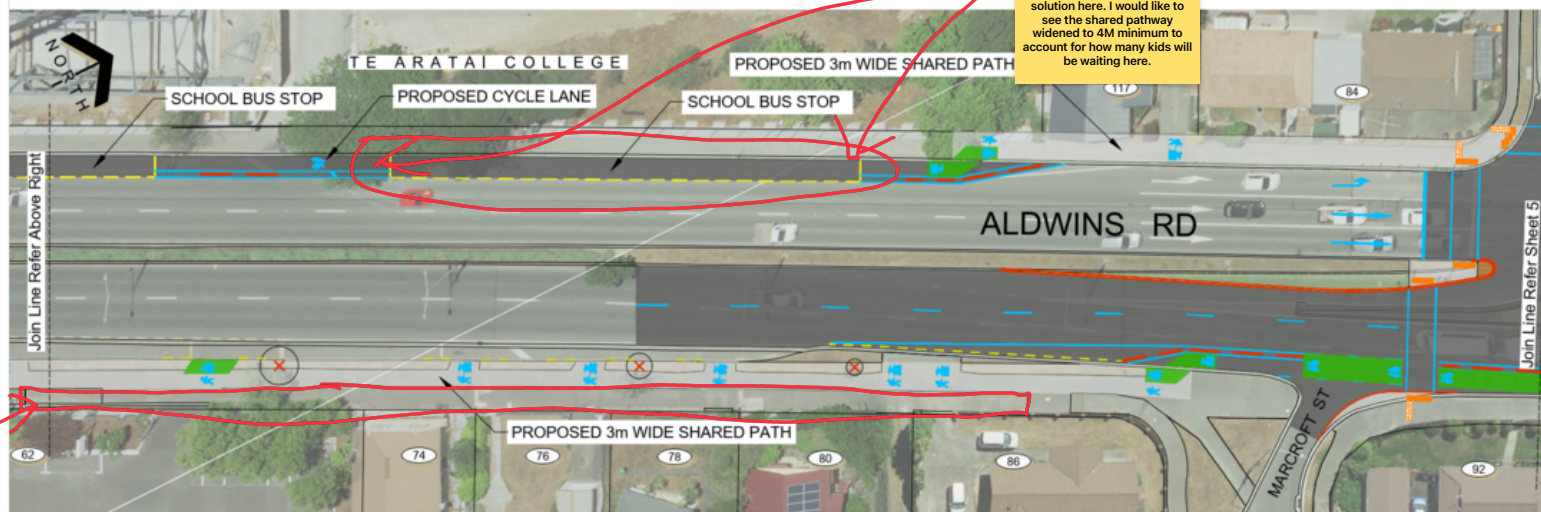


Will the bus be large enough as this is a school stop it gets very busy. Is one bus stop enough?

Can the bus stop be set back in to the Te Ararat college lane so it's off the footpath?

PLAN  
SCALE 1:500

During school pick up and drop off, the pathway will be very busy and the school bus will block the very pathway for the school kids riding bikes. There needs to be a better solution here. I would like to see the shared pathway widened to 4M minimum to account for how many kids will be waiting here.

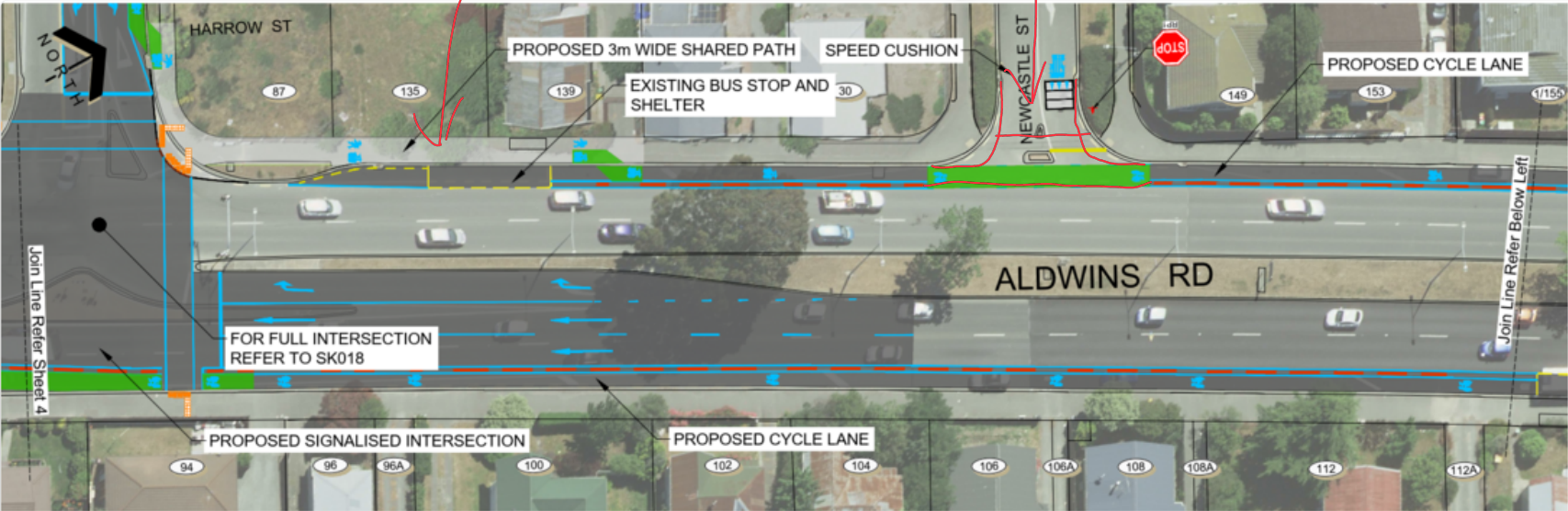


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	Tactile Pavers

Can this not be expanded to 4M?

This is a 60 kmph road, designing the road like this is encouraging drivers to take the turn at speed instead of slowing down and carefully navigating the corner. Please make the pedestrian crossing a raised crossing (including the cycle lane) and tighten the radius of the curves exiting and leaving.



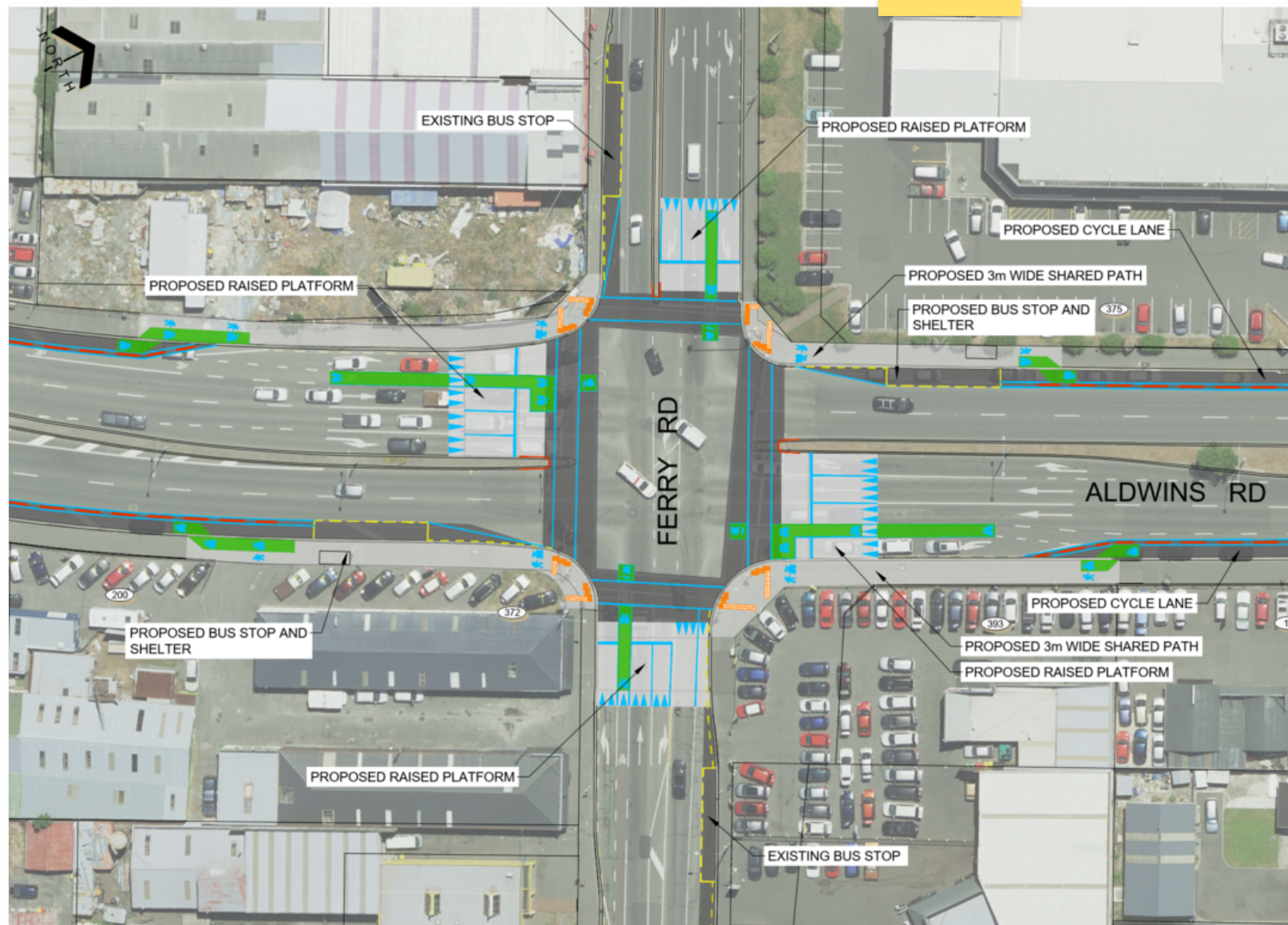
PLAN  
SCALE 1:500

KEY	
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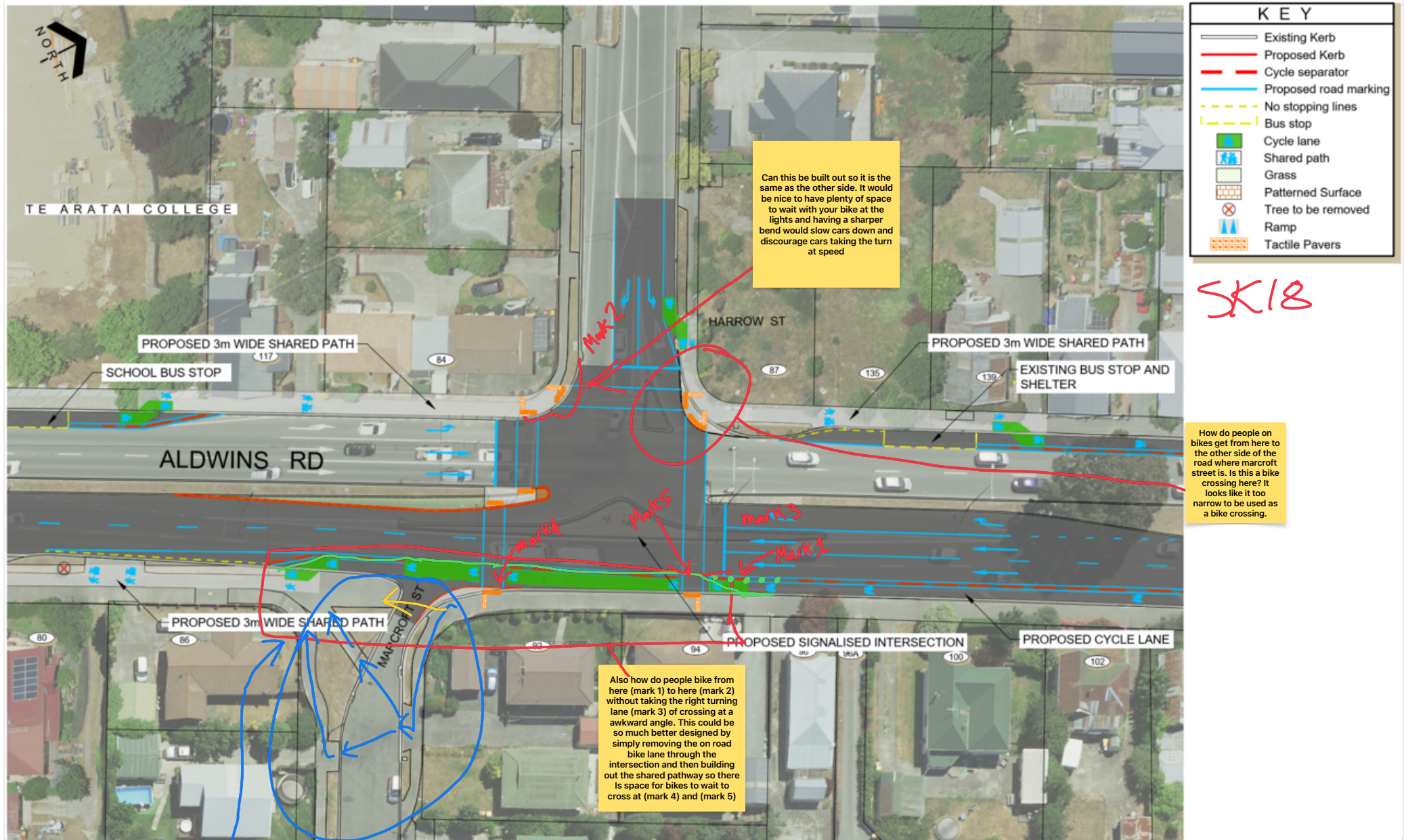
KEY	
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Submission attachment 10059

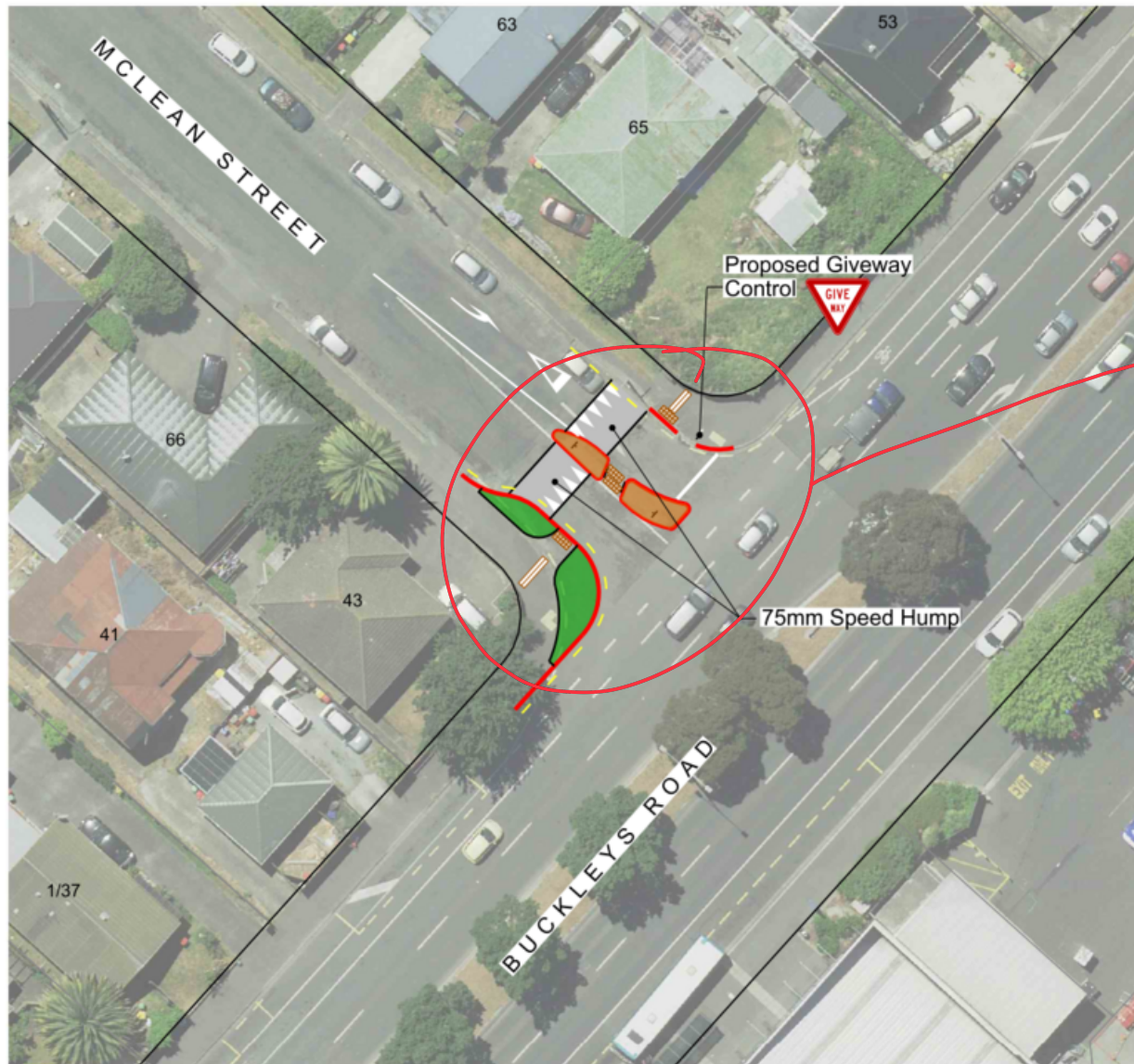
I think from a safety perspective making marcosft street a culdesac would be so much safer, if you removed the ability to drive in here (which is also asking for dangerous driving from people trying to make a small gap during high speed traffic and will end up with people pushing the limits and making a mistake. Just remove the ability to drive through here and drivers can make a much safer turn two blocks down.

Also if the mapcroft street must stay open to cars then current implementation of the on road cycleway ( which I don't support) will encourage drivers to cut across the cyclelane endangering peoples lives. It would be much better to make the on road cyclelane part of the shared pathway preventing cars from driving on it.







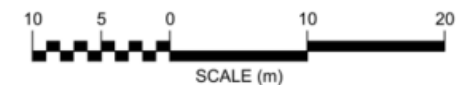


I'd like to see the whole crossing raised up so that cars are entering the space for pedestrians, it will also slow cars turning left from Buckley road as the bump will be before where the pedestrians are walking.  
One thing to think about is sight lines from cars turning left and pedestrians crossing the road so I think that perhaps having grass only on the south east while having a tree planted on the northwest would be nice while also preserving safe sight lines for drivers turning onto McLean street.

In a perfect world this would be nice to be blocked off or made exit only as I would imagine the majority of drivers down this stretch are rat runners or those just commuting through after visiting the shopping area at 13 Buckleys road (where the laundromat is) They can

### KEY

- Existing Kerb
- Proposed Kerb
- No Stopping Restriction
- Tactile Pavers
- Patterned Surface
- Grass / Landscaping



Submission attachment 10074

Kia ora,

Thank you for the opportunity to make a submission on the proposed Safer Streets projects in the Aldwins, Ferry and Ensors Road area.

I attend Te Aratai College and bike to school, most days using the Rapanui-Shag rock cycle way, which allows me to commute to school on all off-road cycleways, except for the section on Aldwins Road, in which I choose to cycle on the footpath, as I feel unsafe riding on the road on Aldwins Road. I am not the only one who finds Aldwins road unsafe, and as a consequence the existing footpath on Aldwins road is very crowded with bikers and walkers before and after school, which is a safety hazard for both parties. Therefore, It would greatly improve this experience by crating a separated, but still on road specific bike lane, as well as still keeping the footpath for foot traffic. This is a similar idea of what already exists on St Asaph Street, with the walkers and Cyclists separated.

I also ride from Te Aratai College to Hagley Netball Courts twice a week, using the St Asaph Street offroad cycle way most of the way, but I do have to ride on the on-road cycle lane on ferry road to join the journey up. The on-road cycle way on ferry road is extremely dangerous, and makes me very nervous riding on it.

The Aldwins Road and Ensors Road intersections are very dangerous and hostile environments, and I see many of my peers choosing to cross these intersections using the footpaths, as they feel unsafe on the road. This urgently needs to be improved if we want to improve numbers of active transport users.

The proposed cycleways, shared paths and intersection improvements are essential as they offer a connection between the excellent existing infrastructure, close a crucial gap along Aldwins Road for students accessing Te Aratai College from the Rapanui-Shag Rock Cycleway and offer for the first time, proper access by active transport for anyone travelling to Te Aratai College from south of Ferry Road. This will have significant public health and climate benefits by offering a viable means of avoiding unnecessary car transport.

I fully support the proposed improvements, however there remain some elements that I feel could be better improved, and which I remain concerned about in terms of my own safety, as well as other active transport users safety when cycling. These include:

- There must be adequate physical separation of the cycleways from these dangerous 4-lane, 60 km/h roads.
- The priority of the cycleway past side-roads needs to be improved. At all of these (i.e., the side-roads along Ensors and Aldwins Roads) the cycleway should be elevated above the side-road. On other cycleways in Christchurch where this has not been done e.g., the Ferry Road/Lancaster St intersection, failure to give way by motorists is a common occurrence.
- The proposed bus stopping areas outside Te Aratai College are major points of conflict. When a bus is in the bus stop, cyclists will be forced into the traffic lane, and the buses' blind spot. This will be very dangerous, especially immediately before and after school, when the area will be very busy.
- There will need to be enforcement of the no-parking along Aldwins Road for some time after installation of the improvements, as there will undoubtedly be illegal parking in the cycle lane before and after school by people dropping off and picking up students from school.

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- Any new slip entrance to Te Aratai College from Aldwins Road should be perpendicular to Aldwins Road, with an intersection that is not curved (i.e. sharp 90degree angles) and with non-surmountable barrier kerbing. This will help reduce the speed of vehicles entering the school and have a side-benefit of reducing speeds on Aldwins Road.
- In any situation where there is conflict between on-road car parking and the cycleway development, priority must be given to the cycleway.
- I am concerned that the shared paths along Aldwins Road will be too congested with large groups of pedestrians before and after school for cyclists to be able to safely use the shared path, and cyclists may be forced onto the roadway. Could there be a physical separation of cyclists and pedestrians on these paths?
- The proposed Ferry/Aldwins/Ensors Intersection upgrade is generally positive. Angling intersection should be a sharp 90 degrees rather than curved, in order to reduce the speed of motor vehicles turning, and to reduce the distance needed to cross the intersection for people walking and cycling.
- The proposed Linwood Ave/Aldwins Rd/Buckleys Rd intersection upgrade is suboptimal, especially from the Buckleys Road side, where at a minimum a wide shared-path should be built outside Eastgate.

Finally, robust consideration needs to be given to reducing the speed of car traffic on Aldwins and Ensors Roads. A 60km/hr limit here is hugely excessive, particularly given they are passing beside two major education sites.

Thank you again for giving me this opportunity to make a submission on the proposed Safer Streets projects in the Aldwins, Ferry and Ensors Road area.

Ngā mihinui

Lena 

Heathcote

Submission attachment 10076

15/07/2023

Attn: Christchurch City Council

Re: Te Aratai College Cycle Connection

Tēnā koe,

Thank you for the opportunity to make a submission on the proposed roading improvements in

I am a frequent (8+ times a week) user of the existing cycling infrastructure in this area including the Rapanui-Shag Rock Cycleway, the completed parts of the Heathcote expressway, and the onstreet unprotected cycle lanes on Ferry Road. I am a GP, a co-convenor of OraTaiao: NZ Climate and Health Council and have one daughter who currently cycles daily to Te Aratai College on the Rapanui-Shag Rock Cycleway with her brother to commence next year. From the point of view of all these there is an urgent need for the proposed improvements in the area to be implemented. At present, Aldwins and Ensors Roads are extremely hostile to any active transport users, be they people cycling on the roads, walking on the footpaths or attempting to cross the roads. The Ferry Rd/Aldwins Rd/Ensors Rd and Linwood Ave/Aldwins Rd/Buckleys Rd intersections are dangerous for all road users including motorists (I have personally attended a life-threatening collision at the Linwood/Aldwins/Buckleys Road intersection, and crash debris is present most days at both intersections) and are a significant cause of neighbourhood severance in the area.

The proposed cycleways and intersection improvements are essential as they offer a connection between the excellent existing infrastructure, close a crucial gap along Aldwins Road for students accessing Te Aratai College from the Rapanui-Shag Rock Cycleway and offer for the first time, proper access by active transport for anyone travelling to Te Aratai College from south of Ferry Road. This will have significant public health and climate benefits by offering a viable means of avoiding unnecessary car transport.

While very supportive of the plans, I would make the following recommendations as a way of further improving them:

- Adequate separation of the cycleways from what are hostile 4-lane roads with 60 km/h limits is essential. This needs to be- at a minimum- concrete kerbing (i.e., flexible posts are not sufficient)
- The priority of the cycleway past side-roads needs to be improved. At all of these (i.e., the side-roads along Ensors and Aldwins Roads) the **cycleway should be elevated** above the side-road. On other cycleways in Christchurch where this has not been done e.g., the Ferry Road/Lancaster St intersection, failure to give way by motorists is a common occurrence.
- **The proposed bus stopping areas outside Te Aratai College are major points of conflict.** These are areas where the cycleway on Aldwins Road would be unprotected from the vehicle traffic and will inevitably be illegally used by private motorists for dropping-off and parking. The cycleway needs to remount onto the shared path before these for the entire length outside Te Aratai College.
- **Any new slip entrance to Te Aratai College from Aldwins Road should be perpendicular to Aldwins Road**, with an intersection that is not curved (i.e. sharp 90degree angles) and with non-surmountable barrier kerbing. This will help reduce the speed of vehicles entering the school and have a side-benefit of reducing speeds on Aldwins Road.
- In any situation where there is conflict between on-road car parking and the cycleway development, priority must be given to the cycleway.



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- The proposed Ferry/Aldwins/Ensors Intersection upgrade is generally positive. Angling intersection should be a sharp 90 degrees rather than curved, in order to reduce the speed of motor vehicles turning, and to reduce the distance needed to cross the intersection for people walking and cycling.
- The proposed Linwood Ave/Aldwins Rd/Buckleys Rd intersection upgrade is suboptimal, especially from the Buckleys Road side, where at a **minimum a wide shared-path should be built outside Eastgate.**

Finally, strong consideration needs to be given to reducing the speed of and limiting the amount of car traffic on Aldwins and Ensors Roads. A 60km/hr limit here is hugely excessive, particularly given they are passing beside two major education sites. Secondly, the major threat to human health from motor vehicles responsible for over 2,000 premature deaths in NZ per year<sup>1</sup> is from air pollution. The gradual switch to electric vehicles will lower but not eliminate this, given that half of the air pollution is derived from road dust, tyre wear and brake disc wear. The presence of a large motor traffic thoroughfare directly outside schools exposes school children and staff there to unavoidable and harmful air pollution for the 30+ hours a week they spend at the school. As a medium-term aim, the Council should have the expressed goal that motor-vehicle road movements are reduced on Ensors and Aldwins Roads.

Ngā mihi nui

Dermot Coffey

Mt Pleasant



<sup>1</sup> <https://www.ehinz.ac.nz/projects/hapinz3/health-impacts-from-motor-vehicles/>

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Kia ora koutou,

Thank you very much for providing the opportunity to provide input on “*Way safer street for everyone*”.

As the Board of Te Aratai College (including Kimihia Parents College), we **strongly support** the 4 elements of the project, which are highlighted under the “*Te Aratai College Connection*” proposal (see at the end of the suggestions).

The school is directly bordering Aldwins Road. And also has multiple access points to Aldwins Road: The school’s main entrance, the entrance to the Kimihia Parents College, as well as its on-site Early Childhood Centre, staff and visitor car parks.

In more detail, student and staff commutes, as well as visitor access to school take many forms:

- At the moment, foot traffic is directed towards the school’s main entrance - just opposite the existing (and well-used!) pedestrian traffic light.
- The nearest bus stops for Te Aratai College’s students are
  - right outside the school (e.g. for the Orbiter),
  - at the Ferry Road/Aldwins Rd intersection (e.g. for line 3 to Sumner),
  - on Harrow Street (line 80)
  - and at Eastgate Mall.
- Staff parking is also accessed from Aldwins Rd, at the school’s south-eastern boundary, adjacent to the property at 67 Aldwins Rd.
- Spaces for Visitor parking are also incorporated into this car park.
- The Kimihia Parents College and an Early Childhood Centre are housed on school grounds, too. Entry to both of these facilities is provided via Aldwins Rd, at the north-eastern end of the school grounds (towards the property at 117 Aldwins Rd).
- More staff parking, as well as goods entries for the technology area of the school are accessed via Aldwins Road just north of the bus stop.

Overall - there is a large need for the school to ensure that access to Aldwins Road is provided in a safe manner for all road users - students, staff and wider community.

As a school board, student and staff safety on their way to and from school, as well as access to the school are paramount parameters for us.

To ensure great uptake of the suggested cycle lanes by Te Aratai College students, cyclist safety, as well as continued access to school, we suggest that the CCC consider the following points in the preparation, planning and implementation of the Te Aratai College Connection.

1. Cyclist safety could be further improved by extending the bike lane on Ensors Rd, crossing Brougham Str to meet up with an existing bike lane at approx Fifield Tce/ the bridge over the Ōpāwaho/Heathcote River.
  - 1.1. This would also ensure that the cycleway met up with, and integrated with the upgrades on Brougham Str (SH76), which are, to our knowledge, to be extended to the Ensors Rd/Brougham Str intersection.
  - 1.2. We would like to mention that the school’s zone is extending beyond Brougham Str, and includes the southern hill suburbs. Providing a safe cycle way to the school, for cyclists in both directions, would support students’ commutes.
2. For the same reason, the Board of Trustees strongly supports the indicative extension of the cycle lane to Eastgate Mall, and beyond.
  - 2.1. The rationale for connecting the Te Aratai College Connection with the existing bike lanes on Linwood Ave via shared pathways (for cyclists and pedestrians) is unclear.

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To the Board of Te Aratai, it seems as though this connection would be used by many students from the northern school zone, as well as Eastern suburbs (e.g. Mt Pleasant area). This could easily create congested footpaths and risks to pedestrians and cyclists alike during school start and end times. And we suggest the separated bike lanes are continued to the Linwood Ave/Aldwins Rd intersection.

- 2.2. At the Linwood Ave/ Aldwins Rd intersection, thought needs to be given to the cyclists experience for crossing Linwood Ave; i.e. the bike lane on Aldwins Rd heading north will need to integrate well with the existing bike lane on Buckleys Rd.
3. For cycle lanes in both directions, the project will need to carefully plan the integration of bus stops and the adjacent cycle lane. Ensuring that signage and on-road markings are intuitive, consistent along the length of the cycle way, and are directing bus drivers, cyclists and pedestrians (entering/leaving the bus stop or a bus) alike.
4. Removing on-street parking will increase the need for visitor parking at Te Aratai College. Visitor parking within the school's grounds is sparse already. And with a growing school roll, the need for visitor parking will continue to increase. As the Board of Te Aratai College, we urge the CCC to include options for public car parking close to the school's main entrance in the overall planning.
5. Similarly, student drop-off and pick-up seems to be a recurring issue at schools - and Te Aratai is no different. As the school board, we suggest that options for facilitating safe and convenient student drop-off and pick-up (e.g. on Harrow Str or Bordesley Str) are considered in the planning for the Te Aratai College Connection. Not doing so will likely result in excessive use, congestion and potential backlog of cars onto Aldwins Rd at the site of the school's current visitor car park.
- 5.1. Considering that the current location of the school's visitor car park is right next to the bus stop outside Te Aratai College, providing an option for managed student drop-off/pick-up will also minimise risks of the bus stop being used as a student pick-up/drop-off point.
6. In the eyes of the Board, the above comments do not negate the need for the previous discussed reduction of the max speed limit on Ensors Rd in the schools vicinity; in particular during school start/end times.

Ngā mihi

Eila Gendig - on behalf of the Te Aratai College School Board of Trustees

Here's what we have in mind:

- A separated cycleway along each side of Aldwins/Ensors Road, connecting the Rapanui-Shag Rock (Linwood Park) and Heathcote Expressway (Mackenzie Ave) cycleways with Te Aratai College.
- A shared path between Ara Institute (Woolston) and Mackenzie Ave, on the east side of Ensors Road.
- Removal of all on-street parking between Linwood Park and Mackenzie Ave
- As high crash rate intersections, we plan to upgrade Aldwins/Ensors/ Ferry Road and Aldwins/Buckleys/Linwood Ave. Safety improvements include installing safe speed platforms, which slow vehicles down as they enter an intersection.

Submission attachment 10079



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

Submission attachment 10079

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.



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## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## Pedestrian/road improvements

### Footpaths and pedestrian infrastructure

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.



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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*"There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious."*



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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

Submission attachment 10079

That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

Submission attachment 10066

**Christchurch City Council Way Safer Streets consultation**

Interactive map: Way Safer Streets | Te Aratai College cycle connection

Kia ora,

Thank you for the opportunity to make a submission on the proposed Safer Streets projects in the Aldwins, Ferry and Ensors Road area.

I have a daughter who attends Te Aratai College and bikes to school each day on the Rapanui-Shag Rock Cycleway. This is an awesome new route, where she can travel almost all the way, off-road on a dedicated cycleway...until the last dangerous section down Aldwins Road, when she rides on the footpath because the road is too dangerous.

She also bikes from Te Aratai College to Hagley Park at least once a week after school. She uses the cycle lane down St Asaph Street, but before this, has to travel down the very dangerous Ferry Road.

Improvements in this area are urgently needed for active transport users. At present, Aldwins and Ensors Roads are extremely hostile, and the main intersections are dangerous for all.

The proposed cycleways, shared paths and intersection improvements are essential as they offer a connection between the excellent existing infrastructure, close a crucial gap along Aldwins Road for students accessing Te Aratai College from the Rapanui-Shag Rock Cycleway and offer for the first time, proper access by active transport for anyone travelling to Te Aratai College from south of Ferry Road. This will have significant public health and climate benefits by offering a viable means of avoiding unnecessary car transport.

I fully support the proposed improvements, however there remain some elements that I feel could be better improved, and which I remain concerned about in terms of my daughter's safety when cycling. These include:

- There must be adequate physical separation of the cycleways from these dangerous 4-lane, 60 km/h roads.
- The priority of the cycleway past side-roads needs to be improved. At all of these (i.e., the side-roads along Ensors and Aldwins Roads) the cycleway should be elevated above the side-road. On other cycleways in Christchurch where this has not been done e.g., the Ferry Road/Lancaster St intersection, failure to give way by motorists is a common occurrence.
- The proposed bus stopping areas outside Te Aratai College are major points of conflict. When a bus is in the bus stop, cyclists will be forced into the traffic lane, and the buses' blind spot. This will be very dangerous, especially immediately before and after school, when the area will be very busy.
- There will need to be enforcement of the no-parking along Aldwins Road for some time after installation of the improvements, as there will undoubtedly be illegal parking in the cycle lane before and after school by people dropping off and picking up students from school.
- Any new slip entrance to Te Aratai College from Aldwins Road should be perpendicular to Aldwins Road, with an intersection that is not curved (i.e. sharp 90degree angles) and with non-surmountable barrier kerbing. This will help reduce the speed of vehicles entering the school and have a side-benefit of reducing speeds on Aldwins Road.
- In any situation where there is conflict between on-road car parking and the cycleway development, priority must be given to the cycleway.
- I am concerned that the shared paths along Aldwins Road will be too congested with large groups of pedestrians before and after school for cyclists to be able to safely use the shared

Submission attachment 10066

- path, and cyclists may be forced onto the roadway. Could there be a physical separation of cyclists and pedestrians on these paths?
- The proposed Ferry/Aldwins/Ensors Intersection upgrade is generally positive. Angling intersection should be a sharp 90 degrees rather than curved, in order to reduce the speed of motor vehicles turning, and to reduce the distance needed to cross the intersection for people walking and cycling.
  - The proposed Linwood Ave/Aldwins Rd/Buckleys Rd intersection upgrade is suboptimal, especially from the Buckleys Road side, where at a minimum a wide shared-path should be built outside Eastgate.

Finally, robust consideration needs to be given to reducing the speed of car traffic on Aldwins and Ensors Roads. A 60km/hr limit here is hugely excessive, particularly given they are passing beside two major education sites.

Ngā mihinui

Tamsin Page

Heathcote





## 8. Transport Choices - Richmond Neighbourhood Greenway

Reference / Te Tohutoro: 23/1259448

Report of / Te Pou Matua:	Lisa-Maria Biggar, Project Manager Transport, lisa-maria.biggar@ccc.govt.nz; Jacob Bradbury, Manager Planning and Delivery - Transport, jacob.bradbury@ccc.govt.nz
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and to request Council approval of the scheme to proceed to construction for the Richmond Neighbourhood Greenway project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme and the Christchurch Regeneration Acceleration Facility (CRAF).
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves that construction of the Richmond Neighbourhood Greenway project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves that any previous resolutions pertaining to parking, no-stopping restrictions, Special Vehicle Lanes, and traffic controls made pursuant to any bylaw to the extent that they are in conflict with the recommendations described in 4-22 below be revoked.

#### General Arrangements

4. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on London Street, commencing at its intersection with Perth Street, and extending in a westerly direction for a distance of 50 metres, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.

5. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on London Street, commencing at its intersection with Perth Street, and extending in an easterly direction for a distance of 30 metres, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
6. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Perth Street, commencing at its intersection with London Street, and extending in a northerly direction to its intersection with Avalon Street, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
7. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Avalon Street, commencing at a point 15 metres west of its intersection with Perth Street, and extending in an easterly direction to a point 18 metres east of its intersection with McLeod Street, as detailed on plan(s) TG139003, sheet 1, dated 09.08.2023, and attached to this report as **Attachment A**.
8. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on McLeod Street, commencing at its intersection with Avalon Street, and extending in a northerly direction to its intersection with North Avon Road, as detailed on plan(s) TG139003, sheets 1-2, dated 09.08.2023, and attached to this report as **Attachment A**.
9. Approves all kerb alignments, road surface treatments, traffic islands, traffic calming devices and road markings on North Avon Road, commencing at its intersection with McLeod Street, and extending in an easterly direction to the eastern extent of its intersection with Nicholls Street, as detailed on plan(s) TG139003, sheet 2, dated 09.08.2023, and attached to this report as **Attachment A**.
10. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Nicholls Street, commencing at its intersection with North Avon Road, and extending in a northerly direction to its intersection with Dudley Street, as detailed on plan(s) TG139003, sheets 2-3, dated 09.08.2023, and attached to this report as **Attachment A**.
11. Approves all road surface treatments and road markings on Dudley Street, commencing at its intersection with Nicholls Street, and extending in an easterly direction to its intersection with Stapletons Road, as detailed on plan(s) TG139003, sheet 3, dated 09.08.2023, and attached to this report as **Attachment A**.
12. Approves all kerb alignments, road surface treatments, traffic islands, traffic calming devices and road markings on Stapletons Road, commencing at its intersection with Dudley Street, and extending in a north easterly direction to its intersection with Averill Street, as detailed on plan(s) TG139003, sheets 3-4, and attached to this report as **Attachment A**.
13. Approves all road surface treatments, traffic controls, traffic calming devices and road markings on Averill Street, commencing at its intersection with Stapletons Road, and extending in a north easterly direction to its intersection with North Parade, as detailed on plan(s) TG139003, sheet 4, dated 15.08.2023, and attached to this report as **Attachment A**.
14. Approves all kerb alignments, road surface treatments, traffic calming devices and road markings on Petrie Street, commencing at a point 25 metres south of its intersection with Averill Street, and extending in a northerly direction for 60 metres, as detailed on plan(s) TG139003, sheet 4, dated 15.08.2023, and attached to this report as **Attachment A**.

#### Parking and Stopping Restrictions

15. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

- a. Along the south side of London Street commencing at a point 35 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 12 metres.
- a. Along the north side of London Street commencing at a point 35 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 9 metres.
- b. Along the north side of London Street commencing at a point 18 meters east of its intersection with Perth Street and extending in an easterly direction for a distance of 7 metres.
- c. Along the south side of London Street commencing at a point 18 meters east of its intersection with Perth Street and extending in an easterly direction for a distance of 7 metres.
- d. Along the eastern side of Perth Street commencing at a point 10 meters south of its intersection with Avalon Street and extending in a southerly direction for a distance of 4 metres.
- e. Along the western side of Perth Street commencing at a point 10 meters south of its intersection with Avalon Street and extending in a southerly direction for a distance of 4 metres.
- f. Along the north side of Avalon Street commencing at a point 4 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 6 metres.
- g. Along the south side of Avalon Street commencing at a point 4 meters west of its intersection with Perth Street and extending in a westerly direction for a distance of 6 metres.
- h. Along the north side of Avalon Street commencing at a point 5 meters east of its intersection with McLeod Street and extending in an easterly direction for a distance of 5 metres.
- i. Along the south side of Avalon Street commencing at a point 5 meters east of its intersection with McLeod Street and extending in an easterly direction for a distance of 5 metres.
- j. Along the east side of Stapletons Road, commencing at its intersection with Averill Street and extending in a north westerly direction for a distance of 14 metres.
- k. Along the east side of Stapletons Road, commencing at its intersection with Averill Street and extending in a south easterly direction for a distance of 30 metres.
- l. Along the north side of Averill Street commencing at its intersection with Stapletons Road and extending in an easterly direction for a distance of 30 metres.
- m. Along the south side of Averill Street commencing at its intersection with Stapletons Road and extending in an easterly direction for a distance of 20 metres.
- n. Along the north side of Averill Street commencing at a point 12 metres west of its intersection with Petrie Street and extending in an easterly direction to the Petrie Street intersection.

- o. Along the south side of Averill Street commencing at a point 12 metres west of its intersection with Petrie Street and extending in an easterly direction to the Petrie Street intersection.
- p. Along the north side of Averill Street commencing at its intersection with Petrie Street and extending in an easterly direction for 12 metres.
- q. Along the south side of Averill Street commencing at its intersection with Petrie Street and extending in an easterly direction for 12 metres.
- r. Along the south side of Averill Street commencing at its intersection with Chrystal Street and extending in an easterly direction for a distance of 40 metres.
- s. Along the north side of Averill Street commencing at its intersection with Chrystal Street and extending in an easterly direction for a distance of 36 metres.
- t. Along the east side of Petrie Street Commencing at its intersection with Averill Street and extending in a northerly direction for a distance of 18 metres.
- u. Along the west side of Petrie Street Commencing at its intersection with Averill Street and extending in a northerly direction for a distance of 18 metres.
- v. Along the east side of Petrie Street Commencing at its intersection with Averill Street and extending in a southerly direction for a distance of 10 metres.
- w. Along the west side of Petrie Street Commencing at its intersection with Averill Street and extending in a southerly direction for a distance of 8 metres.

#### Cycle Paths

- 16. Approves that the path on the eastern side of McLeod Street, commencing at a point 65 meters north of its intersection with Avalon Street and extending in a northerly direction to its intersection with North Avon Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 17. Approves that the path on the south side of North Avon Road, commencing at its intersection with McLeod Street and extending in an easterly direction for a distance of 70 meters be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 18. Approves that the path on the north side of North Avon Road, commencing at a point 18 meters west of its intersection with Nicholls Street and extending in an easterly direction to its intersection with Nicholls Street be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
- 19. Approves that the path on the western side of Nicholls Street, commencing at its intersection with North Avon Road extending in a northerly direction for a distance of 18 meters be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land

Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.

20. Approves that the path on the eastern side of Nicholls Street, commencing at its intersection with North Avon Road extending in a northerly direction for a distance of 12 meters be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
21. Approves, pursuant to Section 334(1)(d) of the Local Government Act 1974 that a separated bi-directional cycle facility, for the use of cycles only be installed along the northern side of Averill Street, commencing at a point 36 metres east of its intersection with Chrystal Street and extending in a north easterly direction for a distance of 88 metres.
22. Approves that the path on the northern side of Averill Street, commencing at a point 20 metres west of its intersection with North Parade and extending in an easterly direction to its intersection with North Parade be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Rule: Traffic Control Devices 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule 2004.
23. Approves that these resolutions 5-22 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Richmond Neighbourhood Greenway project is located northeast of the city centre and is expected to provide a continuous Level of Service through to the central city connections for 'interested but concerned' cyclists.
- 3.2 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund, as well as the Christchurch Regeneration Acceleration Facility (CRAF) – a funding package of \$40 million from the Treasury for transport projects in Christchurch.
- 3.3 The Transport Choices programme is important because transport makes up almost half of New Zealand's carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.4 The Richmond Neighbourhood Greenway project was included within the Transport Choices programme due to alignment with the "deliver strategic cycling/micro mobility networks" investment category of the programme.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme



- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

#### Project Options Considered

- 4.3 The options considered in the development of the Richmond Neighbourhood Greenway relate to route selection and the type of treatment provided (physical separation or a shared road environment) on the identified route. Considerations included:
- The identified route is supported by the Richmond Residents and Business Association and consists of roads/streets with low traffic volumes and operating speeds. In agreeing this route, several alternative alignments were considered but discontinued as they would require more extensive physical works or a greater impact on the community, such as parking loss.
  - On streets that experience a high traffic volume (above 1,500 vehicles per day) and/or an operating speed limit of more than 30km/h, it is necessary to provide physical separation between vehicles and people who cycle.
  - Where separation is required along the route, both shared pathways and physically separated cycleways were considered. The type of separation selected was determined based on predicted demand, length of the segment, location of driveways, other users, existing infrastructure/connections, and potential impact on parking.
  - Many roads along the route (Perth Street, Avalon Street, McLeod Street, Nicholls Street, Dudley Street, Stapletons Road and Averill Street) have existing low traffic volumes and operating speed limits. Moreover, the above-mentioned streets are included in the Safe Speed Neighbourhoods Speed Reduction programme. Therefore, the project's intent is to provide a low speed/low traffic volume environment where it is appropriate for bicycles and general vehicles to share the road.

## 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:

- 5.1.1 Waitai Coastal-Burwood-Linwood Community Board
- 5.1.2 Waipapa Papanui-Innes-Central Community Board
- 5.2 The purpose of the project is to provide a local cycle route through the Richmond neighbourhood providing a safe cycle connection to local community destinations and onwards and intended to extend to connect to the Central City. This will provide a local cycle connection for the 'interested but concerned' cycle user.
- 5.3 The recommended alignment for the project commences at the intersection of Perth and London Street before travelling on Perth Street, Avalon Street, McLeod Street, North Avon Road, Nicholls Street, Dudley Street, Stapletons Road and Averill Street to connect to the existing shared pathway on North Parade.
- 5.4 The recommended route is approximately 2 kilometres long and consists of 750m of shared path (along North Parade and North Avon Road), 150m of separated bi-directional cycleway (along Averill Street outside of Pareawa Banks Avenue School) and 1,170m of greenway treatments.
- 5.5 A cycle greenway treatment is proposed where it is possible to achieve a road environment with low traffic speeds and low traffic volumes. This is achieved through the existing road environment, the installation of speed reduction devices (road humps and speed cushions) and the planned reduction of the posted limit (from 50 km/h to 30 km/h) on many streets in the Richmond Area. Sharrow markings and wayfinding signage is also proposed to help guide cycle users along the route and reinforce the shared use road environment.
- 5.6 Speed humps are proposed at:
  - The London Street approaches to its intersection with Perth Street;
  - The Perth Street approach to its intersection with Avalon Street;
  - The Avalon Street west approach to its intersection with Perth Street;
  - The Avalon Street east approach to its intersection with McLeod Street; and
  - On Averill Street east of its intersection with Chrystal Street.
- 5.7 A shared path is proposed on the southern side of North Avon Road (McLeod Street to Nicholls Street) to provide physical separation between bicycles and motor vehicles, to assist with crossing North Avon Road - the existing pedestrian refuge island will be widened. Speed cushions are proposed on approaches to the crossing point.
- 5.8 A section of physically separated bi-directional cycleway is proposed outside of Pareawa Banks Avenue School.
- 5.9 The route utilises the existing shared use path on North Parade, the width of this shared path will not be modified, however, an allowance has been made to resurface sections of it.
- 5.10 The identified route is dependant of the development of the following projects which have an interface with this project:
  - Richmond Cluster intersections (CRAF project) – will run simultaneously with the Richmond Neighbourhood Greenway.
  - Nicholls Street Renewal and Dudley Street Renewal – both projects are presently in the procurement phase. They are to be combined under a single contract. Specific construction timeframes are yet to be confirmed, but have projected completion within this financial year FY24.

- The planned reduction in the posted limit areas part of the Slow Speed Neighbourhood project will be complete before construction of this project.
- 5.11 The project has been developed to minimise impact on the local community and businesses. The impact on parking has been kept to a minimum, however is proposed to be removed in locations where speed control devices are proposed.

### Public Consultation Te Tukanga Kōrerorero

- 5.12 Richmond Residents' and Business Association (RRBA) sent a proposal for safer cycling connections in Richmond to CCC in 2020, proposing a route to be investigated. Council staff have worked on a scheme plan since and have met with RRBA to share updates to the plan.
- 5.13 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.14 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, Environment Canterbury, Mahaanui Kurataiao, Richmond Residents' and Business Association, and Pareawa Banks Avenue School. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.15 Flyers and consultation documents were made available at Pareawa Banks Avenue School and Shirley Library.
- 5.16 Staff met with Pareawa Banks Avenue School in late June 2023, who were supportive of the proposal.
- 5.17 Two Newsline stories were published and picked up by local media outlets. Digital screens were displaying the consultation in Civic Offices, as well as newspaper advertisements in The Star and The Pegasus Post. An online targeted campaign ran for the entire consultation period.
- 5.18 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.19 Residents most affected by the intersection improvements and traffic calming features were door knocked during consultation. They were mostly in support of the plans, and many residents raised vehicle speed and burnouts being key safety issues for their streets.
- 5.20 A Christchurch wide cycling event, "Christchurch Winter Solstice Matariki Night Light Bike Ride" was attended, and flyers were distributed to ensure cyclists had access to the different projects.
- 5.21 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

### Summary of Submissions Ngā Tāpaetanga

- 5.22 Feedback on the plans could be given by posting a comment on the Social Pinpoint map, by making a submission, or both.
- 5.23 A total of 52 submissions and 44 comments were received on the Richmond project. 47 submissions were received in the interactive [Social Pinpoint Map](#), and five were received via email/PDF. Submissions were received by Waipapa Papanui-Innes-Central Community Board, Richmond Residents' and Business Association, the Disabled Persons Assembly, and 49 individuals. All submissions and comments are available in **Attachment B**.

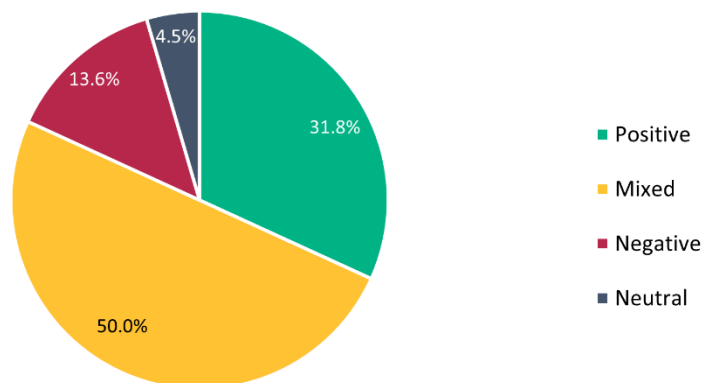
- 5.24 On the [Social Pinpoint Map](#), the project received a total of 130 upvotes, 43 downvotes, and 44 comments:

Summary from social pinpoint interactions

Project pin	Comments	Upvotes	Downvotes
Overall pin	17	43	9
Site 1 - London Street / Perth Street	8	17	10
Site 2 - Perth / Avalon / McLeod	1	12	5
Site 3 - McLeod Street / North Avon Road / Nicholls Street	3	10	3
Site 4 - Nicholls Street / Dudley Street	5	12	7
Site 5 - Stapletons Road / Averill Street	5	15	4
Site 6 - Averill Street, Chrystal Street, North Parade	5	21	5
Total	44	130	43

- 5.25 Comment sentiment was predominantly mixed (50.0%), and positive (31.8%):

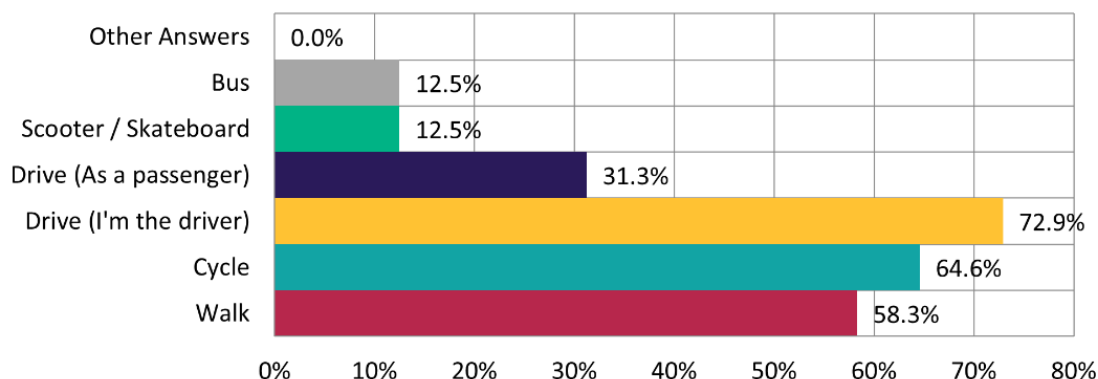
Comment sentiment (44 comments)



- 5.26 Submitters were asked how they travel through this area. The majority (72.9%) of submitters use this area via car (as the driver), followed closely by cycling (64.6%) and walking (58.3%):

How do you currently travel through this area? (N=47)

(Respondents could select multiple responses)

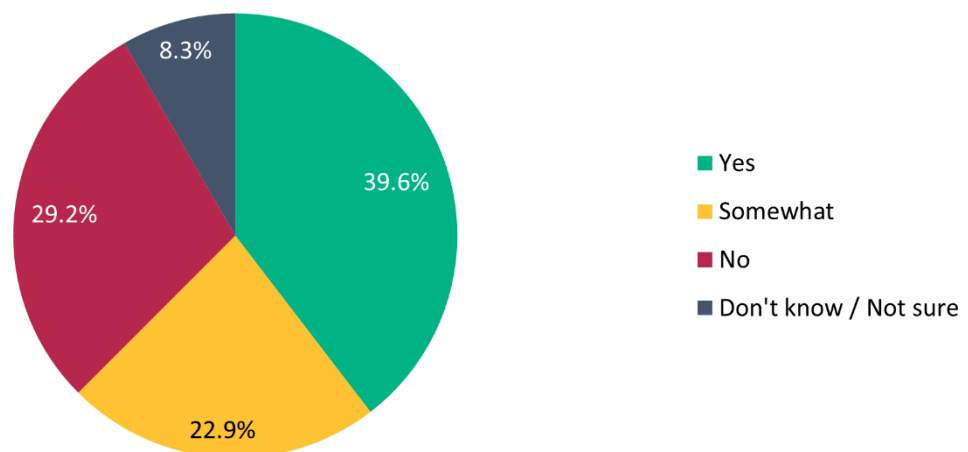


- 5.27 Submitters were split on whether they felt this proposal would improve cycling safety, with 39.6% saying they agreed, 22.9% saying they somewhat agreed, and another 29.2% saying they disagreed:
- 5.28 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Perth Street, London Street, Nicholls Street), live in local suburbs (i.e. Richmond, St Albans, Mairehau), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
Yes	7	5	7
Somewhat	4	4	2
No	9	4	1
Don't know / Not sure	0	2	2

- 5.29 Submitters were asked to comment on specific connections that could be explored if the route were to be extended into the central city. Several commenters also chose to mention specific

**Do you think this proposal will improve safety for cycling? (N=47)**



route extension requests into the city, which are summarised into themes below:

Inner city route extension request themes	Number of comments	Number of submissions	Total mentions
Fitzgerald Ave	5	13	18
Alexandra Street	6	10	16
Stanmore Road	1	9	10
Hills Road	1	5	6
Cambridge Terrace	1	4	5
Bealey Ave	1	3	4
Stapletons Road	1	3	4

- 5.30 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:



Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Supportive of the project</b> <ul style="list-style-type: none"> <li>General support and agreement that this project would increase safety</li> </ul>	15	11	26
<b>Concern about the route proposed</b> <ul style="list-style-type: none"> <li>Perception that cyclists won't take this route as it will be inconvenient to cycle in an indirect way</li> <li>Questions about why this particular route was selected, given that other side streets are wider</li> <li>Concern about the sudden end of the route</li> </ul>	7	14	21
<b>Concern about width of road and congestion</b> <ul style="list-style-type: none"> <li>Particular concern about Perth Street being congested already, having insufficient parking, and being too narrow to direct cyclists</li> <li>Particular concern about Nicholls Street being too narrow and having to share the road with cars</li> </ul>	5	11	16
<b>Lack of need for a project in this area</b> <ul style="list-style-type: none"> <li>A perception that the area is already safe enough for cyclists, and that greenways on narrow streets are unnecessary</li> </ul>	1	7	8
<b>Concern about parking loss</b> <ul style="list-style-type: none"> <li>A general shortage for parks in the area, and especially on Perth Street and outside the school, which this would not help with</li> </ul>	1	3	4

Requests	Number of comments	Number of submissions	Total mentions
<b>Additional speed cushions, buildouts, crossings and traffic calming</b> <ul style="list-style-type: none"> <li>For instance more refuge islands on Hills Road, a refuge island near McLeod and Nicholls streets, more traffic calming, more raised safety platforms, a physical cycleway barrier, and a signalised crossing near North Parade</li> </ul>	8	8	16
<b>Route extension requests</b> <ul style="list-style-type: none"> <li>Make sure this cycleway connects with the inner city and other cycleways</li> </ul>	7	5	12
<b>Road maintenance requests</b> <ul style="list-style-type: none"> <li>Improve condition of the road surface, kerbsides, signs and street markings</li> </ul>	2	4	6
<b>Reduce speeds</b> <ul style="list-style-type: none"> <li>Requests have come through to have a 30-40km zone, some suggest for the cycle connection, others suggest for the whole suburb</li> </ul>	0	4	4

### Changes made to the scheme design as a result of consultation feedback

5.31 Changes made include:

- Speed cushions on either side of the pedestrian crossing on North Avon Road.
- 30km/h safe speed area signage.
- Loss of one parking space outside Pareawa Banks Avenue School on Averill Street to accommodate a minor adjustment to the position of a proposed speed hump.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
  - 6.2.1 Activity: Transport
    - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
    - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
    - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction
    - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
    - Level of Service: 10.5.3 More people are choosing to travel by cycling -  $\geq 12,500$  average daily cyclist detections
    - Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes -  $\geq 585$  kilometres (total combined length)

### Policy Consistency Te Whai Kaupapa here

- 6.3 The recommendations of this report are consistent with Council's Plans and Policies, in particular:
  - 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
  - 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report are likely to:
  - 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.

- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.
- 6.10 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## **7. Resource Implications Ngā Hīraunga Rauemi**

#### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - the total project estimate is \$1,166,513. This is inclusive of design and project management.
- 7.2 Maintenance/Ongoing costs – \$15,115 per year additional costs associated with coloured surfacing, sweeping costs, cycleway separators and speed cushions. These costs will be eligible for Waka Kotahi subsidy at Council's 51% Funding Assistance Rate. The net maintenance cost for the full Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 ID 72758, Transport Choices 2022 - Richmond Neighbourhood Greenway, \$853,549
  - 7.3.2 ID 71496, Richmond CRAF – Neighbourhood Greenway Cycleway, \$100,000
- 7.4 There is a budget shortfall of \$212,965 within ID #72758 to meet the project funding requirements presently. The additional budget will be sourced by reallocating budget

within the Transport Choices programme. Expenditure on the Transport Choices programme is forecast to be \$25.3 million, which compares to \$26.8 million budget. It is proposed to align individual project budgets in conjunction with Waka Kotahi physical works funding approvals.

- 7.5 The CRAF is a funding package of \$40 million from the Treasury for transport projects in Christchurch. The CRAF funding component for this project sits within ID 71496.
- 7.6 Waka Kotahi through the Transport Choices programme funds will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share, all funds sit within ID 72758.
- 7.7 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.7.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.7.2 Project costs are in accordance with expectations.
  - 7.7.3 Ability to deliver the project prior to June 2024.
- 7.8 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023/24.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture





- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.

- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Richmond Neighbourhood Greenway plans for approval	23/1305585	303
B  	Richmond - Submission Table (Public)	23/1372846	308

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

### Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

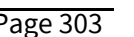
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

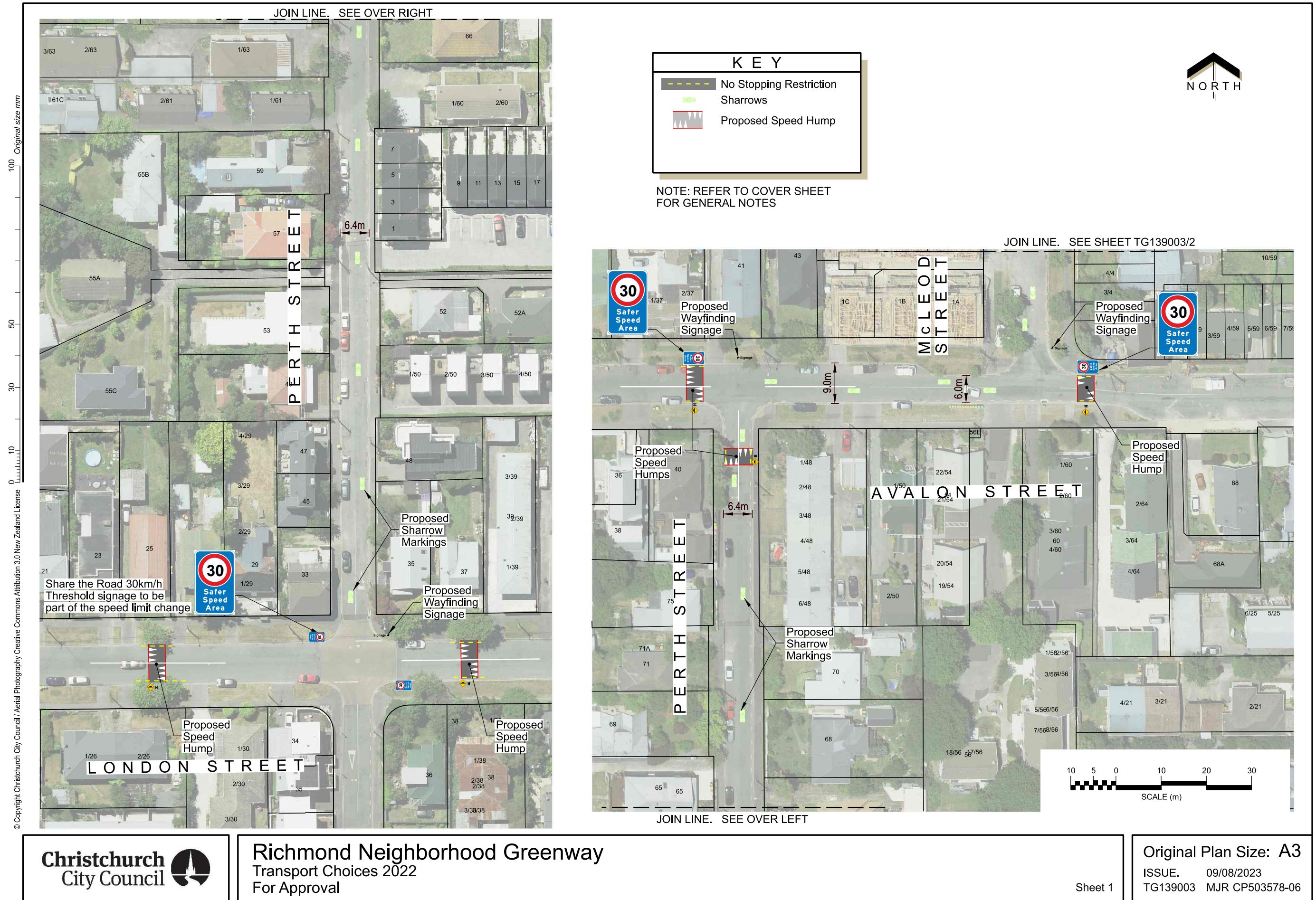


## Signatories Ngā Kaiwaitohu

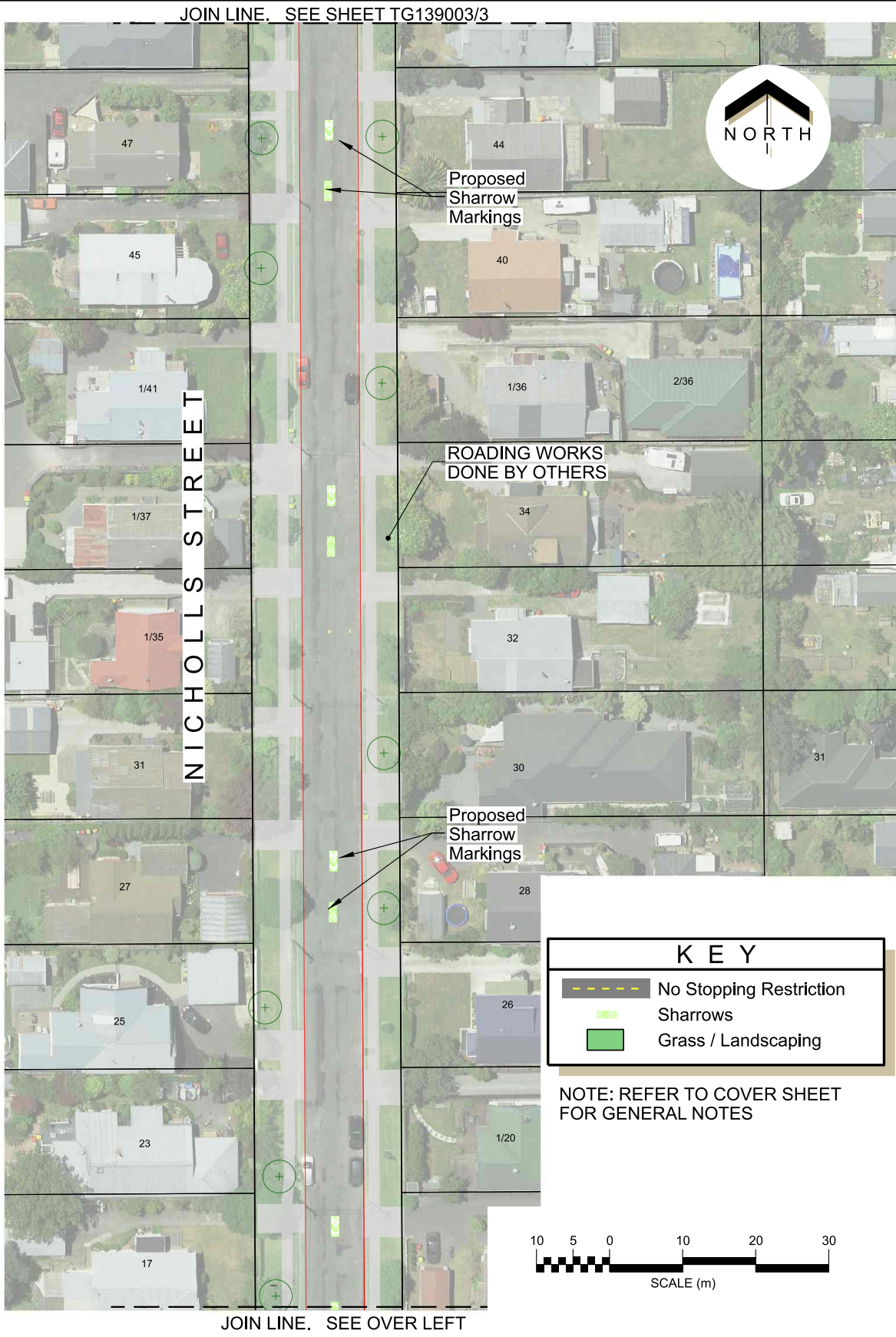
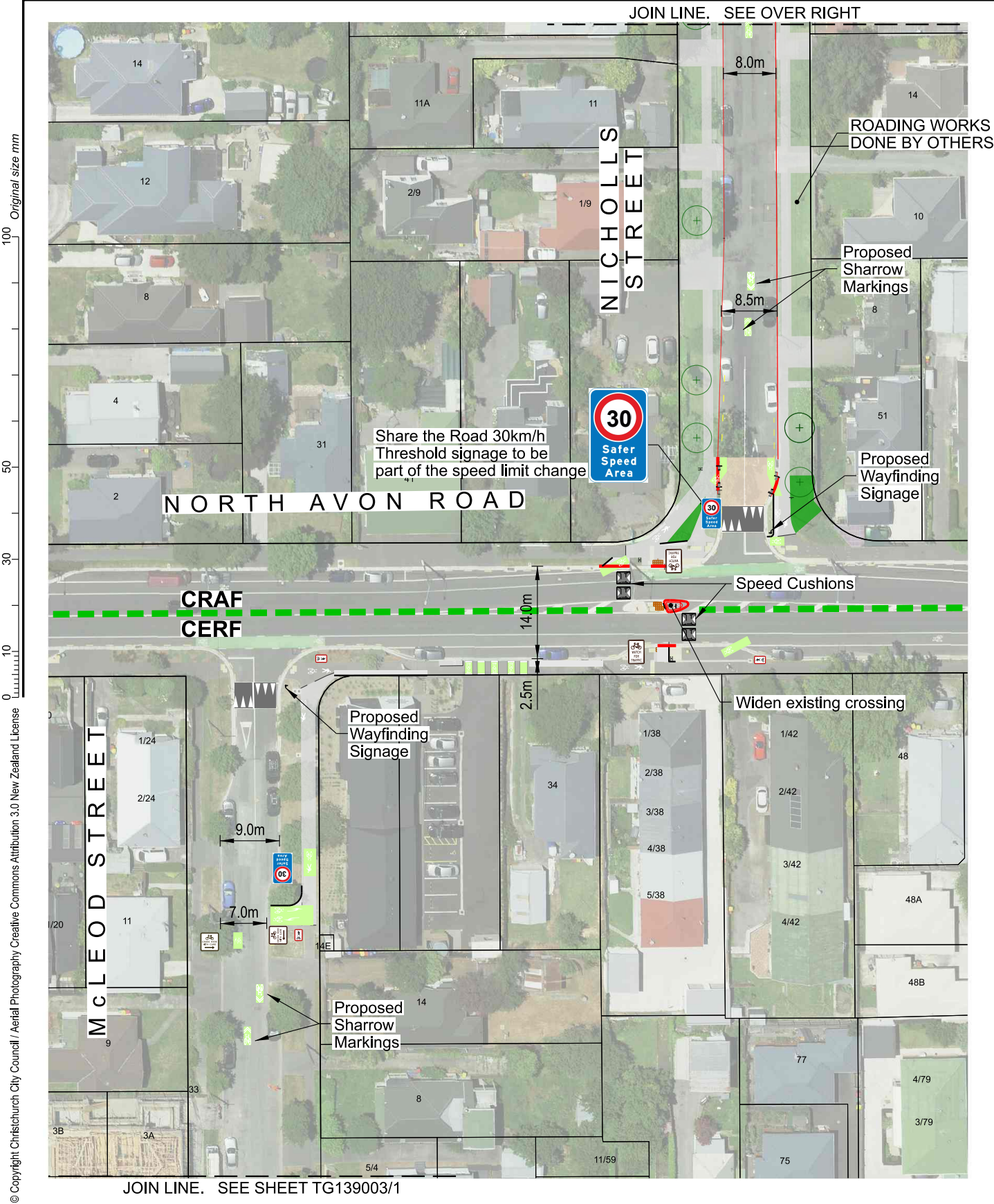
<b>Authors</b>	Ryan Rolston - Programme Manager Lisa-Maria Biggar - Junior Project Manager Barry Hayes - Team Leader Transport Design Samantha Smith - Engagement Advisor May Wong - Engineer - Traffic Investigations Ann Tomlinson - Project Manager Wayne Gallot - Senior Transportation Engineer Sharon O'Neill - Programme Manager Transport Capital Programme
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management







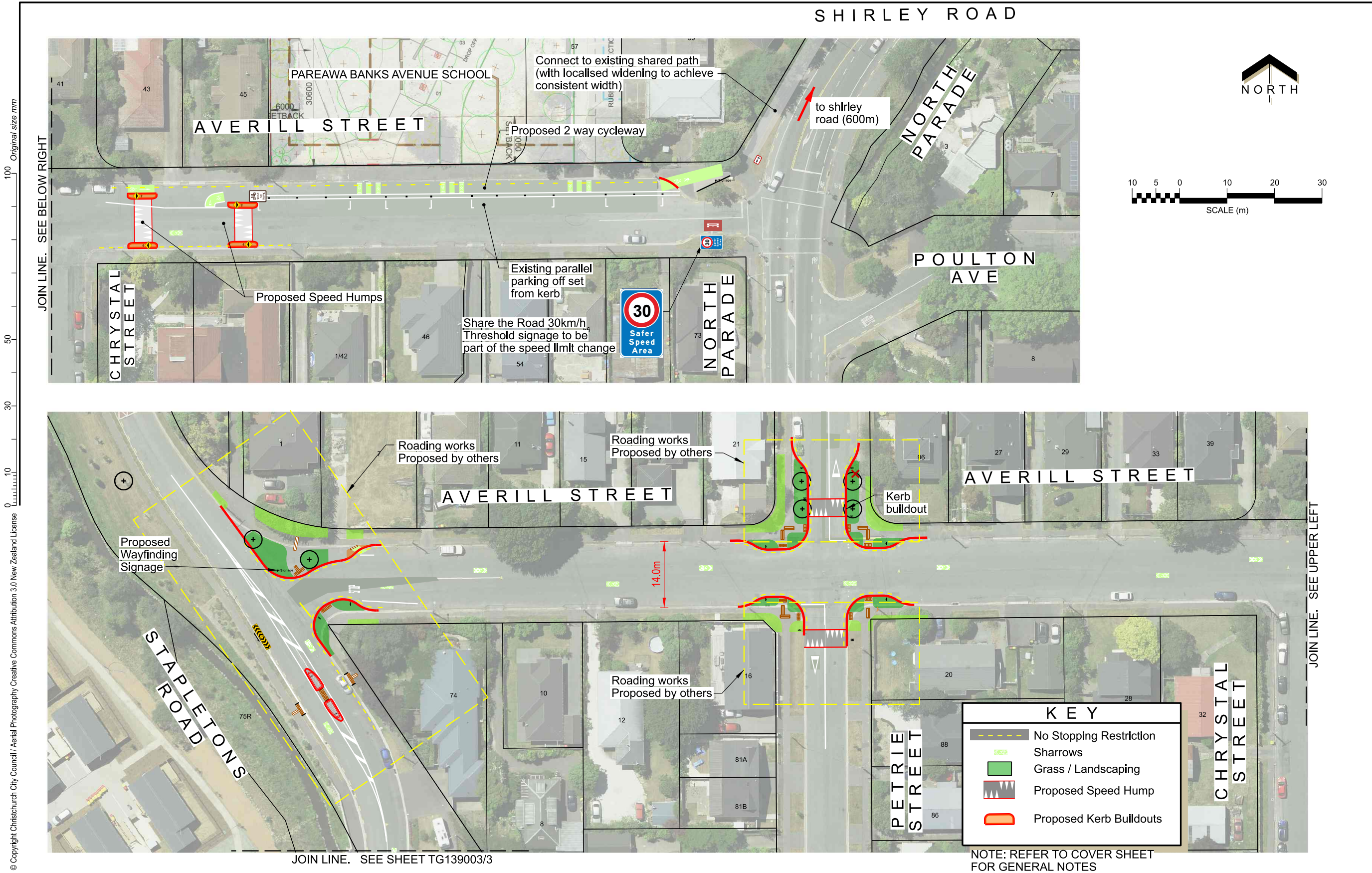












Submissions table – Richmond Neighbourhood Greenway, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10009	N/A		See submission attachment 10009	Emma Norrish - Waipapa Papanui-Innes-Central Community Board
10013	N/A		<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>	Cameron Bradley
10015	No	<p>Perth Street is highly unsuitable for improving cycling safety within the network.</p> <p>The street's narrowness led Perth Street residents to collectively lobby the City Council in 2018, urging them to eliminate all parking on the eastern side. This measure aimed to ensure clear access for emergency service vehicles to reach our homes.</p> <p>Despite receiving a report from FENZ (Fire and Emergency NZ) highlighting their inability to navigate Perth Street due to its narrowness, the Council took over 500 days to paint no stopping lines on the road surface.</p> <p>Residents of Perth Street made the sacrifice of giving up on-street parking for the sake of safety. However, this street is not appropriate for use as a cycleway.</p> <p>Perth Street is frequently used as a shortcut for vehicles passing through south Richmond, resulting in speeding cars on what essentially amounts to a one-lane road with minimal space for cyclists.</p> <p>A more suitable alternative would be Cumberland Street, which runs parallel to Perth Street. Although narrow as well, Cumberland Street only has housing on one side, leading to fewer vehicles parking on the road. Moreover, it is significantly farther from the nearby Funeral Directors (John Rhind), which often causes Perth Street and London Street to be congested with parked vehicles. This further emphasizes the unsuitability of Perth Street for use as a cycleway.</p>	See submission attachment 10015	Greg Partridge



Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10018	No	Pick a new street (rather than Nicholls), Nicholls Street is thin already, with car's having to give way to each other when coming from different directions. Why would you not consider Stapleton or Slater, which could have parking and cycle lanes.	Please reconsider, the current plan does not make any sense. The cyclist still has a cross road to deal with by picking Nicholls st. Slater and Stapleton are more direct routes.	Olivia Payne
10020	No	Move the cycle lane to another road and not Nicholls street. It is too narrow and will create a major hazard for cars reversing out their driveways	Slater st and Stapleton rd are much wider and will have far better vision for all road users therefore will be safer	Cameron Payne
10028	No	Retain the road width rather than decrease. Do the basics right - level and well maintained roading surfaces and clean and maintained kerbs with clear road markings and signage.	The cycle ways as seen on Colombo St in Edgeware cause confusion to drivers and the streets with less width cause clutter and congestion with parking. The cycle ways with cycle traffic in both directions on one side is great in theory but unnecessarily complicates both cycle and driving traffic.	Danielle Whitham
10032	Yes			Tim Blundell
10043	Yes	A cycle safe route north up Stapletons to Shirley Primary school would also be useful in addition to these proposed plans	Please keep considering options for multiple modes of transport beyond just cars. Chrstvhurch is absolutely ideal for cycling but we need to calm car traffic somewhat to enable both cars and cycling.	Craig Given
10047	Yes	More raised safety platforms to ensure lower speeds. More safe cycling infrastructure (safe for 8 year olds and 80 year olds)	See submission attachment 10047	Nick Reid
10050	No	the big trees on Dudley street make Dudley street so slippery on wet days, bird poos on summer make the road slippery too, leaves in autumn. pls remove the trees before doing the road.		Sharon Liu
10052	Yes	More connections, slower speeds, less on-street parking (prevents line of sight and makes the road space too busy)	Ensure these routes are well lit so they feel safe at night time/early morning	Fiona Bennetts

Organisations / Businesses

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10048	N/A		See submission attachment 10048	Chris Ford - Disabled Persons Assembly NZ
10051	N/A		See submission attachment 10051	David Duffy - Richmond Residents' and Business Association

Individuals

## Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
10001	Yes	Ideally the entire length could contain a shared path, as opposed to some areas being quiet streets.	Link with the existing City Promenade pathways as a "quick win", with a view to consulting further on this later.	Cody Cooper
10002	Yes			Bruce James
10003	Somewhat	The proposal may service a few people but a lot of people probably won't follow the route as it is too far to go with not enough improvement to warrant going out of our way. Most times cycling is not convincing because it is so much hassle to cycle already, and if the cycleway not in a "direct" way, it becomes unviable as it will take people longer to commute and not really that much safer. I think it is key to find balance between safe and "ease of access". Also, once cyclists have "arrived" on London Street, where are they going other than Bealey Ave. There is no access from that location easily/safe to Avon River. The works would be "wasted" if nothing is being done on Bealey Ave.	Along Bealey Avenue. Or down Stanmore Road to Hereford Street and across to CBD. Hereford Street is the only road connecting Fitzgerald Ave and the west towards Hagley Park. Most cyclists I would guess are commuters, therefore easy access, straight lines are probably desired. Also areas which follow roads as much as possible as a ride along the park may not be seen as easy to use.	Ann-Kathrin Forge
10004	Somewhat	This proposal seems okay, but I believe it should go further. More speed cushions and build outs are needed in some of these areas for it to even be considered as a potential cycle route. The connection to the central city also seems poor. Once you are on London Street, how do you safely make your way to the central city or connect onto other MCR's. To me, this would be necessary for its use.	Potentially a small stretch of Fitzgerald Ave or Stanmore Rd could be given a similar treatment to Park Terrace in order to connect to the shared path that goes along the Avon River to the central city as well as the Rapanui Shag Rock MCR.	Jack Halliday
10005	Yes		Yes if possible if possible	Andrew Smith
10006	Somewhat	The route should go past the shops and supermarket on Stanmore, doesn't make sense to miss it, as cyclists will still want to go this way to get to the shops. Need a crossing at Fitzgerald to meet the river walkway as that's the way lots of people already go.	Crossing from Alexander to Fitzgerald	Nicola Eccleton
10007	Somewhat	More islands on Hills road to cross to the Richmond side (this is a nightmare at the end of the working day with poor visibility. London and Perth streets are horrible streets as a cyclist due to the traffic volume and narrow streets - I can't see how this plan will change that (it seems focussed just on speed reduction)	I want to connect to Bealey Ave, so improving space and time for cyclists to cross there would be good. There is a very narrow timeframe to cross as a cyclist there at present.	Celia Sheerin
10008	No	Leave Perth Street as it is		Tina Bailey
10010	Somewhat	Provide more places to park and padlock your bike up safely (frame and back wheel) your bike eg at Malls, shopping centres, and libraries. Great having all these cycle ways but if going to a Mall or Supermarket or library and no decent bike stands = a stolen bike as I experienced recently through both CCC and Mall not providing quality bike stands. Bike stands MUST be considered when considering all these cycle ways.	I go down Armagh Street from Stanmore road as it takes you directly to Hagley Park and to the university etc	Sue Parkes
10011	Yes	I live on the corner of McLeod street and Avalon Street. It is already safe for cyclists.	Cycle way down Fitzgerald ave onto Kilmore Street	Liam Ray Conaghan
10012	Yes	Continue some kind of cycle route over Fitzgerald ave and barbadoes st to connect with the central city	Improve the cross at Alexandra st over to cambridge terrace, then provide a shared pedestrian and cycle crossing at the barbadoes st/salisbury st intersection - currently both pedestrians and cyclists have to make dangerous crosses at this	Sophia Woodhams

## Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			intersection as there are only pedestrian crossing lights on 3 sides of the intersection, where the 4th side is the most commonly desired.	
10014	Yes	Essentially any traffic cooling measures are going to help, as many cars use this street as a shortcut and travel at high speeds while doing so.	By providing safer and more direct ways to cross Fitzgerald Ave.	Nathaniel Ridley
10016	No	The roads in this area are relatively quiet and I wouldn't say that there is an issue with safety. I cycle from Nicholls Street to central city and have never had any issues with safety. Nicholls Street is quiet and a road wide enough that it's not necessary to have cycle ways		Jessica Mangos
10017	No	Focus on the streets around the schools instead of random residential streets.	It's not a cycleway. It's painting on the road. It's going to do bigger all for cyclist safety - especially when you consider we have schools in the vicinity. That is where you need to focus cycling safety with separated cycleways.	Jo Byrne
10019	No	You have Slater St and Stapleton St either side of Nicholls that are wide enough to have cycle ways and car parks - use them instead of choosing a street that is narrower and where we have to wait to let cars oncoming cars through already		Jo Ross
10021	Don't know / Not sure	I would like to see a safe connection to the Colombo st cycleway East. I live in St Albans and work in Linwood. It would actually be closer for me to use Stanmore rd but ityeres no safe route through Richmond. hills rd Stanmore intersection is awful and needs lights and Stanmore road is terrible, especially around New World, so unsafe for pedestrians and cyclists to cross road into New World. A bit of paint won't fix that.	could connect to Linwood cycleway via Fitzgerald Ave or connect East to West somehow to connect with Colombo St cycleway	Alice Holmes
10022	No	Avoid Perth street as a cycle route, it is incredibly narrow and is always full on the north bound side with parked cars. This makes it essentially one way (with cars having to pull in and out to give way to oncoming traffic). It would be incredibly hazardous to encourage cyclists down that road.	Use a different road- when I bike into town I bike along fitzgerald and then along the river, down the street with the cemeteries, it is nice because it is always quite. Put in pedestrian lights in that island so it is safer to cross across	Laura compton
10023	No	Focus on the main route like, hills road, North Parade / stanmore road. I have always felt safe cycling the back roads as they are quiet streets and very wide.	Needs to be a better link from Kilmore/ stanmore and safer points to cross roads. Hills road is also very unsafe would not cycle on that.	Jenny Swanston
10024	Somewhat	A large section of Richmond is being ignored by this proposal - dozens of students each day (during school terms) cycle along Swanns Road, Draper Street, and Harvey Terrace, in large groups during peak traffic hours. These students then cross Fitzgerald Avenue and travel down Kilmore Street, having already crossed busy Stanmore Road to access Draper Street. Infrastructure to support their travel is also necessary - or better travel along the residential red-zone (using the existing paths along River Road), as these are not being utilised to their fullest extent.	Using the Residential Red Zone paths and upgrading these is, in my opinion, the best way to link the Central City. The cycleway should utilise Stapletons Road and Stanmore Road as these are wider and better suited to support higher volume cycle movements, whereas Perth Street and Nicholls Street are too narrow, even including the proposed removal of car parks. Installing beg buttons across Stanmore Road at the intersection of River Road/Stammore Road (or, given its proximity to an intersection, a redesign of the intersection), and also improving the Fitzgerald avenue bridge to allow red-zone cyclists to then access Kilmore Street would provide access to the Central City on wider streets.	Oliver Neal
10025	No	Create adequate parking to avoid people parking illegally which in turns creates risk for cyclists and pedestrians	Stick to the main roads where bike lanes are needed rather than residential areas where traffic is minimal	Sarah OBrien
10026	Don't know / Not sure	Unsure. I'm not a civil engineer, so I can't speak to the regards of street safety design.	For me it's more a question of if this needs to be done at all.  Is it absolutely essential that you need to collect all of the cycle ways together? If you have a reason I suggest sharing your WHY's behind the proposal.	Karleshia Wills



## Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			We only see the end result. Give us your context and larger vision first. Then work with the community on making the plans together.	
10027	No	Fix the pot holes	Stapletons is the best way in my area. I have lived in Chancellor St for over 20 years & I've never biked along Dudley St or down Nicholls St. Nor would I ever. If I want to go to the Stanmore Shop I go down Stapletons. If I'm going to the CBD I go down Slater or Stanmore via Stapletons to the Avon River Track & bike into the city beside the Avon. It's dum dum plan to think that anyone in Richmond will bike down Nicholls!	Vicky Adams
10029	Yes	Just put cycleway signs up that are really clear in the main roadsand reduce speeds.	Follwing the river is an option I see people taking so that is best and most picturesque. Then look at xlosing off central city to cars so the central city is safe for biking.	Cheryl Doig
10030	Somewhat	I'm nervous about the idea of cutting across North Parade to get to this cycle route -it's so much traffic in the mornings. Fewer right turns would be wonderful when citybound. Decreased car parking alongside cycle lanes - cars usually impede the cycle lan when they park and then we're swerving onto the road. If there were a safe cycling route that linked up to fitzgerald and the CBD I'd cycle to work (I work by the hospital), but until then I don't trust the traffic through Stanmore etc. It'd be great to link up South to St Asaph.	Continue South to link up with the St Asaph cycleway - longer straight routes instead of a bunch of turns through side streets.	Kayla Boland
10031	Don't know / Not sure			Jessie Gemmell
10033	Yes			Jonathan Harris
10034	Don't know / Not sure	dont use London Street many people park down there it is narrow windy and dangerous.. use Alexandra Street instead it is a wide straight street with not many people parking	have a crossing across Fitzgerald Avenue from Alexandra Street to Cambridge terrace or Oxford Terrace cycleway	Jennifer Dalziel
10035	Yes			Mark Christensen
10036	Yes	I think a cycleway with physical barrier but painted markings will be a substantial improvement	I think it connecting this cycleway to Kilmore st. and then further to St Asaph st. would provide a better connection between the central city and Richmond/Shirley	Fernando Cagua
10037	Somewhat	Richmond has lots of quiet streets so I find it relatively easy to cycle WITHIN the suburb.	Getting into the City or to the University is not pleasant. A safe cycleway to Hagley Park would be great, and to the riverside cycleways which go toward the city ... these would make cycling easier in this suburb. The roads which are problematic for cyclists in this area are Hills Road, Shirley Road, Bealey Avenue, Stanmore Road, and Fitzgerald Avenue.	Nadia Sole
10038	Yes	In the long-term, improve driver education so people's aggressive traits when 'behind the wheel' can be curbed. So many angry people out there!	Through Chester St East.	Nathan Keys
10039	Somewhat	Speed slowing to 30ks throughout Richmond as a whole suburb not just north Richmond	Bring it in from Alexandra Steet to Perth and away from already chaotic London St and it's then connected to Cambridge Terrace all the way to the city along the river	Vicki Brown
10040	Somewhat	need to connect in as direct way as possible to the river path to get in to city. or at least need help getting across hills road in to edgeware, to then	need lights at the edgeware/hills roads intersection and/or lights to cross fitzgerald at where thee is the crossing point to the river road path where alexandra street comes out.	Bek Parry

Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
		access city from manchester or colombo pathways. getting across fitzgerald or across hills road is a nightmare on a bike	the lights like on manchester st by margaret mahy work well for bikes/walkers	
10041	Yes		Carry on down Perth Street, turn onto Alexandra, cross Fitzgerald and follow the Avon!	Jack van Beynen
10042	Yes	Reduce the speed limit in the area to 40km/hr - this may be already going to happen? More speed humps along the cycle route to slow traffic down, ideally with an area to the left which is flat for the cyclists to pass through. More separated lanes for cyclists would be great. Keep the cycle route going for another block south down Perth Street crossing over London Street and then down Alexandra Street. Change the give way signs at the Perth/London intersection so that London St traffic gives way to Perth St. Add bike crossing lights for cyclists to get across Fitzgerald Ave at Alexandra St/Cambridge Terrace. A safer way to get to the Shirley Library - it is very dangerous biking along Marshlands Road.	As previously mentioned, connect up with cycleway at Cambridge Terrace by extending the route along Perth St south one block to Alexandra St. Add crossing lights so cyclists can safely cross Fitzgerald Ave.	Jane Hopkins
10044	No	Don't create new cycle routes on narrow streets like Perth Street, or congested streets that connect two main roads like London Street. Use the data collected from the Police, to see where crashes involving cyclists happen: <a href="https://smartview.ccc.govt.nz/map/layers/roadcrashes#/@172.65607,-43.52020,15">https://smartview.ccc.govt.nz/map/layers/roadcrashes#/@172.65607,-43.52020,15</a> Create new cycle routes that focus on connecting the gaps between existing cycle routes: <a href="https://smartview.ccc.govt.nz/map/layers/ccc-biketracks#/@172.65657,-43.51774,15">https://smartview.ccc.govt.nz/map/layers/ccc-biketracks#/@172.65657,-43.51774,15</a> Add traffic lights at the corner of Hills & North Avon Road. This is an extremely busy intersection, with visibility issues for traffic coming from North Avon Road trying to turn onto Hills Road. There are known safety issues here, with lots of visual noise/obstacles. This would help student cyclists safely cross Hills Road onto North Avon Road, to get to Shirley Primary School (via Slater Street), Pareawa Banks Avenue School (via Petrie Street or North Parade) & Shirley Intermediate (via North Parade). Shirley Primary School Zone <a href="https://www.educationcounts.govt.nz/find-school/school/profile?school=3504&amp;district=60&amp;region=13">https://www.educationcounts.govt.nz/find-school/school/profile?school=3504&amp;district=60&amp;region=13</a> Pareawa Banks Avenue School Zone <a href="https://www.educationcounts.govt.nz/find-school/school/profile?school=3504&amp;district=60&amp;region=13">https://www.educationcounts.govt.nz/find-school/school/profile?school=3504&amp;district=60&amp;region=13</a> Create a new cycle route that connects North Parade to Medway Street/Footbridge & the Avon-Otakaro River Corridor.	Create a new cycle route that connects The Palms to the CBD, using the existing cycle routes on North Parade, Eveleyn Couzins Avenue through Avebury Park to Vogel Street & along Alexandra Street, Cambridge Terrace to the CBD.	Joanna Gould

Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
		Create a new cycle route that connects The Palms to the CBD, using the existing cycle routes on North Parade, Eveleyn Couzins Avenue through Avebury Park to Vogel Street & along Alexandra Street, Cambridge Terrace to the CBD.		
10045	Yes		Perth St, Alexandra St, Cambridge Tce	Robert Fleming
10046	Yes			Peter Dobbs
10049	N/A		<p>I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.</p> <p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city.</p> <p>One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15 minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off.</p> <p>My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr.</p> <p>People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p> <p>An elderly friend after listening to talk back radio recently said " 'they' are trying to make me cycle and I don't want to!" We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can. Reducing speed limits in areas where this will improve the safety of all has my support too. I drive through town often and while I have taken time to adjust to the</p>	Colleen Philip

Submissions table – Richmond Neighbourhood Greenway, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			<p>30 km zones I find they are not an inconvenience at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p> <p>Thank you</p>	

Comments

Comment	Upvotes	Downvotes	Relevant information marker
Why on earth would you drive cyclist down Perth street. How is that safer. That road is so small that only 1 car can drive down it at any time, if there are any cars parked. There is not even room to pass. Surely this is more dangerous. Esp with the 21 units down that section that the council approved on one block of land. Surely it makes more sense to join this cycleway from North Avon to Whitmore street that then carries on to Fitzgerald ave and allows it to join the cycleway to the city.	6	5	Information Marker: Richmond neighbourhood greenway cycle connection
London street is a key road for through traffic from Fitzgerald Ave to Richmond Stanmore Road, New World, Workingman's Club and communiting car traffic in the morning and in the evening. Speed humps won't help sufficiently as there are already speed humps (different location as proposed). Cars should take priority at London street Perth street intersection driving on London Street.	2	5	Information Marker: Richmond neighbourhood greenway cycle connection
This is very cool! Great design.	6	2	Information Marker: Richmond neighbourhood greenway cycle connection
Great design!	6	3	Information Marker: Richmond neighbourhood greenway cycle connection
This seems a very logical connection to make it more comfortable to ride; linking the CBD to Marshland Road. Although longer, slower and more complicated than the more direct routes available, those routes involve sharing with traffic, which can be considerable at times. The changes will be a good start, until a major cycleway standard route can be provided in the future.	9	2	Information Marker: Richmond neighbourhood greenway cycle connection
Totally agree. I live on Perth Street & cycle in & out of town most days. It's not a good option. It's too narrow.	6	0	Information Marker: Richmond neighbourhood greenway cycle connection
Perth Street has too much housing, and the council approved high density building (Bling Lane) making traffic already busy. Perth St is currently is without parking on one side of the street due to it being narrow so adding a cycle lane would be a disaster. Cars currently cannot pass each other. Better option is Cumberland street one over that does not have housing on on both sides of the road.	3	4	Information Marker: Richmond neighbourhood greenway cycle connection
<p>If the Council are wanting to select streets that are "Safe" for cyclists they should not be selecting roads such as Perth Street which are only 4 meters wide!</p> <p>Perth Street residents lobbied the Council in 2018 to eliminate on street parking on one side of the road to ensure emergency service vehicles are able to reach or homes in an emergency, and that was after FENZ (Fire &amp; Emergency NZ) confirmed Perth Street was too narrow for them to drive down the length of it due to its narrowness!</p>	1	0	Information Marker: Richmond neighbourhood greenway cycle connection

## Submissions table – Richmond Neighbourhood Greenway, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
The route is a good start. it will provide a cycle route of sorts for residents in the North East part of town that can come down Marshland Road and then want routes into the city. Many of the chosen streets are quite narrow, so there may not be room for a protected or separated cycle lane. if the next resort is shared lanes (marked with "sharrows") then it is something that will only work well while traffic densities are low.	3	0	Information Marker: Richmond neighbourhood greenway cycle connection
London Street, has massive amount of cars & truck driving through it. Both vehicle speed and volumes are far too high along London Street, a good idea is to cul de sac, say by Cumberland Street, this would stop rat running to and from Bealey Ave.	3	1	Information Marker: Richmond neighbourhood greenway cycle connection
The cycleway should continue along Perth Street to Alexandra Street, going across to Bealey Ave on a bike is super dangerous.	4	0	Information Marker: Richmond neighbourhood greenway cycle connection
It's a nightmare biking from Dallington as roads going through RRZ not maintained. Fix them. Also, most people who actually cycle from Richmond or Dallington to the city go down Alexandra St. It's an easy cross over Fitzgerald Ave with a existing pathway onto the river and into town. I cycle to work daily along that route. I look would never go down London St.	3	0	Information Marker: Richmond neighbourhood greenway cycle connection
Awesome. Excited to see this project to be built in a part of the city that has little to no safe cycle infrastructure (safe for 8 year olds and 80 year olds, and everyday people biking).	5	0	Information Marker: Richmond neighbourhood greenway cycle connection
So great to see this area getting some much-needed infrastructure to make cycling safer.	4	0	Information Marker: Richmond neighbourhood greenway cycle connection
Why nothing north of Shirley Rd? It's a nightmare cycling down Quinn's Rd/Hammersley Ave with cars hooning along and kicking up gravel	4	0	Information Marker: Richmond neighbourhood greenway cycle connection
Overall this is a good connection to the NE City. For this to be of used instead of the direct, unsafe route though, signage, connections and safety are paramount.	4	0	Information Marker: Richmond neighbourhood greenway cycle connection
There must be a good amount of signs showing where this greenway can take you; adding a better connection to the Palms and further into the city is needed - currently, it seems like it would be fairly difficult to connect to both. Whilst the safety improvements are good, they could go further to have a greater effect.			
This is quite a nice connection. The road surface is very rough, but the route seemed quite intuitive. With the crossing improvements this will be a very good bike ride.	0	0	Information Marker: Richmond neighbourhood greenway cycle connection
Feels like setting cyclists up to fail to not carry on into the city with this route? Needs to either cross over to river, or go down Fitz to pick up Gloucester cycleway	6	0	Information Marker: Site 1 - London Street / Perth Street
Why is this here? So many people cycle long the River and it feels super dangerous crossing Fitzgerald Ave and Stanmore Rd along the path.	7	0	Information Marker: Site 1 - London Street / Perth Street
Sure, you can turn and go across the river and use the lights at Avonside Dr, but it's really awkward. Slowing traffic down there, or having a pedestrian light, or a wide refuge so you aren't worried about traffic in both directions would be way more beneficial.			
It seems so useless having a beautiful car free river cycleway with such dangerous crossings.			
The route ends with little indication for users of where to go next. Two options I use are 1) go west on London St to the traffic lights to either go west on Bealey or south on Fitzgerald - as long as you're confident mixing with traffic. 2) Keep going south on Perth St, then turn west on Alexandra St. when you get to Fitzgerald ave, you can cross the southbound lanes and then use a path in the median, cross the northbound lanes to a path on Cambridge Tce.	8	0	Information Marker: Site 1 - London Street / Perth Street
Tautauko all existing comments - stopping at the proposed perth street point is not creating connected pathways. We need a cycle crossing at the Alexandra street exit to Fitz Ave to get across to the river pathway safer - much like the cycle and pedestrian stop installed at the Manchester St/Avon Bridge crossing - it works well and is well used by bikes and pedestrians	5	0	Information Marker: Site 1 - London Street / Perth Street
I regularly ride Alexandra St to the Stanmore Rd New World for groceries. It would make the most sense to: from intersection of Perth/London, continue south on Perth St, west on Alexandra St, cross the road on Fitzgerald Ave:	4	0	Information Marker: Site 1 - London Street / Perth Street



Submissions table – Richmond Neighbourhood Greenway, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
(traffic signals or raised safety platform zebra on either side), continue down Cambridge Tce, cross Barbadoes St and then almost have linked into Margaret Mahy playground.			
This is a great start but it needs to keep going into the central city!	5	0	Information Marker: Site 1 - London Street / Perth Street
I find crossing Fitzgerald Ave between Alexandra or Heywood Strets to continue on Cambridge and OK route to get into the CBD. Bit messy but OK. Hopefully one day this route will be of major CW standard.	0	0	Information Marker: Site 1 - London Street / Perth Street
I don't have a problem with cycling Perth Street. Even though it is narrow, the speed of traffic moves slowly which improves safety. Also, the parking is on one side so this is predictable which helps.	0	0	Information Marker: Site 1 - London Street / Perth Street
While narrower motor vehicles would help, I found courtesy works just fine.			
I would however say monitor and address illegal parking, that can increase risk by reducing visibility.			
Narrow street and sharrows. They're wonderful when it's not busy, but it is does get busy....	1	0	Information Marker: Site 2 - Perth / Avalon / McLeod
Doesn't it make sense to carry on down Stanmore past the shops? Feels like this will create lots of ad hoc rides for people trying to get to the supermarket safely.	1	1	Information Marker: Site 3 - McLeod Street / North Avon Road / Nicholls Street
The refuge crossing of North Avon road is great for when traffic is busier.	2	0	Information Marker: Site 3 - McLeod Street / North Avon Road / Nicholls Street
I'm wondering whether the North Avon Road section could be improved. Of course, I don't know all the constraints, so it may not be feasible...	0	0	Information Marker: Site 3 - McLeod Street / North Avon Road / Nicholls Street
I prefer to minimise time on shared paths. What I was thinking would be a crossing point just west of McLeod Street and a crossing point just east of Nicholls Street (essentially relocating the one just west of Nicholls Street). Link those crossings with a small section of shared path on the street corners. Keep sharrows on North Avon Road.			
Consideration for speed humps on Dudley and similar streets needed to limit speeding through traffic and cruising. Crossing points for Hills Rd for pedestrian and cyclists are non-existent other than at Shirley/Warrington and Bealey/Fitz intersections. Crossing Hills Rd is always a challenge and dangerous at peak times. Great progress for Richmond and the city connection.	5	0	Information Marker: Site 4 - Nicholls Street / Dudley Street
Be prepared to get pasted with bird sh!r on Dudley St section morning and evening during the warmer months of the year.	2	1	Information Marker: Site 4 - Nicholls Street / Dudley Street
looks good, but the streets are quite narrow, so cycling will only seem safe if there isn't too much motor vehicle traffic. if traffic builds up, cyclist might have to "take the lane" to keep safe.	2	0	Information Marker: Site 4 - Nicholls Street / Dudley Street
The road needs resurfacing as I have to bike far from the curb to get anything remotely like a non bumpy surface. Speed bump at end needs redoing at its very tough on my old bike too. Better crossing options at Hills Road are needed at part of this plan, the current 'crossing' by the shops nr Edgeware feels perilous and are frequently crashed into by cars, adding to the excitement!	3	0	Information Marker: Site 4 - Nicholls Street / Dudley Street
agree with all the comments about trying to get across Hills road (do it daily and it is perilous). I like that there is thought on taking cyclists 'down' through richmond towards the river (although it again need to actually connect to the river and be more supported to easily and safely cross Fitzgerald. I would also like to see safer connection across Hills road to Edgeware Road (then manchester/colombo 'down' options) - consider adding a leg from Guild st bridge out on to Hills & across	3	0	Information Marker: Site 4 - Nicholls Street / Dudley Street
Consideration of speed humps between the raised intersections on Dudley & others worth considering to limit speed of through traffic and those avoiding Hills Road. There are speeding vehicles at morning and evening and cruising vehicles late night. Pedestrian & cycle crossing of Hills Rd remains challenging at most times & dangerous during peak hours. There are crossing lights at Shirley/Warrington intersection & again at Bealey/Fitzgerald but nothing for approx 1.5km in between.Great progress	3	0	Information Marker: Site 5 - Stapletons Road / Averill Street
Fantastic to narrow these very wide intersections for pedestrians. I walk along here on a daily basis with young children and this will be a massive improvement in safety.	4	0	Information Marker: Site 5 - Stapletons Road / Averill Street

Submissions table – Richmond Neighbourhood Greenway, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
This looks good for cycling to me.	3	0	Information Marker: Site 5 - Stapletons Road / Averill Street
Given this greenway encompasses a small section of Stapleton Road, can I suggest there is design for slow speeds leading up to this section. A driver not knowing this section of road may be surprised to see a person riding a bike in the centre of the lane. i.e., they should be prepared for this early and in both directions.	0	0	Information Marker: Site 5 - Stapletons Road / Averill Street
Averill Street is quite wide, drivers could easily travel faster than they should. Maybe some addition traffic calming could be provided. Maybe even some tree planting on the sides of the street?	0	0	Information Marker: Site 5 - Stapletons Road / Averill Street
Love this idea. Keep rolling out the cycleways.	8	1	Information Marker: Site 6 - Averill Street, Chrystal Street, North Parade
Is this going to remove parking outside the school? There is already a problem here with limited parking and unsafe driving here as a result. I would love to see fewer cars on the road here but can't help but think this might make things worse...	1	4	Information Marker: Site 6 - Averill Street, Chrystal Street, North Parade
Love this section. Right angle parking is not the best for safety of people cycling, so changing to parallel parking and a separated cycle lane looks good to me.	4	1	Information Marker: Site 6 - Averill Street, Chrystal Street, North Parade
Need to install cycle sensors/ lights at end of this road nr Nth Pde. Currently I have to cross at the pedestrian crossing via bike. It feels unsafe biking through here during school drop off but it's been okay so far.	2	0	Information Marker: Site 6 - Averill Street, Chrystal Street, North Parade
Prefer that cyclists can go to the left of the first speed bump if going straight through. This will push vehicles over more.	4	1	Information Marker: Site 6 - Averill Street, Chrystal Street, North Parade

Submission attachment 10009

13 July 2023

Christchurch City Council

By email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

Christchurch  
City Council 

Papanui Service Centre  
5 Restell Street  
Christchurch 8013

PO Box 73024  
Christchurch 8154

[ccc.govt.nz](http://ccc.govt.nz)

Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Way Safer Streets

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

### 2. Submission

The Board, focusing on the Way Safer Streets projects in its area, is supportive of the proposed projects, particularly in respect of supporting safety near schools, and in respect of advancing its Board Plan Priority for 'A Connected Transport Network in Waipapa Papanui-Innes-Central (roads, cycleways, paths)'.

The Board wishes to ensure that community safety is at the forefront of all transport recommendations, including the need for safe speeds and safe streets for all of our residents.

The Board is also committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, and wishes to ensure that the Strategy is being considered.

The Board also asks the Council to consider any other bigger picture issues when considering these proposed projects, including the impacts of intensification in the Board area.

The Board notes its fundamental support for active transport initiatives that promote walking, cycling and using public transport, and offers the following feedback in response to consultation questions on particular proposed projects in the Board area:

#### 2.1. Richmond Neighbourhood Greenway Cycle Connection

Firstly, the Board continues to support the greenway cycleway to link Richmond to the central city.

The Board also supports the submission of the Richmond Residents and

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Submission attachment 10009

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Business Association (RRBA) recognising their understanding of the area and local viewpoints.

The Board notes the indications of the RRBA that many residents are already using the proposed Greenway Cycle Route, justifying, as they put it, the immediate installation of this cycle route. Also noted is RRBA's suggestion to connect the cycleway to the central city by installing a cycle crossing at the exit point of Alexander Street across Fitzgerald Avenue to meet up with the existing cycle path on the left bank of the Avon River in Cambridge Terrace.

Further to this, the Board highlights RRBA's suggestion of combining this project with the current Richmond road rebuild/repair programme and a longer term proposal of linking this cycleway with the current one in Cambridge Terrace with another route through Heywood Street, Draper Street, Swanns Road to Retreat Road (which would provide many young cyclists using the Rowing Complex facilities at Kerrs Reach a safer route through the city and Richmond).

It is insightful that the RRBA indicates these projects would collectively provide safer travelling for Richmond residents and those travelling through Richmond by bicycle, skateboards, scooters.

## 2.2. Te Aratai College Cycle Connection

The Board supports this proposed project in general, perceiving general community support for it, but is sympathetic to small businesses near the intersection with Ferry Road.

The Board, accordingly, urges that consideration is given to endeavouring to find ways to mitigate adverse effects on affected businesses (such as loss of navigability and parking for existing customer bases) – solutions could be either permanent or for a decent transitional period that gives time for these businesses to adapt. Consideration may be given in this context to e.g. alternative parking, better signage rights, design changes in the plan, and/or added features that make the situation "better off" for them.

The Board would also be encouraged to see Te Aratai College students involved in design elements in the area, such as into bus stops so as to have a sense of ownership in the space and provide some uniqueness for the area – reflecting that the youth have an embraced place in the community.

Finally, the Board has some reservation around bus stops interacting with cycle lanes in respect of safety considerations, suggesting it be made clear whether the interactions have been fully explored with all options considered, and safety appropriately weighted.

## 2.3. Linwood Bus Stop Improvements

The Board is broadly supportive of the improvements where and as they sit within the Board area, where members are more familiar with their community, welcoming that public transport is being supported through this project as importantly connecting residents into their

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spaces and destinations in a mode that is considerate of our Climate Goals.

#### 2.4. School Safety Linwood

With particular reference to the sites within the Board area as listed below, the Board is supportive of the emphasis on school safety in this project, which appears to have been carefully considered for these locations, duly balancing relevant factors that the Board appreciates.

*Site 1 – Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps*

*Site 2 – Linwood Ave/Tancred Street Pedestrian Crossing*

*Site 7 – Armagh, Trent, Brittan Streets – Pedestrian Refuge Islands and Speed Cushions*

*Site 10 – Worcester Street/Linwood Ave Speed Hump*

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish  
Chairperson  
Waipapa Papanui-Innes-Central Community Board



Submission attachment 10015



Fire and Emergency New Zealand

Christchurch Metro  
91 Chester Street East  
PO Box 13-218  
Christchurch 8141  
New Zealand

Phone+64 3 372-8601

15<sup>th</sup> July 2019

CCC Traffic Engineering  
C/- Steffan Thomas  
[Steffan.Thomas@ccc.govt.nz](mailto:Steffan.Thomas@ccc.govt.nz)

**Re: Fire and Emergency Vehicle Response Access to Perth Street.**

Steffan, further to a public enquiry from a Mr Greg Partridge a resident in Perth St, Christchurch who has asked me to evaluate the emergency response vehicle assessability to properties in this street in case of emergency.

I completed a site visit on the 6<sup>th</sup> June 2019 and took a series of photos below that cause FENZ concern as to emergency vehicle access to resident's properties in case of emergencies.

Perth Street is described as a narrow street with curb and channel guttering on both the west and east sides. Pedestrian foot paths are then also on both sides to property boundaries. A narrow grass verge is on the eastern side of the road between the footpath and the property boundaries. On the Western side of the road is a Fire Hydrant Reticulated Main system running approximately 1.8m from the curb.



*Perth Street looking south from Avolon St intersection.*

Submission attachment 10015

Fire and Emergency has concerns that in the evening when most residents are home FENZ would have difficulty in accessing the street to attend an emergency if parking is un-restricted to both sides of the road.

Our concern is in relation to vehicle parking on both sides of the road limiting the available road way to less than 3.5m. In reality restrictions would be as low as 2.0m at best which is narrower than a standard fire appliance. Whilst minimum road way width is not a requirement under the building code for Sleeping Household SH (Single Household units and small multi-unit dwellings) there has been the recent construction of a sizable multi-unit dwelling in the street.



*Current vehicles parking on the Western side of the street in line with the fire hydrants.*

Our recommendation is that the council considers restricting parking to one side of the road being to the "Eastern Side" this would ensure adequate vehicle access for residents and emergency service vehicles to the western side being approximately 4.0m of clear road way.

This will also assist in ensuring vehicles do not park on top of the fire hydrants due to the limited vehicle spaces available for on street parking, this should also be a factor in parking restrictions and clear vehicle roadway width of 4.0m.

Submission attachment 10015



*Vehicles parking within required clear distances to fire hydrants. Effecting Firefighting operations.*

I hope you will take this into consideration when reviewing vehicle parking and vehicle access for this specific street and other narrow streets that have vehicle access issues for emergency response vehicles.

Regards

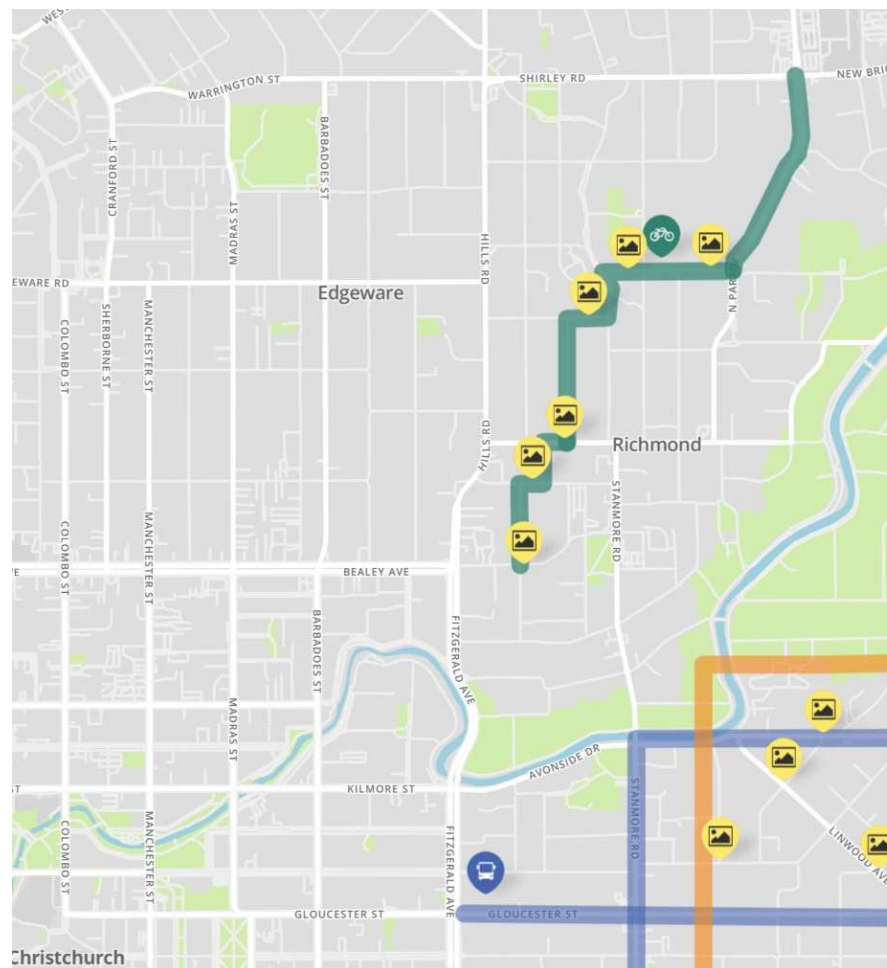
Bruce Irvine

Senior Fire Risk Management Officer

Submission attachment 10047

# Submission for Way Safer Streets,

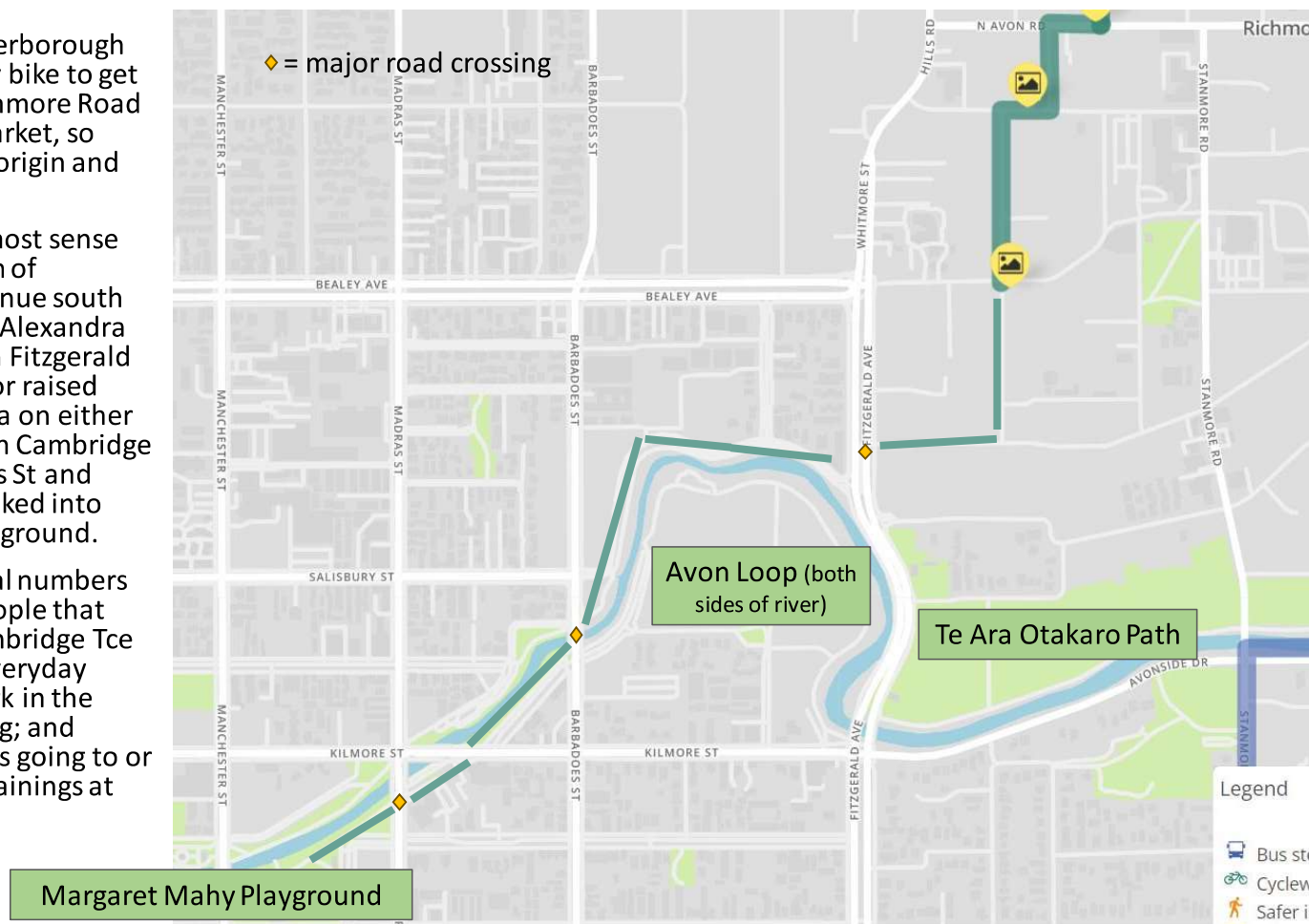
Transport Choices: Central City -  
Richmond - Shirley Cycleway





Submission attachment 10047

- Kia ora, I live on Peterborough St and often ride my bike to get groceries at the Stanmore Road New World supermarket, so regularly travel this origin and destination.
- It would make the most sense to: from intersection of Perth/London, continue south on Perth St, east on Alexandra St, cross the road on Fitzgerald Ave: (traffic signals or raised safety platform zebra on either side), continue down Cambridge Tce, cross Barbadoes St and then almost have linked into Margaret Mahy playground.
- There are substantial numbers of two groups of people that ride bikes along Cambridge Tce and Alexandra St: everyday people riding to work in the morning and evening; and school aged students going to or from their rowing trainings at Kerrs Reach.





Submission attachment 10047

- **Please connect this cycleway *all the way* to the Central City, rather than leaving a gap in the cycle network.**
- In Christchurch, we have seen this gap in the network (from safe cycleway to no facility) on Worcester, Colombo, and Antigua (now improved).

Submission attachment 10048



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

Submission attachment 10048

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

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## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>



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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## Pedestrian/road improvements

### Footpaths and pedestrian infrastructure

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.



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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*“There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious.”*

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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

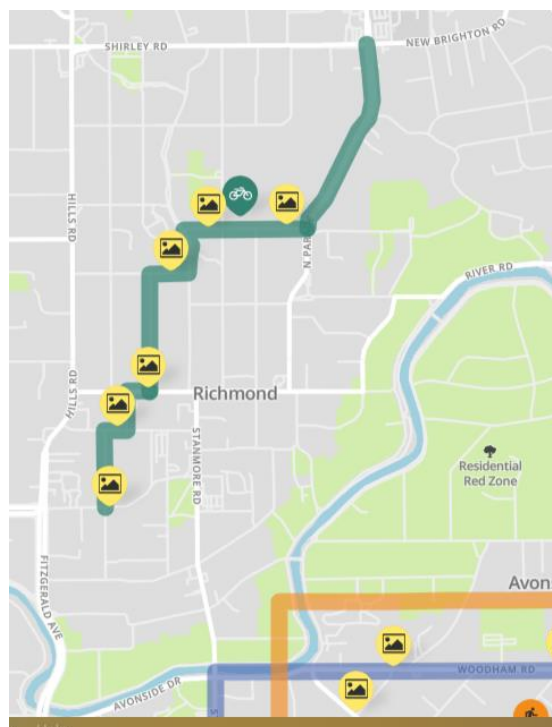
**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.



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## SUBMISSION – WAY SAFER STREETS



### INTRODUCTION

This submission is made on behalf of the Richmond Residents' and Business Association and (R.R.B.A.) follows a submission first made in 2020. At the full Council meeting submission hearing there was a favourable response to the plan which was formulated by the R.R.B.A. who had previously worked through a consultation process with the local residents.

The plan recognised the need for more safety for cyclists in the Richmond area, the dangerous situation for cyclists riding in the designated cyclist lanes on the major commuter routes, the increasing use of alternative means of transport eg. scooters, and the needs of children attending Shirley Intermediate asnd the newly-built Pareawa School, and an overall plan to uplift the general state of the streetS concerned after the earthquakes and a long period of neglect prior to that.

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A copy of this submission follows.....

Copy of Submission made to Christchurch City Council – 2020:

### Richmond Safe Cycle Network

#### Proposal:

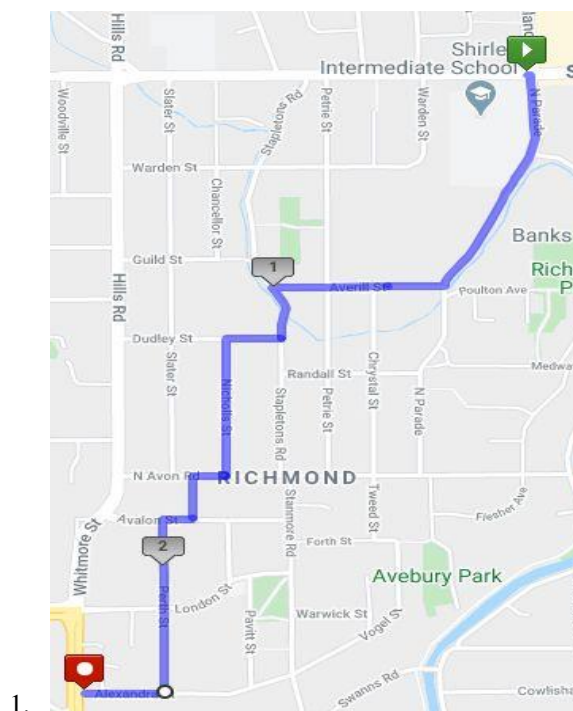
To establish a safe cycle route through the streets of Richmond from The Palms Shopping Centre to Fitzgerald Avenue.

#### Rationale:

- The attitudes and practices towards transportation systems and methods are changing as we seek to reduce the effects of pollution and provide more accessible travel routes for commuters and other users within the city street network.
- If we are to encourage the use of transport options such as bicycles and scooters, we should also provide safe route options for people utilizing such options.
- The proposed route seeks to utilize quiet suburban streets thus moving the predicted users away from the busy commuter routes in the Richmond area.
- The proposed route provides access to the inner city through its emergence onto Fitzgerald Avenue where existing similar 'safe routes' have been established along both sides of the Avon River.

#### The Proposed Route:

North Parade, Averill Street, Stapletons Road, Dudley Street, Nicholls Street, North Avon Road, McLeod Street, Avalon Street, Perth Street, Alexander Street, Fitzgerald Avenue.



1.

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*Inclusion in the Innes/Papanui Ward Road Repair Programme:*

As the streets of Richmond undergo reconstruction as part of the North Richmond Road repair initiative, the following streets would need to have safe cycling features built into their reconstruction: Averill Street (which includes the entrance to the newly built Pareawa ex-Banks Avenue School), Dudley Street/Nicholls Street (road rebuild scheduled for 2021).

Streets which have already been repaired include Stapletons Road, McLeod Street, Avalon Street and Alexandra Street.

*Safety Feature Considerations:*

- There are a number of cycle lanes in this area (North Parade, North Avon Road, Hills Road) but all of them are on busy commuter routes and cyclists are endangered by narrow channels, heavy traffic during commuter rush hours and the inherent traffic dangers such as opening car doors, and buses pulling in and out of the traffic stream all raise the risk to cyclists, scooter riders etc.
- It is suggested that by re-routing the cycle options, the danger factor will be significantly reduced.

*Physical Modifications Necessary to Implement Plan:*

2. • The existing cycle path along North Parade would need to be upgraded and extended all the way to Averill Street.
3. • The current two sets of traffic lights in North Parade should be retained to enable cyclists to safely cross North Parade from Banks Avenue, and to cross North Parade when coming from streets east of that road.
4. • The entrance to the school may need to incorporate some design features to increase the safety of the school pupils and to accommodate parent/car movements in the area.
5. • The design of Averill Street may involve narrowing of the current carriageway.
6. • The pedestrian crossing safety zone on North Avon Road at Nicholls Street may need to be redesigned to accommodate cyclists.
7. • To give cyclists a safe passage across Fitzgerald Avenue at Alexandra Street, there may be a need to install some kind of crossing facility.
8. • Prominent signage would need to be installed indicating to all users that this is a cycle safety route and due care and awareness of cyclists, scooter riders and pedestrians is necessary. This signage is seen as sufficient therefore negating the need for 'green cycle lanes' or the narrowing of carriageways which would affect traffic movement and parking.
9. • An overall creation of a 40 kph speed limit zone on all parts of the route except North Parade (where an off-road facility already exists) would help contribute to the overall safety of users. Normal traffic regulations should adequately cover the behaviour and movements of motorists, cyclists, scooter riders and pedestrians on the other streets.
10. Upgrade the existing cycle path along North Parade between Shirley Road and Averil Street

*Time Frame*

Because this proposal relies on the completion of the road reconstruction programme in Richmond, this cycle safety project could be aligned with that programme. The route could be developed immediately on those streets which have already been repaired and other parts of the route included as the road programme is worked through. It is envisaged that there is no need to establish a separate works programme for the concept except where the safety features described above (points 4, 5 and 6) are involved.

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#### FURTHER COMMENT

It should be noted that this previous submission considered a more holistic view of transport, roads and safety than just focusing on a single cycleway. The cycleway was merely part of a plan, albeit an important component, of a wider view of the transport and safety need in the Richmond area. That wider view includes a submission presented recently to reduce the speed limit on Richmond Streets and discussions about intersection modifications in the area with the managers of the CRAF programme. Part of that plan also includes the rebuild of Nicholls Street and Dudley Street (between Stapletons Road and Slater Street) – a project which is yet to start but is scheduled to begin in October/November 2023. This will mean that much of the road reconstruction/repair work mentioned in the earlier submission will have been completed along the route of the proposed cycleway.

The R.R.B.A. has not changed its views regarding the installation of this cycleway but is disappointed that we have to go through this consultation process again three years later when it was clear that the Council received the first submission with such a positive response.

We would urge the Council to review our previous submission alongside any other proposed road rebuild/repair work planned in the near future so that duplication of resources is minimised thus expediting the ability to complete the project economically and within a reasonable time frame. We have waited long enough!

David Duffy/Craig Given

Richmond Residents' and Business Association

10 July, 2023.





## 9. Transport Choices - School Safety Linwood

Reference / Te Tohutoro: 23/1169779

Report of / Te Pou Matua:	Andrew Cameron, Project Manager Transport, andrew.cameron@ccc.govt.nz Jacob Bradbury, Manager Planning & Delivery Transport, jacob.bradbury@ccc.govt.nz
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Linwood and Transport Choices School Safety Linwood project.
- 1.2 This project is funded from the Climate Emergency response Fund (CERF) Transport Choices programme and is identified in the Annual Plan for construction during the current financial year. The report has been generated following completion of consultation.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves the following recommendations, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
2. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations) and, in the case of traffic signal infrastructure, activated.
3. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.
4. Approves that construction of the Linwood School Safety project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

Worcester Street / Woodham Road / Rowcliffe Crescent (Attachment A)

*General Arrangements*

5. Approves the road layout, including all kerb alignments, road surface treatments, traffic islands, traffic calming features and road markings on Worcester Street, Rowcliffe Crescent and Woodham Road, as detailed on plan TG361601 in **Attachment A**.

*Pedestrian / Cycle Facilities*

6. Approves that a pedestrian crossing be installed on Woodham Road, located 12 metres west of its intersection with Worcester Street, in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004 and as detailed on Attachment A to the report on the meeting agenda.
7. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on Woodham Road at a point 16 metres west of its intersection with Worcester Street and as detailed on Attachment A and further approves that Give Way controls are placed against traffic approaching the crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.
8. Approves that a special vehicle (cycle) lane be installed on the south side of Woodham Road for westbound cyclists only, commencing at a point 48 metres east of its intersection of Worcester Street and extending in a westerly direction for a distance of 104 metres, as detailed on Attachment A.
9. Approves that a special vehicle (cycle) lane be installed on the north side of Woodham Road for eastbound cyclists only, starting from a point 100 metres west of the intersection of Rowcliffe Street and extending in an easterly direction for a distance of 124 metres, as detailed on Attachment A.
10. Approves that the pathway on the north side of Woodham Road, commencing at a point 87 metres west of its intersection with Rowcliffe Crescent and extending in an easterly direction for a distance of 24 metres be a bi-directional shared pedestrian/cycle pathway in accordance with section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004, as detailed on Attachment A to the report on the meeting agenda.
11. Approves that the pathway on the south side of Woodham Road, commencing at a point 8 metres west of its intersection with Worcester Street and extending in a westerly direction for a distance of 14 metres be a bi-directional shared pedestrian/cycle pathway in accordance with section 11.4 of the Land Transport Act – Traffic Control Devices Rule: 2004, as detailed on Attachment A to the report on the meeting agenda.

*Traffic Controls*

12. Approves that the northern approach of Rowcliffe Crescent at its intersection with Woodham Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

*Parking and Stopping Restrictions*

13. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at its intersection with Rowcliffe Crescent and extending in a westerly direction for a distance of 87 metres.

14. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at its intersection with Rowcliffe Crescent and extending in an easterly direction for a distance of 17 metres.
15. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at its intersection with Worcester Street and extending in an easterly direction for a distance of 60 metres.
16. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at its intersection with Worcester Street and extending in a westerly direction for a distance of 40 metres.
17. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the south side of Woodham Road commencing at a point 60 metres west of its intersection with Worcester Street and extending in a westerly direction for a distance of 12 metres.
18. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the northwest side of Worcester Street commencing at a point 15 metres southwest of its intersection with Woodham Road and extending in a south-westerly direction for a distance of 13 metres.

Ngarimu Street, Holland Street, Rowcliffe Crescent (Attachment B)

*General Arrangements*

19. Approves the road layout, including all road surface treatments, traffic calming features and road markings on Ngarimu Street, Rowcliffe Crescent and Holland Street, as detailed on plan TG361601 in **Attachment B**.

*Parking and Stopping Restrictions*

20. Approves that the stopping of vehicles be prohibited at any time on the west side of Ngarimu Street commencing at a point 186 metres north of its intersection with Woodham Road and extending in a northerly direction for a distance of 18 metres.
21. Approves that the stopping of vehicles be prohibited at any time on the east side of Ngarimu Street commencing at a point 186 metres north of its intersection with Woodham Road and extending in a northerly direction for a distance of 18 metres.
22. Approves that the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at a point 60 metres south of its intersection with Dunarnan Street and extending in a southerly direction for a distance of 18 metres.
23. Approves that the stopping of vehicles be prohibited at any time on the east side of Holland Street commencing at a point 60 metres south of its intersection with Dunarnan Street and extending in a southerly direction for a distance of 18 metres.
24. Approves that the stopping of vehicles be prohibited at any time on the east side of Rowcliffe Crescent commencing at its intersection with Woodham Road and extending in a northeasterly direction for a distance of 80 metres.

Worcester Street – Mclean Street / Surrey Street / Wyon Street (Attachment C)

*General Arrangements*

25. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Worcester Street, Mclean Street, Surrey Street and Wyon Street, as detailed on plan TG361601 in **Attachment C**.

*Parking and Stopping Restrictions*

26. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at a point 140 metres northeast of its intersection with Surrey Street and extending in an easterly direction for a distance of 37 metres.
27. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Wyon Street and extending in a northeasterly direction for a distance of 34 metres.
28. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wyon Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 14 metres.
29. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wyon Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 6 metres.
30. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Worcester Street commencing at its intersection with Wyon Street and extending in a southwesterly direction for a distance of 6 metres.
31. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Worcester Street commencing at a point 118 metres northeast of its intersection with Mclean Street and extending in a southwesterly direction for a distance of 35 metres.
32. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at its intersection with Surrey Street and extending in a southwesterly direction for a distance of 24 metres.
33. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Surrey Street commencing at its intersection with Worcester Street and extending in a northwesterly direction for a distance of 18 metres.
34. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Surrey Street commencing at its intersection with Worcester Street and extending in a northwesterly direction for a distance of 18 metres.
35. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at its intersection with Surrey Street and extending in a northeasterly direction for a distance of 10 metres.
36. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Mclean Street and extending in a northeasterly direction for a distance of 10 metres.
37. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Mclean Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 12 metres.
38. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Mclean Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 13 metres.
39. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Mclean Street and extending in a southwesterly direction for a distance of 63 metres.
40. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at a point 153 metres southwest from its intersection with Surrey Street and extending in a southwesterly direction for a distance of 67 metres.

Linwood Avenue / Brittan Street (Attachment D)

*General Arrangements*

41. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Linwood Avenue and Brittan Street, as detailed on plan TG361601 in **Attachment D**.

*Parking and Stopping Restrictions*

42. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a northwesterly direction for a distance of 15 metres.
43. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Brittan Street commencing at its intersection with Linwood Avenue and extending in a northeasterly direction for a distance of 16 metres.
44. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Brittan Street commencing at its intersection with Linwood Avenue and extending in an northeasterly direction for a distance of 18 metres.
45. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a southeasterly direction for a distance of 14 metres.
46. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a northwesterly direction for a distance of 15 metres.
47. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Brittan Street commencing at its intersection with Linwood Avenue and extending in a southwesterly direction for a distance of 16 metres.
48. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Brittan Street commencing at its intersection with Linwood Avenue and extending in a southeasterly direction for a distance of 15 metres.
49. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Brittan Street and extending in a southeasterly direction for a distance of 14 metres.

Linwood Avenue / Tancred Street (Attachment E)

*General Arrangements*

50. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Linwood Avenue and Tancred Street, as detailed on plan TG361601 in **Attachment E**.

*Traffic Controls*

51. Approves that the southwest approach of Tancred Street at its intersection with Linwood Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
52. Approves that the northeast approach of Tancred Street at its intersection with Linwood Avenue be controlled by a Give Way control, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

*Parking and Stopping Restrictions*



53. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a northwesterly direction for a distance of 18 metres.
54. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a northeasterly direction for a distance of 15 metres.
55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a northeasterly direction for a distance of 15 metres.
56. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a southeasterly direction for a distance of 15 metres.
57. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a northwesterly direction for a distance of 15 metres.
58. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a southwesterly direction for a distance of 17 metres.
59. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Tancred Street commencing at its intersection with Linwood Avenue and extending in a southeasterly direction for a distance of 13 metres.
60. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Linwood Avenue commencing at its intersection with Tancred Street and extending in a southeasterly direction for a distance of 16 metres.

Woodham Road (Attachment F)

*General Arrangements*

61. Approves the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Woodham Road, as detailed on plan TG361601 in **Attachment F**.

*Bus Passenger Shelter*

62. Approves pursuant to Section 339(1) of the Local Government Act 1974 the installation of a bus passenger shelter on the south side of Woodham Road at a point 7 metres east of its intersection with Tancred Street.

*Parking and Stopping Restrictions*

63. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at its intersection with Tancred Street and extending in an easterly direction for a distance of 19 metres.
64. Approves that a bus stop be installed on the south side of Woodham Road, commencing at a point 19 metres east of its intersection with Tancred Street and extending in an easterly direction of a distance of 14 metres.
65. Approves that the stopping of vehicles be prohibited at any time on the south side of Woodham Road commencing at a point 33 metres east of its intersection with Tancred Street and extending in an easterly direction for a distance of 12 metres.

66. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at a point 483 metres east of its intersection with Patten Street and extending in an easterly direction for a distance of 68 metres.
67. Approves that a bus stop be installed on the north side of Woodham Road, commencing at a point 551 metres east of its intersection with Patten Street and extending in an easterly direction of a distance of 14 metres.
68. Approves that the stopping of vehicles be prohibited at any time on the north side of Woodham Road commencing at a point 565 metres east of its intersection with Patten Street and extending in an easterly direction for a distance of 9 metres.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand’s carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The School Safety Linwood project was included within the Transport Choices programme due to alignment with the “support safe, green and healthy school travel” investment category of the programme.
- 3.4 Improving safety on local roads in Christchurch is a priority for Council and is also a national priority under the principles and guidance of the Te Ara ki te Ora Road to Zero - New Zealand’s road safety strategy for 2020-2030. There are several focus areas being looked at nationally to achieve this, but the most significant difference can be made through having safe and appropriate speeds on our roads, and safer infrastructure.

#### **Changes made to the scheme design as a result of consultation feedback and safe system audit**

- 3.5 The eastbound bus stop on Woodham Road has been relocated to retain car parking outside 151 Woodham Road.
- 3.6 Speed humps have been included on the following local streets Ngarimu, Holland, and Rowcliffe, refer Attachment B.
- 3.7 It is now proposed to use speed humps rather than speed cushions for ease of delivery on side roads adjoining Worcester Street. On Worcester Street itself pre-made speed cushions will be used to reduce any redundant construction, due to the future cycleway.
- 3.8 The pedestrian crossing on Woodham Road will become a dual crossing for people walking and cycling. This is to be consistent with other crossings in the area being investigated through the Streets for People programme.
- 3.9 No changes are proposed to the schemes at Linwood/Britten or Linwood/Tancred intersections.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### **The Transport Choices Programme**

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. In deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

#### **Project Options Considered**

- 4.3 For the Worcester Street scheme an option using roundabouts at the intersections of Wyon Street and McLean Street was considered to slow traffic. Pre engagement was undertaken with those residents that would be immediately impacted by the roundabouts adjacent to their property. The feedback received, in general, did not support this option so this option was dropped.

## **5. Detail Te Whakamahuki**

- 5.1 The decision affects the following wards/Community Board areas:
- 5.1.1 Linwood Ward
  - 5.1.2 Waitai Coastal-Burwood-Linwood Community Board
- 5.2 The locations for school safety improvements were identified through a review of the existing network within the school catchments, school travel plan information, a review of pedestrian crossing opportunities in the area and feedback received through engagement on the Safe Speed Neighbourhood programme. The following locations identified were:
- Woodham Road at Whitau School;
  - Worcester Street close to Te Pā o Rākaihautū;
  - Linwood Avenue for children living to the west of this main road, and;
  - Woodham Road at the park and bus stops.

#### **Woodham Road at Whitau School**

- 5.3 The Woodham Road scheme at Whitau School was developed through engagement with the school children and parents. They raised concerns about the existing crossing on Woodham Road, and to make it safer it is proposed to raise the crossing. During these conversations additional issues were raised at the other school entrances at Ngarimu Street, Holland Street and Rowcliffe Crescent. The project was therefore extended to seek to resolve the issues at

these locations which were speed of vehicles travelling along these local streets and parking on Rowcliffe Crescent.

- 5.4 Crash information was provided in the Safe System Audit undertaken by independent consultants. Ten crashes were reported at this location in a five-year period, with multiple crash types identified:
- Motorists pulling out from Worcester Street and impacting other motorists travelling along Woodham Road;
  - Pedestrian hit on the zebra crossing due to blocked visibility from traffic backed up on the opposite side of the road;
  - Vehicles undertaking a U-turn from the shops impacting other motorists travelling along Woodham Road;
  - Vehicles rear end crashing due to inattention and suddenly breaking for a pedestrian on the crossing;
  - Vehicle moving to the left of a vehicle waiting to turn right into Worcester Street and being hit by a motorcycle undertaking on the left, and;
  - Motorist opening the car door into the path of a cyclist.
- 5.5 Counts undertaken in June 2023, identified that Woodham Road currently carries approximately 11,000 vehicles per day. Speeds measured to the west of the current crossing are:

85%ile Speed		Mean Speed	
Eastbound	Westbound	Eastbound	Westbound
50 km/h	49.3 km/h	43.2 km/h	42.5 km/h

- 5.6 The safe system speed for pedestrians is 30 km/h to reduce the risk of death or serious injury should a crash occur. This means that vehicles may be exceeding safe system speeds during school peak times. The raised safety platform will help to control speeds during the times when free-flow speeds are higher, reducing both the likelihood of a crash occurring and the severity of the crash should it occur.

### Worcester Street

- 5.7 The Worcester Street scheme provides improved crossing facilities for children walking to school and reduces vehicle speeds along this local road. Count data (2019) shows that an average of 2,271 vehicles use this street per day. The speed data shows that people are travelling over the posted speed limit along Worcester Street.

85%ile Speed		Mean Speed	
Eastbound	Westbound	Eastbound	Westbound
55.3km/h	57.5 km/h	48 km/h	50 km/h

- 5.8 Calming traffic speeds would make the street safer for people walking and cycling, particularly for people travelling to the school, the park, and the playcentre.

### Linwood Avenue

- 5.9 There is currently only one pedestrian crossing between Woodham Road and Gloucester Street on Linwood Avenue. This is located close to England Street. Increasing the number of crossing points will improve accessibility for people walking in the community, and the islands will allow people to cross in two stages.

- 5.10 Survey data (2020) shows that Linwood Avenue carries on average 10,786 vehicles per day. Speeds measured on this section of Linwood Avenue are:

85%ile Speed		Mean Speed	
Northbound	Southbound	Northbound	Southbound
56.6km/h	55.6 km/h	51.8 km/h	50.6 km/h

- 5.11 Crash information was provided in the Safe System Audit undertaken by independent consultants. The crash information showed that all crashes (five) along Linwood Avenue occurred due to inattention leading to rear end vehicle crashes and or collision with parked vehicles.

#### Woodham Road at Woodham Park

- 5.12 The proposed crossing point at this location will improve accessibility for children and the community accessing the park and the bus stops on Woodham Road.
- 5.13 While there is no volume or count data at the proposed location, a survey (2020) to the west shows that Woodham Road carries on average 8,632 vehicles per day. Speeds measured on this section of Woodham Road are:

85%ile Speed		Mean Speed	
Eastbound	Westbound	Eastbound	Westbound
55.7km/h	55.9 km/h	50 km/h	50.2 km/h

#### Public Consultation Te Tukanga Kōrerorero

- 5.14 Early engagement with Whitau School started in late May, where a workshop was hosted with students and parents to identify issues and situations that made them feel unsafe travelling to and from school, and ideas for making the area safer when travelling to and from school. This informed the scheme plans for the area.
- 5.15 Affected residents were doorknocked prior to consultation. Feedback was mostly positive, apart from proposed roundabouts on Worcester Street. Plans were updated for consultation for Worcester Street.
- 5.16 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.17 Staff attended a LinWard collective hui (consisting of Te Whare Taonga o Ngā Iwi Katoa Linwood Resource Centre, Bromley Community Trust, The Loft, CCC Libraries, Christchurch Methodist Mission and St Chads Church and Linwood Avenue Corner Trust) to brief them on Way Safer Streets projects in early June 2023. Recommended engagement tactics were taken on board.
- 5.18 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, Environment Canterbury, Mahaanui Kurataiao, Whitau School, and The Loft at Eastgate. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.19 Consultation documents (including a submission form) and flyers were available at Bromley Community Centre, Linwood Union Church, Linwood Library, and Linwood Resource Centre and Community Gardens.



- 5.20 Two Newline stories were published and picked up by local media outlets. Digital screens were displaying the consultation in Civic Offices and Linwood Library, as well as newspaper advertising in The Star and The Pegasus Post. Digital billboards were utilised in Linwood, including outside Eastgate mall. An online targeted advertising campaign ran for the entire consultation period. Footpath decals with QR codes were installed where intersection upgrades were proposed.
- 5.21 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.22 During consultation, affected residents were door knocked where we had made scheme plan changes on Worcester Street. Feedback was positive.
- 5.23 A follow up session was hosted in late June with Year 6 students from Whitau school, where staff shared the scheme plans and students used post it notes to indicate what they liked and disliked about the plans, and what was missing. Feedback was largely positive, and students requested additional traffic calming measures, including more speed bumps outside the school, safer ways to cycle, more pedestrian and zebra crossings in the area, and additional ways of reducing driver speeds.
- 5.24 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

### Summary of Submissions Ngā Tāpaetanga

- 5.25 The design that was consulted on was developed through early engagement with Whitau School
- 5.26 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.27 To reduce confusion for submitters, consultation for this project was merged on the [Social Pinpoint Map](#) with 'Slow Speed Neighbourhoods' – another four proposed intersection upgrades for the North Linwood area.
- 5.28 A total of 19 submissions and 10 comments were made on these projects. 15 submissions were made via the [Social Pinpoint Map](#), and four submissions were made via email/PDF. Submissions were made by Waitai Coastal-Burwood-Linwood Community Board, Waipapa Papanui-Innes-Central Community Board, Disabled Persons Assembly, and 16 individuals. All submissions and comments are available in **Attachment G**.
- 5.29 On the [Social Pinpoint Map](#), the projects received a total of 62 upvotes, 7 downvotes, and 27 comments:

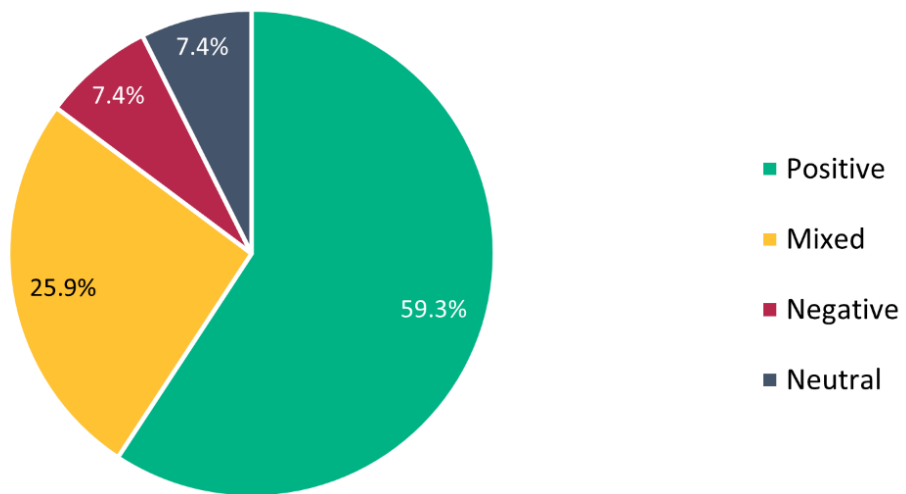
### Summary from social pinpoint interactions

Project pin	Comments	Upvotes	Downvotes
Overall project pin	5	19	3
<b>Site 1</b> - Linwood Ave/Brittan St pedestrian crossing and speed humps	2	6	1
<b>Site 2</b> - Linwood Ave / Tancred St pedestrian crossing	3	12	1
<b>Site 3</b> - Woodham Rd / Tancred St pedestrian refuge island	6	9	0

<b>Site 4</b> - Woodham Rd / Worcester St zebra crossing upgrade	2	9	1
<b>Site 5</b> - McLean St, Surrey St and Wyon St - pedestrian refuge islands and speed cushions	8	4	1
<b>Site 6</b> - Ngarimu St, Holland St - speed cushions and no stopping restrictions	1	3	0
<b>Total</b>	<b>27</b>	<b>62</b>	<b>7</b>
<i>Other projects (Slow Speed Neighbourhoods)</i>	<i>10</i>	<i>49</i>	<i>8</i>

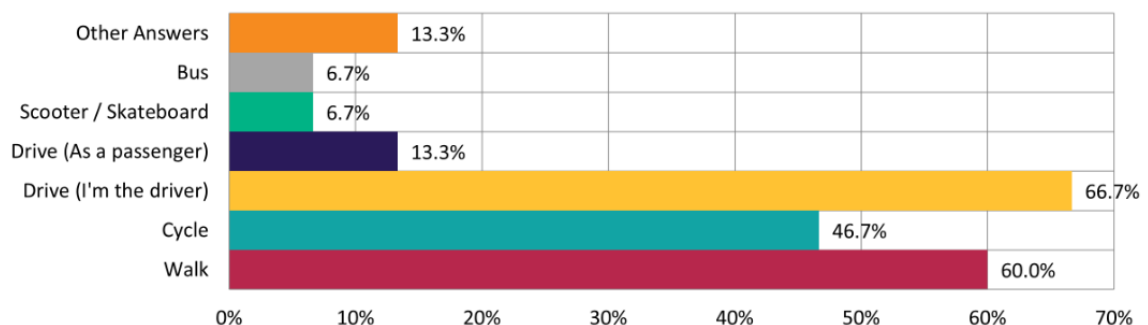
5.30 Comment sentiment was predominantly positive (59.3%), or mixed (25.9%):

### Comment sentiment (27 comments)



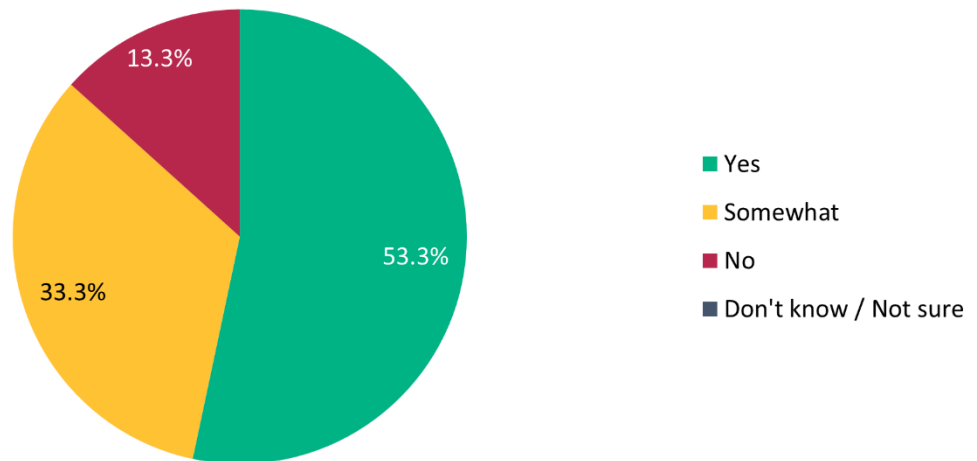
5.31 Submitters were asked how they travel through this area. The majority (66.7%) of submitters use this area via car (as the driver), followed by walking (60.0%):

### How do you currently travel through this area? (N=15) (Respondents could select multiple responses)



5.32 The majority of submitters felt this proposal would improve safety for pedestrians (53.3%):

Do you think this proposal will improve safety for pedestrians? (N=15)



5.33 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Worcester Street, Tancred Street), live in local suburbs (i.e. Linwood, Woolston), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
No	0	0	2
Somewhat	2	3	0
Yes	2	4	2

5.34 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Supportive of the proposed intersection upgrades</b> <ul style="list-style-type: none"> <li>This project is valuable in addressing existing safety concerns and is long overdue</li> </ul>	20	9	29
<b>Raising existing safety issues</b> <ul style="list-style-type: none"> <li>Discussing near misses that they have witnessed on Buckleys Rd and McLean St, on Worcester St and Woodham Rd with regards to speeding, and pedestrian crossings making access a lot safer to Woodham Park and Whitau School</li> </ul>	6	5	11
<b>Not supportive of certain treatments proposed</b> <ul style="list-style-type: none"> <li>Concern with roundabouts proposed on Worcester St and resulting parking loss, which may have been caused by confusion from the early engagement consultation letter which has since changed as a result of community feedback</li> <li>Concern around visibility and congestion, access, and wanting to shift certain features</li> </ul>	3	2	5

Requests	Number of comments	Number of submissions	Total mentions
<b>Requests outside of existing proposed intersections</b> <ul style="list-style-type: none"> <li>Further traffic calming on Worcester St, given the speed issues</li> <li>A crossing at Gloucester St bridge</li> <li>Pedestrian crossings and traffic calming at Brittan St/Armagh St and Linwood Ave/England St/Armagh St intersections</li> <li>Maintenance of the shared path from Hargood St to Smith St</li> <li>Traffic calming on streets around Woodhouse St, Tancred St, Rochester St and Surrey St</li> </ul>	3	4	7
<b>Shifting a pedestrian crossing</b> <ul style="list-style-type: none"> <li>Specifically requesting a certain treatment be shifted, for instance, pedestrian refuge islands further away from intersections</li> </ul>	3	3	6
<b>Resealing / tidying the road condition</b> <ul style="list-style-type: none"> <li>Requests have been made to address Worcester St earthquake damage in the road, incorporating Surrey St condition, improve footpath condition and tidiness generally in the east, and increase street trees</li> </ul>	0	4	4
<b>Accessibility / mobility requests</b> <ul style="list-style-type: none"> <li>Ensure crossings are smooth and wide to accommodate a range of mobility devices</li> <li>Increasing access for those with visual and mobility impairments who have less choice is important</li> <li>That pedestrian crossings are safe and visible, with good lighting, tactile strips, mobility kerb cuts, and sufficient turning space for wheelchairs/mobility aids</li> </ul>	2	2	4
<b>Additional traffic calming measures in existing plans</b> <ul style="list-style-type: none"> <li>More speed bumps on Worcester St and Armagh St</li> <li>Another speed cushion on Rowcliffe Cres close to main intersection of Woodham Rd</li> </ul>	1	1	2

5.35 A late submission was received after we reconsulted following shifting the bus stop from 171 Woodham Road to 169 Woodham Road, see Attachment H.

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2 Transport

6.2.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=36% of trips undertaken by non-car modes
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - <=1.10 million tonnes of CO2 equivalents

- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents

### **Policy Consistency Te Whai Kaupapa here**

- 6.3 The recommendations of this report are consistent with Council's Plans and Policies, in particular:
- 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.7 The decisions in this report are likely to:
- 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint within New Zealand.
- 6.10 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.11 The Transport Choices programme addresses barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.12 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.



## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - the total project estimate is \$631,813. This is inclusive of design and project management.
- 7.2 Maintenance/Ongoing costs – \$3,445 per year additional costs associated with coloured surfacing and linework. These costs will be eligible for Waka Kotahi subsidy at Council's 51% Funding Assistance Rate. The net maintenance cost for the total Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 CPMS ID 72777, Transport Choices 2022 – School Safety Linwood, \$531,813
  - 7.3.2 CPMS ID 65923, School Safety, \$100,000
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.
- 7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.5.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.5.2 Project costs are in accordance with expectations.
  - 7.5.3 Ability to deliver the project prior to June 2024.
- 7.6 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.









### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. This project is presently on track in compliance with all milestones.
- 9.3 Funding Security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation Cost Uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	School Safety Linwood - Woodham Road Crossing	23/1251047	365
B 	School Safety Linwood - Ngarimu, Holland & Rowcliffe	23/1251045	366
C 	School Safety Linwood - Worcester Street	23/1251061	367
D 	School Safety Linwood - Linwood Ave/Brittan St	23/1251049	368
E 	School Safety Linwood - Linwood Ave/Tancred St	23/1251051	369
F 	School Safety Linwood - Woodham Road at Tancred Street	23/1251055	370
G 	School Safety Linwood and Slow Speed Neighbourhoods - Submission Table (Public)	23/1366493	371
H 	School Safety Linwood - 169 Woodham Road Submission	23/1410238	398

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

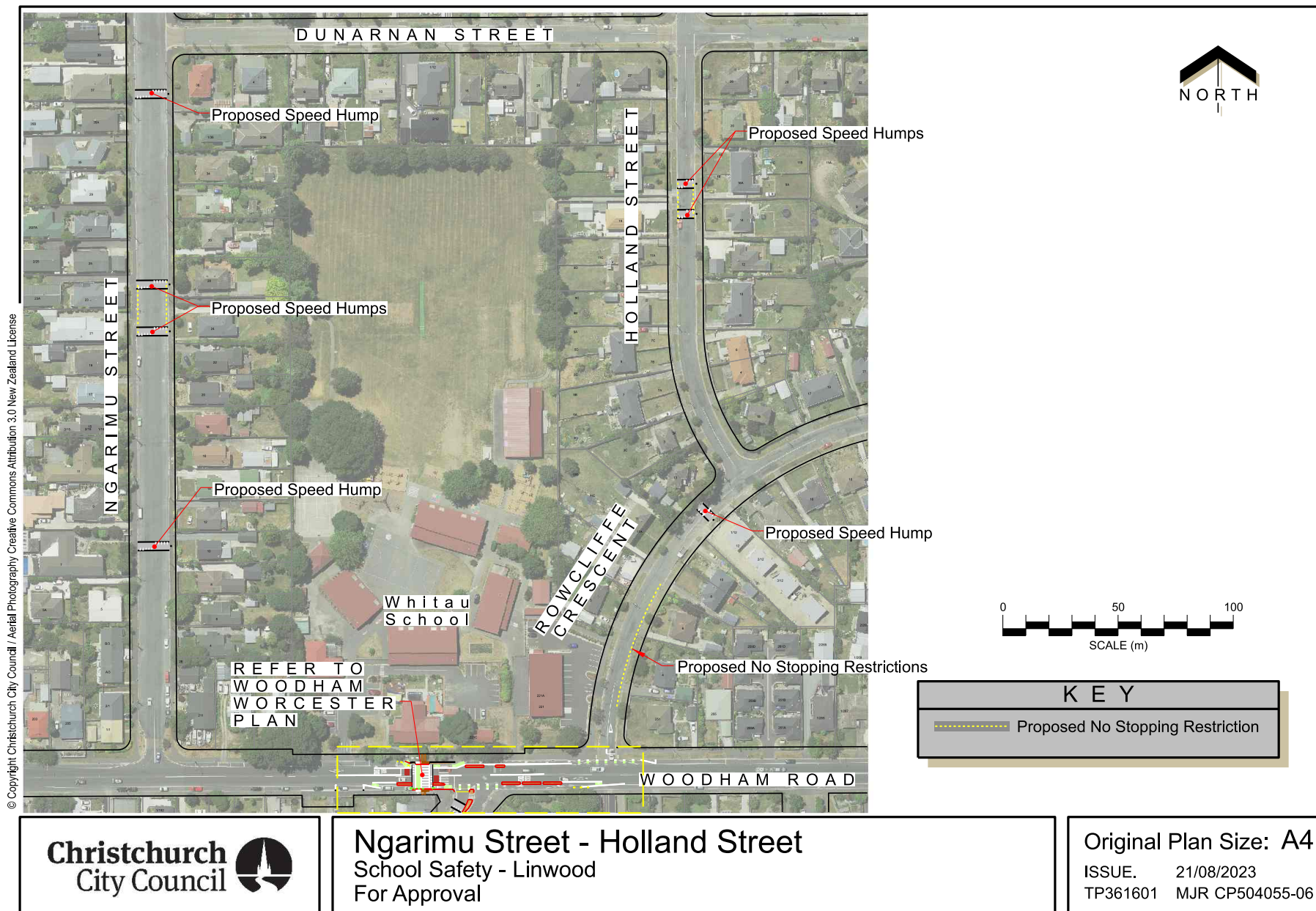
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Andrew Cameron - Project Manager Gemma Dioni - Senior Transportation Engineer Samantha Smith - Engagement Advisor Kelly Griffiths - Senior Project Manager Wayne Gallot - Senior Transportation Engineer
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management









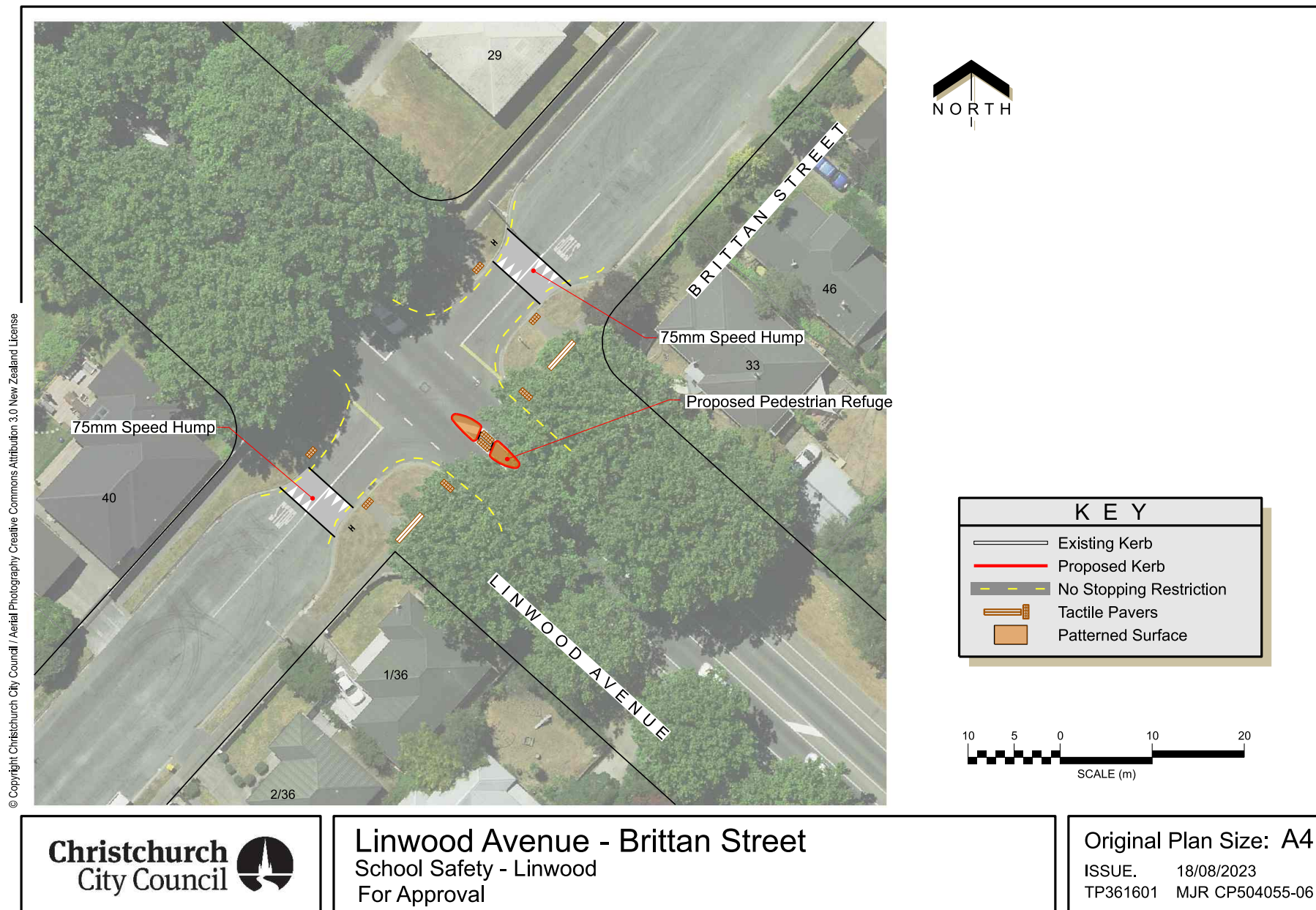


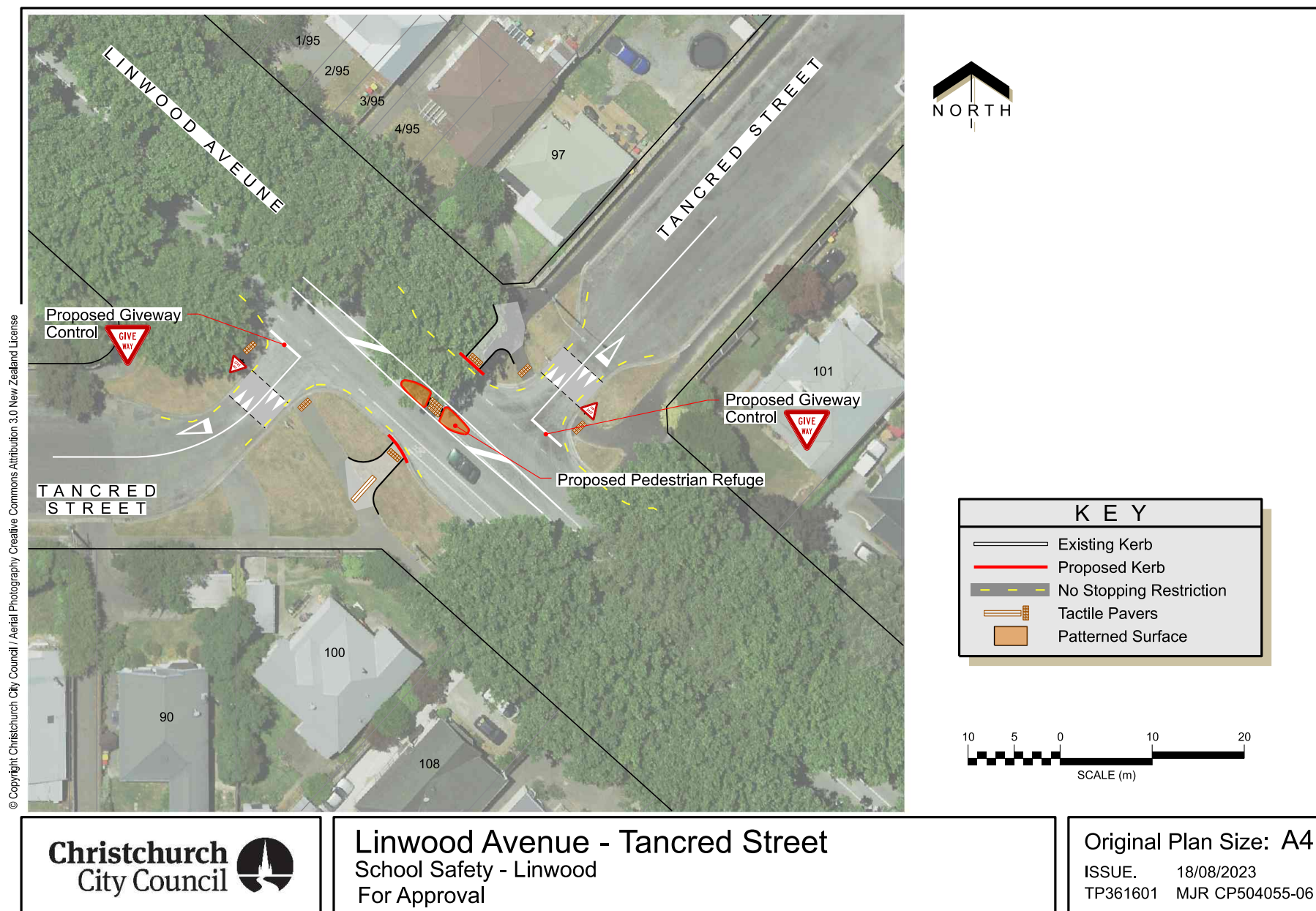
Christchurch  
City Council

Worcester Street - Mclean / Surrey / Wyon Street  
School Safety - Linwood  
For Approval

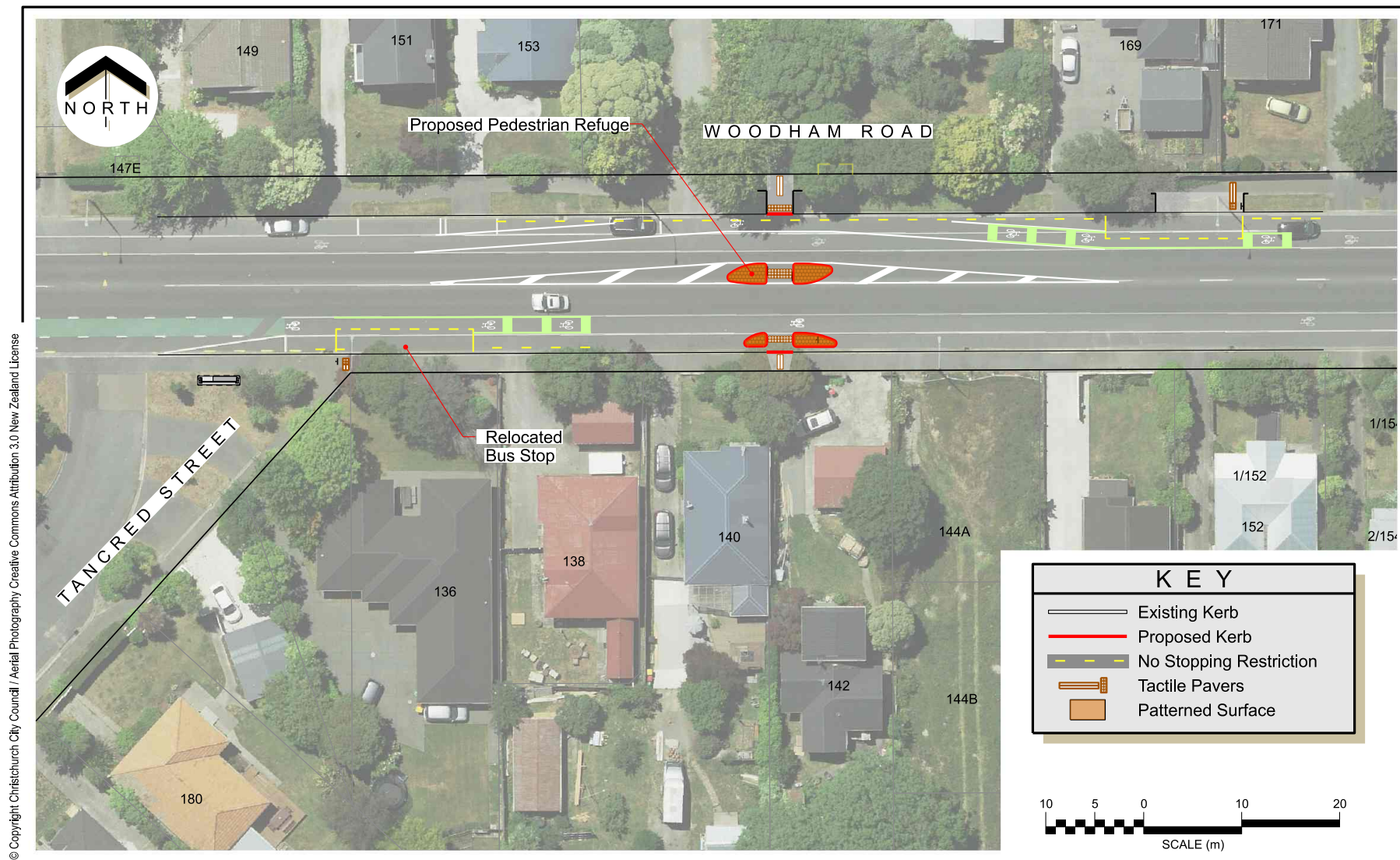
Original Plan Size: A4  
ISSUE. 21/08/2023  
TP361601 MJR CP504055-06











Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
10005	N/A		See submission attachment 10005	Emma Norrish - Waipapa Papanui-Innes-Central Community Board
10014	Yes	<ul style="list-style-type: none"><li>• The Board would like to support option 2, the compromise option for pedestrian refuge island and bus stops outside Woodham Park (presented by staff to local residents).</li><li>• Support Whitau school crossing as long as time-limited parking is provided for the dairy.</li><li>• Strongly support speed cushions on Ngarimu Street.</li></ul>	<ul style="list-style-type: none"><li>• The Board supports all of the additional proposed changes.</li></ul>	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board
10015	Somewhat	The area i am talking about is the school at the top of Worcester street and woodham road , commuters use Worcester street as a thoroughfare and “hoon “ around the Worcester corner down Worcester street and often just miss the cars hooning out of Dacre street corner . I have often seen children wandering across Worcester on the way home and nearly collected by a car . Also the children playing on the berms in Dacre street so often nearly get hit by the 5-7 pm boy racers who live around this part and wheely around the corner . Very concerning for children , no respect for speed limits . I have nearly been hit several times coming out of my drive on the intersection ofDacre and Worcester . This issue is aggravated as lots of tradies park right up to the driveways on both sides and its very difficult to get good visibility .	Worcester street is now classed as high density housing and is undergoing a major demolition rebuild program up the east end . This is a big contribution to the safety issues .	Rene Cochrane



Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
10016	Yes	<p>It has been a concern for me and our family how few trees there are and how some fast people drive in our area. In North Linwood we have very wide streets that encourage some drivers to be extremely reckless and push their cars to their limit....which is far beyond the speed limit shall I say. We have 9 children within 60m of road on Woodhouse St, so road safety is important to our neighbourhood. More than a sign is needed and we strongly hope that this plan incorporates street trees &amp; narrower roads to confine &amp; prevent drivers' perception of openness and ability to speed. This driving attitude is well documented.</p> <p>In addition -&amp; global warming, then there is no technology or system yet other than trees that can reverse the effects of CO2 emissions. We must plant more trees. Finally, it's disappointing to see new areas like Wigam having nicely present roads &amp; street trees, and Linwood only has Linwood Ave, which was planted decades ago. However, ratepayers of Linwood have been rates for many many decades and the streets are generally unchanged. I must add with the new developments in the North Linwood area, the development contributions would be in the millions of dollars, yet to see this being spent on improving the infrastructure or presentation of neighborhoods for which contribution was sourced. It is a very discriminative distribution of council funding where Linwood has seen so little funding.</p> <p>In saying this, I hope CCC prioritises road safety &amp; street trees in the North Linwood area as it is a matter of children's lives &amp; the funding has been sourced.</p>		Aaron Ghattas
10017	Somewhat	<p>Given the post earthquake construction of MANY NEW government and privately built multi-unit dwellings and the corresponding increase in the number of families with young children in this area, there is ample justification for pedestrian crossings on Armagh street before and/or after where it merges into England street, just prior to intersecting with Linwood Avenue. Currently there are none!</p>	<p>Vehicular access to Trent street is restricted to the Armagh street end but only the south bound entrance from Avonside drive. Thus it is proportionately less used as a thoroughfare since it goes nowhere other than into the south bound lane of Avonside drive. However, both Brittan and England streets are much busier since they both intersect with and traverse Linwood avenue. During busy times of day, Avonside drive is often congested at intersections and as a result, traffic traveling into the city on Linwood and/or Woodham is using both England and Brittan streets as a bypass to avoid that congestion. There's nothing really concerning about that except that both of these "short-cuts" egress onto Armagh street with the bonus that there are currently no speed impediments, no pedestrian crossings and no policing to prevent some drivers from using that part of Armagh as a practice run for straights at Ruapuna raceway. Sadly I don't currently have any video or photos of the donut rubber burns on the Brittan/Armagh intersection</p>	Colin Maxwell

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
			but I assure you that they are frequently laid down. I respectfully submit that the improvements proposed for the Trent/Armagh intersection be moved or repeated at the Brittan/Armagh intersection and/or the Linwood/England (Armagh) intersection.	
10021	No	Move the crossing further away from the corner of Worcester street than it is now and further away from the proposed nw site	<p>Once again it seems the council have not taken into account the business interests that are effected in their plans. Local business depend on customers being able to access the business from nearby parking. A prime example is the corner diary that currently has 3 car parks outside their buisness. They rely on customer being able to use the parks out side the shop on Woodham Road to a axcess their shop. The current plan removes these. There will be no parks within a short distance of the shop. Economical this will make the business unviable. There have already hbeen dramatic reductions due to changes to cigarette sales. If customers can't get access to parks then they will simply not attend the business but go elsewhere. Foot traffic is not enough to sustain the economy viability of the business. The loss of the business's will be a loss to the community as a whole.</p> <p>If the change to the crossing is required then moving it further still along the road to be outside residential properties would achieve the same safety factor without producing the disastrous economic effects of destroying the car parks outside the business. The loss of parking outside residential properties where visitors can park up driveways or further form an intended vist away would have a far less ranging effect than removing parking from outside a business. We all know people are lazy and will drive past a business if there are no car parks available rather than park further away and walk back. Service stations now sell similar goods and many people would just call in to one of those for the simplicity of availability.</p>	Graham Coumbe

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Organisations / Businesses

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
10018	N/A		See submission attachment 10018	Chris Ford - Disabled Persons Assembly

Individuals

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
10001	Yes			Cody Cooper
10002	Yes		<p>Re the Buckleys/McLean intersection: By sheer coincidence, I was crossing Buckleys Road just north of this intersection at 6:45 this morning when two cars came hooning out McLean St at such a speed I instinctively made a dash for the median strip in case they didn't see me in the dark (or didn't care). This was an anomaly - usually it's the evening when this sort of driver starts showing off to their mates - but it still makes me inclined to favour traffic calming measures.</p> <p>The other proposed changes to the McLean/Buckleys intersection of tactile pavers and a pedestrian refuge island will also be extremely valuable both for schoolchildren and general foot traffic in the area. Lots of people walk along this way to/from Eastgate Mall, and there are a number of people with physical disabilities so it will be important to ensure that this crossing is both smooth and wide to accommodate a range of mobility devices.</p>	Deborah Fitchett
10003	Yes	No, looks awesome.	Just go for it. Great that we're getting funding for this. Totally support.	Craig Martin
10004	Somewhat	Accommodate cyclists to some degree at the intersection of Rowcliffe crescent and Woodham Rd, to enable safe crossing over Woodham Road to Worcester Street. Cyclists using Rowcliffe Crescent will now need to negotiate pedestrians crossing to and from the school, while vehicles parking and making U-turns at the blocked off end of Rowcliffe Crescent during school drop-off/pick-up periods will also make it more dangerous for pedestrians as well.	As a cyclist, it'd be good to have a way to get across Woodham road near the corner of Rowcliffe Cres from/to Worcester Street (a recommended route into the city), or a means of sharing the the pedestrian crossing (eg. shared pedestrian/cycle path to crossing to/from Worcester) via the current footpath (in front of the shop or school opposite.) Thanks very much :-)	Margaret Hunt

## Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
10006	Yes	Nothing new, but really want to say the Tancred St pedestrian refuge is way overdue and I welcome it with open arms. Many, many people cross here either getting on/off a bus, or walking dogs through Woodham Park, and this is sorely needed. Thank you!	There are very few safe pedestrian crossings in Woodham Rd, I'm glad to see you are putting more in known crossing areas to make this busy thoroughfare safer for pedestrians.	Ashley Campbell
10007	Yes	You really need to resurface Worcester St and smaller streets like Surrey St. They are still uneven after the earthquakes.	Please consider resurfacing streets.	Ali Plunket
10009	Somewhat	Fix the pot holes and remove piles of wet leaves and lichen on footpaths. Basic maintenance isn't kept up with. Fix what's broken before adding new infrastructure	Fix the roads in the east!!! Before you spend millions on adding more infrastructure	Rachel Brownie
10010	Yes			Cecile Bourguignon
10011	No	Install redlight cameras that snap on red light and speed. That is you biggest problem, 2nd change the time between 1 light going red and the other going green to 3 seconds not 1. I always coun to 2 before going through green. It has saved me many times. The problem is the drivers, not the road or its layout.		Hans Smeets
10013	Somewhat	Worcester street is so bad from the earthquake damage 12 years ago now and still hasn't been fixed and is a really health and safety issue. I often see cars having to avoid the potholes and bumps in order to drive on this road. I have submitted snap send and solve reports in order to get things fixed but still only temporary jobs have done. I think if the council wants to improve pedestrian crossings they also need to look at the main use for which the roads main purpose is for, which is cars and bikes. If the council only chooses only to do the pedestrian crossings and not fix the entire road to make the roads as safe as possible then I imagine the council will receive a lot of negative comments regarding this issues. In short do the job right and do it once, this goes for all the road in the eastern suburbs around Linwood.	Worcester street is so bad from the earthquake damage 12 years ago now and still hasn't been fixed and is a really health and safety issue. I often see cars having to avoid the potholes and bumps in order to drive on this road. I have submitted snap send and solve reports in order to get things fixed but still only temporary jobs have done. I think if the council wants to improve pedestrian crossings they also need to look at the main use for which the roads main purpose is for, which is cars and bikes. If the council only chooses only to do the pedestrian crossings and not fix the entire road to make the roads as safe as possible then I imagine the council will receive a lot of negative comments regarding this issues. In short do the job right and do it once, this goes for all the road in the eastern suburbs around Linwood.	Brett Fellows
10019	N/A (written submission)		I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a>  There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.	Cameron Bradley
10020	N/A (written submission)		Hello  I wish to make a submission on your safer streets for linwood plan.	Richard William Rowe

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
			<p>My subject is what the CCC call the shared path from Hargood Street to Smith st at the back of linwood pool and linwood park. The locals all laughed at the insult of a cycleway as a new never been before linwood cycleway on linwood Ave.</p> <p>Because your shared path that connects with the offical cycleway via linwood park and now also connects people to linwood pool has been the subject of major neglect for over 45 years since it was built and saw none of the big splash out for linwood Ave offical cycleway.</p> <p>The burocratic irony that people walk on that cycleway in the trees but our 1st cycleway must be call a shared path and not a cycleway because people walk on it is just crazy.</p> <p>I have been cleaning up weeding and planting all along the out fall drain cycleway for the last 14 years. During this time I have only seen 2 repairs to this section of path. With the very dangerous path fall away by the gow place Arron crescent bridge needing a partition from the local labour MP to get anything more than the safety tape that was put up weeks after the damage.</p> <p>My submission to you is that the current state of this path needs a lot of fixing.</p> <p>With iusses such as</p> <p>major cracks that grow weeds and I keep spraying</p> <p>Hollow sections in the path that leaves gather in and rot creating a trip hazard until I clean it out</p> <p>Tree roots rasing sections of the path creating trip hazard and so sloped it is hard for wheel chairs.</p> <p>Not all of this path has lighting. The section between Smith st and Tilford st only has 1 light</p> <p>Yet this path didn't even get a mention in the CCC safer street for linwood plain even when it connects to</p>	



Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
			linwood pool on Smith street. Regards Richard	

Comments

Comment	Upvotes	Downvotes	Relevant information marker
Im pleased to see improvements proposed at the Worcester/Surrey, the speeds are high, sightlines are poor leaving my property on Surrey Street. I note that its even worse for the Surrey/Gloucester intersection, I frequently experience cars travelling at up to 70km/h heading in both directions, I have had several near misses while turning right out. I would highly appreciate works to be proposed at both Surrey Street intersections. There are also no safe crossing points along Gloucester Street.	3	0	Information Marker: School Safety Linwood
I totally support the proposed improvement for people on foot as, while this includes tamariki and rangatahi, it is also often those with visual and mobility impairments and the very elderly and frail who often have less choice in their transport options. Thank you for this move towards a more equitable road network!	2	0	Information Marker: School Safety Linwood
We support the effort to address the safety of school children and locals crossing Worcester street, however the proposal of a roundabout on the Worcester/Mclean Street intersection will severely impact access to our property and remove our off-street parking. The primary issue on our street is the speed of traffic and regular visits from boy racers who pose a huge threat to pedestrians. Instead of a roundabout here we would suggest the addition of speed bumps and safe crossings with islands.	0	2	Information Marker: School Safety Linwood
Where cycle on/off ramps are installed directional tgsi are required at the kerb line to provide guidance for those who are blind, deafblind or have low vision to stay on the footpath and not enter the road inadvertently.  Shared footpaths are not safe for vulnerable pedestrians and road space allocation should be considered for all users before this option is determined to be the solution in a busy residential commuter street.	1	1	Information Marker: School Safety Linwood
The streets around Woodhouse, Tancred, Rochester & Surrey need to be made safer. It's like a figure 8 race track for some. More than a sign is needed and we strongly hope that this plan incorporates street trees & narrower roads to confine & prevent drivers' perception of openness and ability to speed. Many families and a preschool are in the area. Some cars are driving far too fast and using the road a short cut to avoid intersections.	2	0	Information Marker: School Safety Linwood
Why not make peds cross over the raised platform? Seems odd to have them crossing adjacent to it.	0	0	Information Marker: Site 1 - Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Definitely support this. There should be safe pedestrian crossing points at every intersection on Woodham Rd . This is long overdue.	1	0	Information Marker: Site 1 - Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps
even though this is listed as a pedestrian project, it benefits cyclists as well. This crossing is a usefull route to get from the Worcester St cycle route up to the river corridor	2	0	Information Marker: Site 2 - Linwood Ave / Tancred Street Pedestrian Crossing
Great idea. Much safer option for crossing the road.	2	0	Information Marker: Site 2 - Linwood Ave / Tancred Street Pedestrian Crossing
Our bike groups regularly use this route to get from the Red Zone areas down to the Under the Red Verandah Cafe. Thanks for proposing this, it will be most helpful.	0	0	Information Marker: Site 2 - Linwood Ave / Tancred Street Pedestrian Crossing
Great idea. Wish you didn't have to consult, wastes time when you could just do it.	3	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
For the south refuge, wouldn't having the cycleway south of the south refuge be safer for everyone? I worry that cars will just drive straight onto the cycle path to cut between the centre refuge and the south one to avoid hitting them, which puts cyclists in their path. It would also mean that pedestrains are only ever crossing one lane of traffic at a time.	1	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
This refuge is sorely needed! So many cross to go into Woodham Rd here, or cross after getting off the bus, and in rush hour it can be a long wait for a clear road both ways. I walk with my dogs here every weekday, and this is a busy crossing point. This will make it much safer.	3	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
I mean Woodham Park in the previous comment!	0	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
Great idea for the pedestrian refuge on woodham road. I cross that road most days with my dog to walk through woodham park to the red zone so it would be very handy.	3	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
Yes please! We try to cross with my 3-year-old and 1-year-old every few days to go to the park. It is very difficult at the moment with cars continuously coming from both directions and a pram / kids bike or just walking.	1	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
Yes, definitely increase the visibility of the crossing at this intersection. There is a school & shops there! Busy with cars parked etc. Too many distractions, don't want a child be 'not seen'.	2	0	Information Marker: Site 4 - Woodham Road / Worcester Street Street zebra crossing upgrade
There is a visibility problem when turning right from worcester to woodham. By narrowing this intersection will create more traffic due to right turn.	0	1	Information Marker: Site 4 - Woodham Road / Worcester Street Street zebra crossing upgrade

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Such a great idea. People drive like maniacs down this street. Would be great to see these on Gloucester Street too. Would stop the hoons and keep kids and the rest of us safe.	2	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Good to see some safer crossing points along Worcester St, especially near the playground/school. Drivers down this stretch can get a bit "hoony" at times.	2	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Wouldn't it be safer to push the top and middle crossing points a bit further away from the intersections like the bottom one? Then kids don't need to check behind their left shoulder for traffic which might be turning right out of the side roads (when leaving refuge)? If moved a bit further away, they only need to check left for cars, turning or straight	1	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
We live in Worcesterstreet opposite Macleans street. We would like to see a zebra crossing and more speed bumps there. NOT a roundabout , that seems overkill to me . speed bumps will slow down the boy races down as well	1	1	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
People drive so fast down here so any improvements will be appreciated. It was terrifying crossing on foot or bike with our kids from Playcentre. Like another commentor, I had assumed a zebra crossing would be the way to go.	2	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
We support the effort to address the safety of school children and locals crossing Worcester street, however the proposal of a roundabout on the Worcester/Mclean Street intersection will severely impact access to our property and remove our off-street parking. The primary issue on our street is the speed of traffic and regular visits from boy racers who pose a huge threat to pedestrians. Instead of a roundabout here we would suggest the addition of speed bumps and safe crossings with islands.	0	1	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Wonderful! Can the cross at Surrey be moved closer to the playground. 1. Away from the intersection, 2. To service the playground for crossing childing / families.	1	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Im all for speed bumps, however the proposed no parking restriction is a bit over the top. There are a few people that park there cars on the road where they plan to put them. Turning left from McClean street there is no parking for about 4 houses down heading towards linwood Ave. Did the Council take into consideration how this will effect people who have to park on the road. I have already had my car tampered with, this makes me worried now I will have to park several houses down the street.	1	1	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Does Rowcliffe Cres need another speed cushion closer to main intersection to keep speeds lower from Woodham end?	1	0	Information Marker: Site 6 - Ngarimu Street, Holland Street Speed Cushions and no stopping restrictions
This really needs to happen throughout the residential areas of the central city as well. I would like to have speed cushions and traffic chicanes extend the length of Armagh street, especially between Madras and Fitzgerald since cars fly through here very often (both day and night). Armagh is covered with potholes, which makes cycling more	0	0	Information Marker: Site 7 - Armagh Street, Trent Street, Brittan Street - Pedestrian refuge islands and speed cushions

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
difficult as you have to weave around them which is particularly stressful as cars speed down this street.			
Why not a raised platform for peds to cross over on?	1	0	Information Marker: Site 8 - Woodham / Brittan Speed Hump and painted markings
As this area is often where I move across lanes when biking to join the cycle path I'm happy to have some slowing of traffic turning into Worcester from Linwood Ave.	1	0	Information Marker: Site 10 - Worcester Street / Linwood Ave speed hump
Whilst helping slow traffic, wouldn't the better thing be to have the peds walking over the raised platforms of they were better positioned and connected to footpaths?	1	0	Information Marker: Site 10 - Worcester Street / Linwood Ave speed hump
i support the raised platform idea that has been suggested. highlights pedestrain saftey which the proposed layout doesnt address.	0	0	Information Marker: Site 10 - Worcester Street / Linwood Ave speed hump

Submission attachment 10018



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)



Submission attachment 10018

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

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## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## Pedestrian/road improvements

### Footpaths and pedestrian infrastructure

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.



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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.



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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*"There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious."*

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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

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13 July 2023

Christchurch City Council

By email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

Christchurch  
City Council 

Papanui Service Centre  
5 Restell Street  
Christchurch 8013

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Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Way Safer Streets

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

### 2. Submission

The Board, focusing on the Way Safer Streets projects in its area, is supportive of the proposed projects, particularly in respect of supporting safety near schools, and in respect of advancing its Board Plan Priority for 'A Connected Transport Network in Waipapa Papanui-Innes-Central (roads, cycleways, paths)'.

The Board wishes to ensure that community safety is at the forefront of all transport recommendations, including the need for safe speeds and safe streets for all of our residents.

The Board is also committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, and wishes to ensure that the Strategy is being considered.

The Board also asks the Council to consider any other bigger picture issues when considering these proposed projects, including the impacts of intensification in the Board area.

The Board notes its fundamental support for active transport initiatives that promote walking, cycling and using public transport, and offers the following feedback in response to consultation questions on particular proposed projects in the Board area:

#### 2.1. Richmond Neighbourhood Greenway Cycle Connection

Firstly, the Board continues to support the greenway cycleway to link Richmond to the central city.

The Board also supports the submission of the Richmond Residents and

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Business Association (RRBA) recognising their understanding of the area and local viewpoints.

The Board notes the indications of the RRBA that many residents are already using the proposed Greenway Cycle Route, justifying, as they put it, the immediate installation of this cycle route. Also noted is RRBA's suggestion to connect the cycleway to the central city by installing a cycle crossing at the exit point of Alexander Street across Fitzgerald Avenue to meet up with the existing cycle path on the left bank of the Avon River in Cambridge Terrace.

Further to this, the Board highlights RRBA's suggestion of combining this project with the current Richmond road rebuild/repair programme and a longer term proposal of linking this cycleway with the current one in Cambridge Terrace with another route through Heywood Street, Draper Street, Swanns Road to Retreat Road (which would provide many young cyclists using the Rowing Complex facilities at Kerrs Reach a safer route through the city and Richmond).

It is insightful that the RRBA indicates these projects would collectively provide safer travelling for Richmond residents and those travelling through Richmond by bicycle, skateboards, scooters.

## 2.2. Te Aratai College Cycle Connection

The Board supports this proposed project in general, perceiving general community support for it, but is sympathetic to small businesses near the intersection with Ferry Road.

The Board, accordingly, urges that consideration is given to endeavouring to find ways to mitigate adverse effects on affected businesses (such as loss of navigability and parking for existing customer bases) – solutions could be either permanent or for a decent transitional period that gives time for these businesses to adapt. Consideration may be given in this context to e.g. alternative parking, better signage rights, design changes in the plan, and/or added features that make the situation "better off" for them.

The Board would also be encouraged to see Te Aratai College students involved in design elements in the area, such as into bus stops so as to have a sense of ownership in the space and provide some uniqueness for the area – reflecting that the youth have an embraced place in the community.

Finally, the Board has some reservation around bus stops interacting with cycle lanes in respect of safety considerations, suggesting it be made clear whether the interactions have been fully explored with all options considered, and safety appropriately weighted.

## 2.3. Linwood Bus Stop Improvements

The Board is broadly supportive of the improvements where and as they sit within the Board area, where members are more familiar with their community, welcoming that public transport is being supported through this project as importantly connecting residents into their

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spaces and destinations in a mode that is considerate of our Climate Goals.

#### 2.4. School Safety Linwood

With particular reference to the sites within the Board area as listed below, the Board is supportive of the emphasis on school safety in this project, which appears to have been carefully considered for these locations, duly balancing relevant factors that the Board appreciates.

*Site 1 – Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps*

*Site 2 – Linwood Ave/Tancred Street Pedestrian Crossing*

*Site 7 – Armagh, Trent, Brittan Streets – Pedestrian Refuge Islands and Speed Cushions*

*Site 10 – Worcester Street/Linwood Ave Speed Hump*

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish  
Chairperson  
Waipapa Papanui-Innes-Central Community Board

Submission on School Safety Linwood proposed bus stop shift – received Thursday 17 August 2023  
Received too late to be included in any analysis

**Q. Full name**

R. Gabriel Taite

**Q. Street name and number**

[REDACTED]

**Q. Suburb**

R. christchurch

**Q. Town / City**

R. christchurch

**Q. Postcode**

[REDACTED]

**Q. Are you submitting on behalf of a recognised organisation?**

R. No

**Q. If a hearings panel is required to hear objections, would you like to speak?**

R. Yes

**Your submission**

Q. Do you know the bus stop number?

R. Yes

**Q. Bus stop number**

[REDACTED]

**Q. Street address of the bus stop**

[REDACTED]

**Q. Does the proposal include a bus passenger shelter?**

R. No

**Q. Comments on this bus stop proposal**

R. Why spend rate payers money on something that doesn't need to be changed, there have been no incidents regarding this bus stop. I definitely don't want a bus stop right outside my driveway and we have elderly family members who visit us most days of the week and will have to walk along way if the change goes ahead. What is there at the moment works for everyone in the area and is a waste of money to change it. Or move it in front of the existing driveway into the old Wilding park tennis court entrance.

**Supporting information**

Q. Any other general comments

R.

**Notifications**

Q. Would you like to be informed in the decision-making process?

R. Yes

## 10. Transport Choices - Improving Bromley's Roads

Reference / Te Tohutoro: 23/1168897

Report of / Te Pou Matua:	Peter Bawden, Senior Project Manager Transport, peter.bawden@ccc.govt.nz; Jacob Bradbury, Manager Planning & Delivery Transport, Jacob.bradbury@ccc.govt.nz
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Transport Choices - Improving Bromley's Roads project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
2. Approves that any previous resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) to the extent that they are in conflict with resolutions 5 to 60 be revoked.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
4. Approves that construction of the Transport Choices – Improving Bromley's Roads project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

[McGregors Road/Hay Street/Butterfield Avenue](#)

*General Arrangements*

5. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Hay Street, McGregors Road and Butterfield Avenue, as detailed on plan 310203418-TP74469-01-001-C101, and attached to this report as **Attachment A**.

*Shared Paths*

6. Approves that the path on the southern side of Hay Street, commencing at a point 23 metres west of its intersection with McGregors Road, and extending in an easterly direction to a point 58 metres east of its intersection with McGregors Road, as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
7. Approves that the path on the northern side of the Hay Street, commencing at a point 14 metres west of its intersection with Butterfield Avenue, and extending in an easterly direction to appoint 39 metres east of its intersection with McGregors Road, as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

*Traffic Controls*

8. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, road surface treatments and road markings at the Hay Street and McGregors Road intersection, and also including all approaches to this intersection, as detailed on plan 310203418-TP74469-01-001-C101, and attached to this report as Attachment A.
9. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Hay Street at a point 20 metres west of its eastern intersection with McGregors Road and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A.
10. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on a raised platform on Hay Street at a point 20 metres west of its eastern intersection with McGregors Road and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A and further approves that Give Way controls are placed against traffic approaching the crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.
11. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on McGregors Road at a point 12 metres south of its intersection with Hay Street and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A.

12. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a priority cycle crossing be established on a raised platform on McGregors Road at a point 12 metres south of its intersection with Hay Street and as detailed on plan 310203418-TP74469-01-001-C101, dated 29/08/23 and attached to this report as Attachment A and further approves that Give Way controls are placed against traffic approaching the crossing requiring that traffic to give way to users of the cycle crossing facility (in addition to users of the adjacent pedestrian crossing). These Give Way controls are to be evidenced by signs and/or markings installed in accordance with Land Transport Rule: Traffic Control Devices 2004.

*Stopping and Parking Restrictions*

13. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Hay Street commencing 41 metres southwest of its intersection with Butterfield Avenue, and extending in a northeasterly, then easterly direction for a distance of 157 metres to tie into existing no stopping restrictions west of the intersection of Hay Street and Kuaka Crescent.
14. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of Butterfield Avenue commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 9 metres.
15. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of Butterfield Avenue commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 9 metres.
16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of McGregors Road (north of Hay Street), commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 15 metres.
17. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the eastern side of McGregors Road (north of Hay Street), commencing at its intersection with Hay Street and extending in a northerly direction for a distance of 15 metres.
18. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Hay Street, commencing at a point 40 metres west of its intersection with McGregors Road (south of Hay Street) and extending in an easterly direction to a point 107 metres west of Korora Street.
19. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of McGregors Road (south of Hay Street), commencing at its intersection with Hay Street, and extending in a southerly direction for a distance of 40 metres.
20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southern side of Hay Street, commencing at its intersection with McGregors Road (south side of Hay Street), and extending in a south easterly direction for a distance of 21 metres.
21. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the island south of Hay Street, beginning at a point parallel to the west edge of the property accessway of 86 Hay Street and following the island's kerb in a complete loop.



22. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, beginning at a point 2 metres east of the property access to 86 Hay Street, and following the island's kerb in a complete loop.
23. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the western side of McGregors Road commencing at its intersection with Hay Street and extending in a southerly direction for a distance of 18 metres.
24. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southeast side of the service lane providing access to 72 McGregors Road and 82-82 Hay Street commencing at its intersection with McGregors Road and extending generally in a northeast direction to a point 9 metres northeast of the property boundary between 70 and 72 McGregors Road when measured in a straight line parallel to the road boundary.

#### Hay Street/Ruru Road

##### *General Arrangements*

25. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Ruru Road and Hay Street, as detailed on plan 310203418-TP74469-01-002-C101, and attached to this report as **Attachment A**.

##### *Traffic Controls*

26. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, road surface treatments and road markings at the Hay Street and Ruru Road intersection, and also including all approaches to this intersection, as detailed on plan 310203418-TP74469-01-001-C102, dated 29/08/23 and attached to this report as Attachment A.
27. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Hay Street at a point 7 metres south of its intersection with Ruru Road and as detailed on plan 310203418-TP74469-01-001-C102, dated 29/08/23 and attached to this report as Attachment A.
28. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of Land Transport Rule: Traffic Control Devices 2004 on Ruru Road at a point 20 metres east of its intersection with Hay Street and as detailed on plan 310203418-TP74469-01-001-C102, dated 29/08/23 and attached to this report as Attachment A.

##### *Stopping and Parking Restrictions*

29. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Ruru Road commencing at a point on the road boundary parallel to the property boundary between 45 Ruru Road and Memorial Park Cemetery and extending in a southeasterly direction for a distance of 44 metres following the road boundary.
30. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Ruru Road commencing at a point 3 meters southeast of the property boundary between 45 and 47 Ruru Road when measured in a straight line parallel to the road boundary, and extending in a southeasterly direction for a distance of 47 metres.

31. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Ruru Road commencing at its intersection with Hay Street, and extending in a northwesterly direction for a distance of 48 metres.
32. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Ruru Road commencing at its intersection with Hay Street, and extending in a southeasterly direction for a distance of 30 metres.
33. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Hay Street, commencing at its intersection with Ruru Road and extending in a southwesterly direction for a distance of 32 metres.
34. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Hay Street, commencing at its intersection with Ruru Road and extending in a southwesterly direction for a distance of 38 metres.

Keighleys Road/Bromley Road

*General Arrangements*

35. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Bromley Road and Keighleys Road, as detailed on plan 310203418-TP74469-01-003-C101 and attached to this report as **Attachment A**.

McGregors Road/Walcot Street

*General Arrangements*

36. Approves all kerb alignments, road surface treatments, traffic islands and road markings on McGregors Road and Walcot Street, as detailed on plan 310203418-TP74469-01-004-C101 and attached to this report as **Attachment A**.

*Traffic Controls*

37. Approves that a roundabout be installed in accordance with Section 10.4 of the Land Transport Rule-Traffic Control Devices: 2004, including all kerb alignments, road surface treatments and road markings at the McGregors Road and Walcot Street intersection, as detailed on plan 310203418-TP74469-01-001-C104, dated 29/08/23 and attached to this report as Attachment A.

*Stopping and Parking Restrictions*

38. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Walcot Street, commencing at its intersection with McGregors Road and extending in a northwesterly direction for a distance of 20 metres.
39. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northwest side of McGregors Road, commencing at its intersection with Walcot Street and extending in a northeasterly direction for a distance of 23 metres.
40. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southeast side of McGregors Road, commencing at its intersection with Walcot Street and extending in a northeasterly direction for a distance of 22 metres.

41. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Walcot Street commencing at its intersection with McGregors Road Street and extending in a southeasterly direction for a distance of 18 metres.
42. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Walcot Street, commencing at its intersection with McGregors Road and extending in a southeasterly direction for a distance of 13 metres.
43. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southeast side of McGregors Road commencing at its intersection with Walcot Street and extending in a southwesterly direction for a distance of 16 metres.
44. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northwest side of McGregors Road, commencing at its intersection with Walcot Street and extending in a southwesterly direction for a distance of 19 metres.
45. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Walcot Street commencing at its intersection with McGregors Road and extending in a northwesterly direction for a distance of 20 metres.

#### Hay Street/Korora Street

##### *General Arrangements*

46. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Hay Street and Korora Street, as detailed on plan 310203418-TP74469-01-005-C101, and attached to this report as **Attachment A**.

##### *Stopping and Parking Restrictions*

47. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Hay Street commencing 12 metres west of its intersection with Korora Street, and extending in an easterly direction for a distance of 40 metres.
48. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Hay Street, commencing at its intersection with Korora Street and extending in a westerly direction for a distance of 12 metres.
49. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Hay Street, commencing at its intersection with Korora Street and extending in an easterly direction for a distance of 17 metres.
50. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Korora Street commencing at its intersection with Hay Street, extending in a southerly direction for a distance of 14 metres.
51. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Korora

Street commencing at its intersection with Hay Street, extending in a southerly direction for a distance of 14 metres.

Korora Street/Kawau Crescent

*General Arrangements*

52. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Korora Street and Kawau Crescent, as detailed on plan 310203418-TP74469-01-006-C101, and attached to this report as **Attachment A**.

*Stopping and Parking Restrictions*

53. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Korora Street commencing 21 metres northeast of its intersection with Keighleys Road and extending in a northeasterly direction for a distance of 42 metres.
54. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Korora Street commencing at its intersection with Kawau Crescent, and extending in a northerly direction for a distance of 20 metres.
55. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Korora Street commencing at its intersection with Kawau Crescent, and extending in a southerly direction for a distance of 24 metres.
56. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Kawau Crescent commencing at its intersection with Korora Street and extending in an easterly direction for a distance of 15 metres.
57. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Kawau Crescent commencing at its intersection with Korora Street and extending in an easterly direction for a distance of 15 metres.

Road/Raymond Road

*General Arrangements*

58. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Korora, commencing at its intersection with Kawau Crescent, and extending in a northerly, easterly, and southerly direction as detailed on plan 310203418-TP74469-01-007-C101, dated 29/08/23 and attached to this report as **Attachment A**.

*Shared Paths*

59. Approves that a bi-directional Shared Path be resolved in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 11.4 of the Land Transport Rule: Traffic Control Devices 2004 on the west side of Raymond Road commencing at its intersection with Bromley Road and extending in a northerly direction for a distance of 57 metres. This Shared Path is for use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Bromley School, Keighleys Road

*General Arrangements*

60. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Keighleys Road, as detailed on plan 310203418-TP74469-01-008-C101, and attached to this report as **Attachment A**.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatautau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand’s carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Improving Bromley’s Roads project #74469 was included within the Transport Choices programme due to alignment with the “creating walkable networks” investment category of the programme.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

#### Project Options Considered

- 4.3 Selection of Bromley sites for inclusion in the Central Government Transport Choices programme considered alignment with funding criteria. The criteria constrained scope, and limited works to those amenable to a fast-track design and construction process to meet programme timeframes.
- 4.4 Initial work and community engagement started under Improving Bromley’s Roads project #67989 in FY23 and was used to inform selection of six key intersections plus two other possible sites, depending on budget availability.



- 4.5 The eight selected sites were accepted into the Transport Choices programme and a new project, Improving Bromley's Roads project #74469, was set up for the Transport Choices funded work in Bromley.
- 4.6 Work on the wider Improving Bromley's Roads project #67989 area transport action plan continues in parallel with the Transport Choices works. Opportunities to maximise efficiency and leverage off the Transport Choices works by bringing forward installation of additional complementary traffic calming measures under project #67989 and are also being prioritised.

## 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:

- 5.1.1 Linwood Ward

- 5.1.2 Waitai Coastal-Burwood-Linwood Community Board

### Scheme Description

- 5.2 The proposed scheme consulted on comprised a range of raised platform, mini roundabout, traffic lane narrowing and geometric tightening traffic calming elements, raised pedestrian crossings and cycling improvements across six intersections two additional opportunity sites in Bromley shown in Figure 1.
- 5.3 Identified intersections mostly have a residential land use. There are several cemeteries in the area, and Bromley Primary School lies on Keighleys Road. There is a small group of shops at the McGregors Road-Walcot Street intersection. The list of sites within the scope of the project is as follows and as indicated on the map below:

- Site 1: McGregors Road/Hay Street/Butterfield Avenue

- Site 2: Hay Street/Ruru Road

- Site 3: Keighleys Road/Bromley Road

- Site 4: McGregors Road/Walcot Street

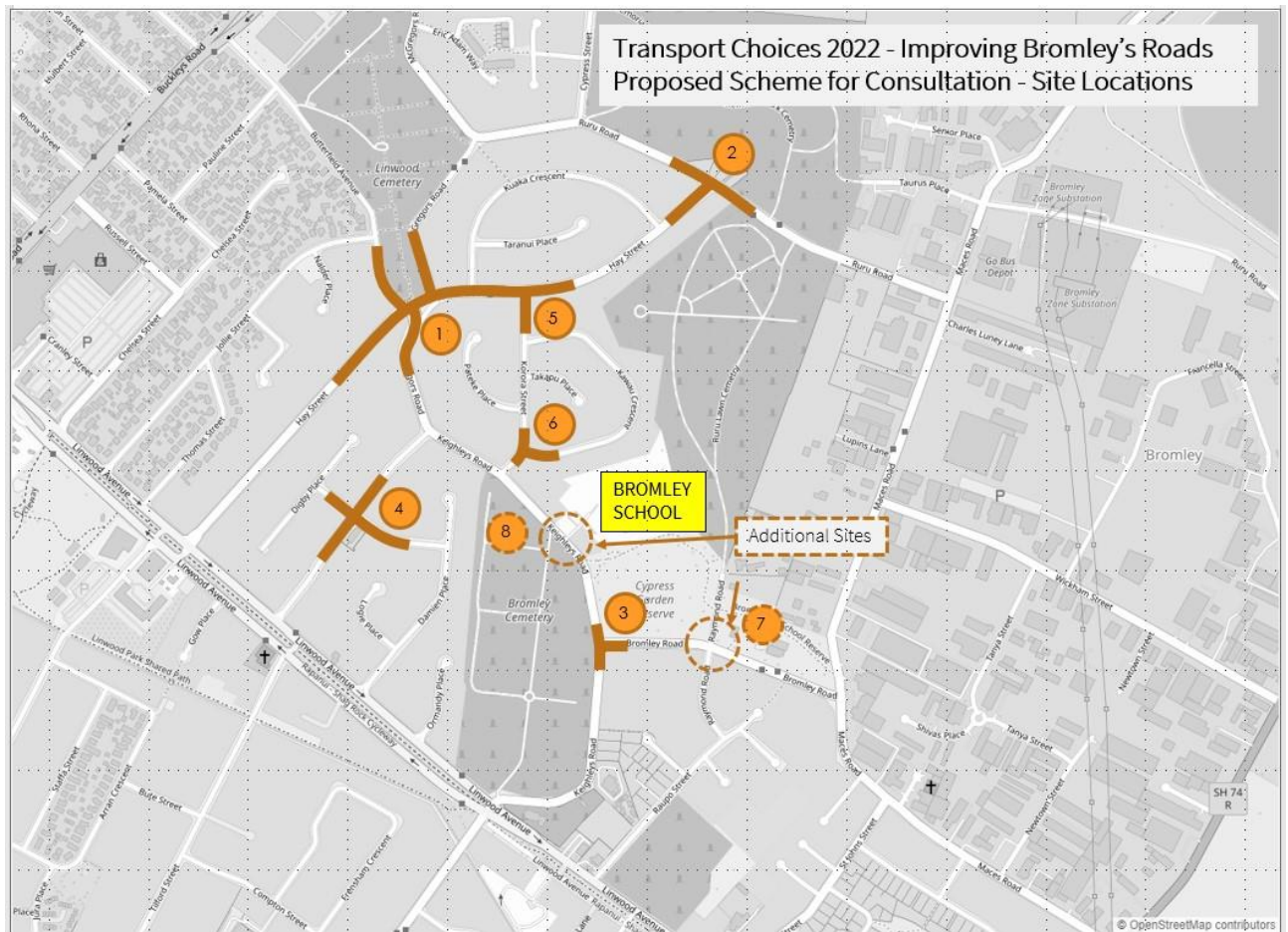
- Site 5: Hay Street/Korora Street

- Site 6: Korora Street/Kawau Crescent

- Site 7: Bromley Road/Raymond Street

- Site 8: Bromley School

Figure 1: Proposed Scheme - Site Locations



Item 10

## 5.4 Scheme Descriptions

### 5.4.1 McGregors Road/Hay Street/Butterfield Avenue Intersections works

The site includes two adjacent intersections and two routes traversing the Bromley neighbourhood that are used by light and heavy vehicles featuring in community consultation feedback. The 155 bus route travels through these intersections along Hay Street east and McGregors Road north. The scheme includes:

- Raised safety platform and median island on Hay Street southern approach;
- Pedestrian and cycle crossings on Hay Street (between McGregors intersections) and on McGregors Road at the Hay Street intersection;
- A mini roundabout at the intersection of McGregors (north) and Hay Street;
- Speed cushions on McGregors Road (north), Butterfield Avenue and Hay Street (east);
- Widened shared pedestrian-cycle path treatments on Hay Street and extending into McGregors South with narrowed traffic lanes throughout; and
- No stopping treatments applied where lane widths or safety would be obstructed by parked vehicles.

### 5.4.2 Hay Street / Ruru Road Intersection works

The site includes the intersection of Hay Street and Ruru Road. Memorial Park Cemetery is immediately north of the site, and Ruru Lawn Cemetery lies to the southeast.

The 155 bus route travels through this intersection along Hay Street and Ruru Road east. The scheme includes:

- A mini roundabout at the intersection with kerb buildouts to direct vehicle approaches; and
- Raised platform zebra crossings on Ruru (east) and Hay Street, and raised table platform on Ruru (west).

#### 5.4.3 *Keighleys / Bromley Intersection works*

The site includes the intersection of Keighleys Road and Bromley Road. Bromley Cemetery lies west of Keighley's Road, and Cypress Garden Reserve lies to the east. Bromley School lies north of the site, on the east side of Keighley's Road. The 155 bus route travels along Keighleys Road south and Bromley Road in the east. The scheme includes:

- A platform on all approaches to the intersection, replacing the current lower height speed platform on Keighleys (north). Existing pedestrian island to remain.

#### 5.4.4 *McGregors / Walcot works*

The site includes the intersection of McGregors Road and Walcot Street - intersection features a set of local shops, namely, a dairy, barber, tattoo shop, and a fish n' chip shop. There are dedicated parks outside the local shops, which are not time-restricted. On-street parking is also available throughout the site. The scheme includes:

- Roundabout control at the intersection, with a raised kerb on the south west side to ensure all approaches are a consistent size and shape. Raised platforms on each approach for crossing opportunities (not formal zebra crossings).

#### 5.4.5 *Hay/Korora works*

The site includes the intersection of Hay Street and Korora Street. The 155 bus route travels along Hay Street from McGregors Road in the west to Ruru Road in the east. The scheme includes:

- Raised buildouts on all approaches to the intersections to narrow the lanes on the approaches;
- Raised platform across all approaches to reduce vehicle speed; and
- Speed cushions on Korora Street at approximately 90m intervals extending down to Site 6 the Korora/Kawau intersection.

#### 5.4.6 *Korora/Kawau works*

The site includes the intersection of Korora Street and Kawau Crescent. The Bromley school Kawau Crescent pedestrian entrance is most commonly by residents from the northern catchment area. The scheme includes:

- Raised buildouts on all approaches to the intersections to narrow the lanes on the approaches; and
- Speed cushion across all approaches to reduce vehicle speed.

#### 5.4.7 *Bromley/Raymond works*

The site covers pedestrian access to the northwest of the Bromley/Raymond intersection adjacent to Cypress Garden Reserve. The scheme includes:

- Adding a length of footpath, on the western side of Raymond Road, from the intersection to the entrance to Cypress Gardens.

#### 5.4.8 *Keighleys Road by Bromley School works*

The site covers the roadway outside the main entrance to Bromley School and the existing kea crossing. The scheme includes:

- Adding two speed humps either side of the existing kea crossing location;
- Adding speed cushions west of the informal build out opposite the school car park entrance, and adding some surfacing to allow this to be used for an informal crossing point to parking used for pick-ups/drop-offs across Keighleys Road from the school.

### **Public Consultation Te Tukanga Kōrerorero**

- 5.5 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.6 Staff attended a LinWard collective hui (consisting of Te Whare Taonga o Ngā Iwi Katoa Linwood Resource Centre, Bromley Community Trust, The Loft, CCC Libraries, Christchurch Methodist Mission and St Chads Church and Linwood Avenue Corner Trust) to brief them on Way Safer Streets projects in early June 2023. Recommended engagement tactics were taken on board.
- 5.7 Consultation started on 16 June and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, ECan, Mahaanui Kurataiao, Bromley School, and The Loft at Eastgate. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.8 Consultation documents (including a submission form) and flyers were available at Bromley Community Centre, Linwood Union Church, Linwood Library, and Linwood Resource Centre and Community Gardens.
- 5.9 Two Newsline stories were published and picked up by local media outlets. Digital screens advertised the consultation in Civic Offices and Linwood Library, as well as newspaper advertisements in The Star and The Pegasus Post. Digital billboards were utilised in Linwood, including outside Eastgate Mall. An online targeted campaign ran for the entire consultation period. Footpath decals with QR codes were installed in the project area to direct local pedestrians to the consultation.
- 5.10 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.11 Bromley School were engaged during consultation. They shared feedback on the plans and indicated how parents are currently parking near the school. They were supportive of the plans and recommended additional locations near the school for traffic calming and pedestrian crossings.
- 5.12 Local businesses were door knocked and given consultation letters and an explanation of the plans. They were supportive of the plans and discussed issues with speeding in the area.
- 5.13 Residents most affected by the intersection improvements were door knocked during consultation. They were mostly in support of the plans as a good initial step to address major existing safety concerns related to speeding and vehicle crashes.

- 5.14 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

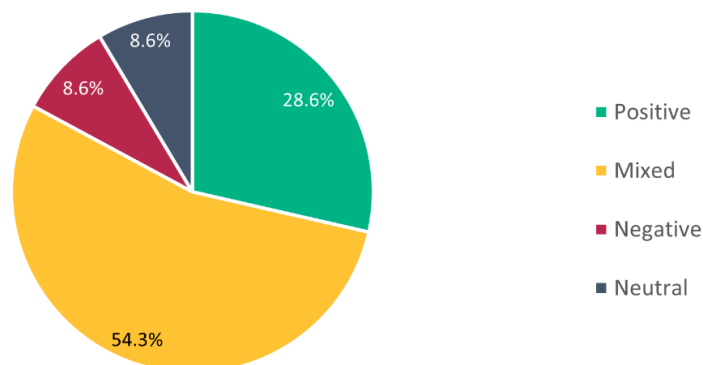
### Summary of Submissions Ngā Tāpaetanga

- 5.15 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.16 A total of 35 submissions and 35 comments were received on Improving Bromley's Roads. 26 submissions were made via the [Social Pinpoint Map](#), and nine submissions were made via email/PDF/letter. Submissions were received from Linwood Resource Centre, Waitai Coastal-Burwood-Linwood Community Board, the Bromley Art Group, the Disabled Persons Assembly, and 31 individuals. All submissions and comments are available in **Attachment B**.
- 5.17 On the [Social Pinpoint Map](#), the project received a total of 90 upvotes, 13 downvotes, and 35 comments:

Project pin	Comments	Upvotes	Downvotes
Overall project pin	20	25	3
Site 1 - McGregors / Hay / Butterfield	6	9	1
Site 2 - Hay / Ruru	0	9	2
Site 3 - Keighleys / Bromley Rd	1	9	1
Site 4 - McGregors / Walcot	5	10	3
Site 5 - Hay St / Korora St	1	7	1
Site 6 - Korora St / Kawau Cr	0	5	0
Additional Opportunity - Bromley School	1	7	1
Additional Opportunity - Bromley Rd / Raymond Rd	1	9	1
<b>Total</b>	<b>35</b>	<b>90</b>	<b>13</b>

- 5.18 Comment sentiment was predominantly mixed (54.3%), and positive (28.6%):

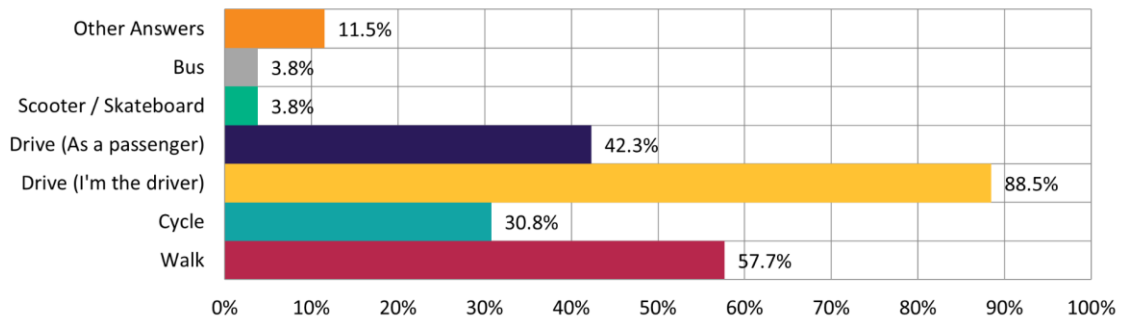
Comment sentiment (35 comments)



- 5.19 Submitters were asked how they travel through this area. The majority (88.5%) of submitters travel in a car as the driver, however over half (57.8%) also walk in the area:

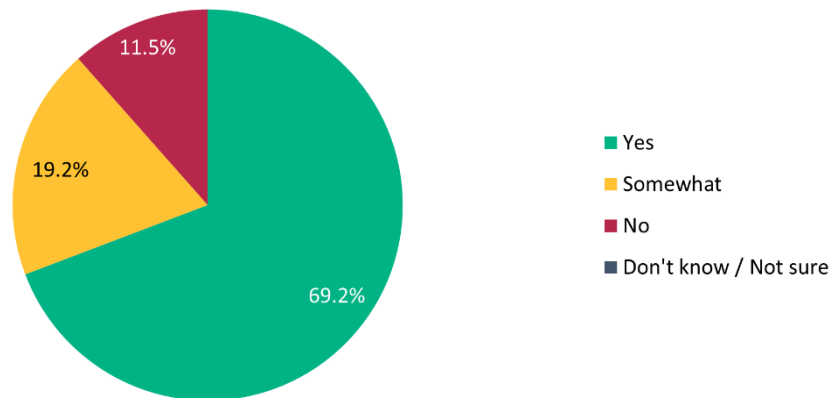


**How do you currently travel through this area? (N=26)**  
(Respondents could select multiple responses)



5.20 The majority of submitters felt the proposed changes would improve safety at intersections (69.2%):

**Do you think this proposal will improve safety at intersections? (N=26)**

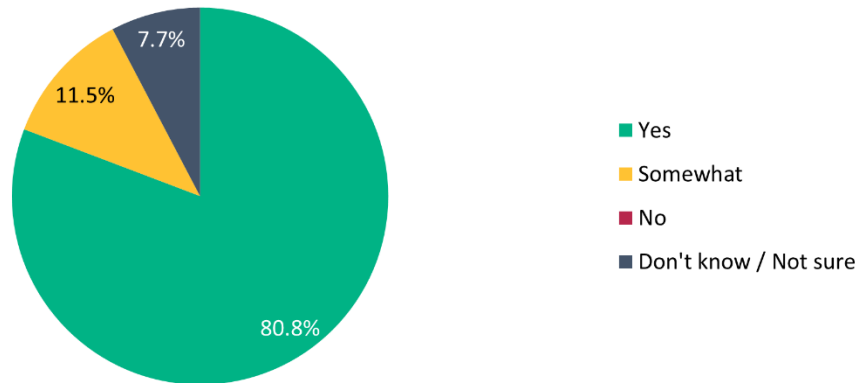


5.21 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Hay Street, Ruru Road, McGregors Road), live in the suburb but not on affected streets (i.e. Bromley), or live elsewhere:

Do you think this proposal will improve safety at intersections?	Live on affected streets	Live in suburb elsewhere	Live elsewhere
Yes	7	7	4
Somewhat	3	2	0
No	3	0	0

5.22 The majority of submitters supported the additional proposed safety features outside Bromley School (80.8%):

Do you support the additional opportunity to introduce safety features outside Bromley School? (N=26)



5.23 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Highlighting current safety issues / speeding</b> <ul style="list-style-type: none"> <li>Cars regularly speed on these streets, especially Hay Street and Cypress Street, and around corners</li> <li>Concern about crashes into houses, into people, and cars overtaking dangerously</li> <li>Currently an unsafe environment for tamariki</li> </ul>	9	16	25
<b>Support of the intersection upgrades</b> <ul style="list-style-type: none"> <li>Specific support around how these intersection upgrades would start to address these issues with safety</li> </ul>	12	12	24
<b>Concern about burnouts / cruising</b> <ul style="list-style-type: none"> <li>Concern around burnouts and boy racers speeding happening at all hours, on Maces Road, Ruru Road, Cypress Street, Keighleys, Raupo, and the McGegors/Walcot intersection</li> </ul>	4	5	9
<b>Concern about heavy vehicles</b> <ul style="list-style-type: none"> <li>Concern about heavy vehicles and buses using Korora Street and Ruru Road, often speeding</li> <li>Concern about heavy vehicles cutting through on Hay Street and Bromley Road outside the school</li> </ul>	2	4	6

Requests	Number of comments	Number of submissions	Total mentions
<b>More speed bumps and traffic calming within the project area</b> <ul style="list-style-type: none"> <li>More speed bumps are installed, the better</li> <li>Intersections should be raised</li> <li>More treatments on Hay Street, McGegors Road, Cypress Street, Ruru Road, Korora/Hay intersection, McGegors/Hay intersection, McGegors/Walcot intersection, Bromley/Keighley's Road intersection, Raymond Road</li> </ul>	14	16	30

Requests	Number of comments	Number of submissions	Total mentions
<b>Out of project area requests</b> <ul style="list-style-type: none"> <li>• Calls for a project to focus on Cypress Street traffic calming</li> <li>• Improve the Linwood Ave / Hay Street intersection, by introducing traffic calming for drivers, and increasing pedestrian accessibility</li> </ul>	10	10	20
<b>School pedestrian improvements</b> <ul style="list-style-type: none"> <li>• More pedestrian crossings to cater to the school on Kawau Crescent, Bromley/Keighley's intersection, and Korora Street</li> </ul>	1	6	7
<b>Reduce speeds</b> <ul style="list-style-type: none"> <li>• Reduce speeds particularly outside the school</li> <li>• Concern that Bromley hasn't been treated equally with regard to speed restrictions</li> </ul>	2	4	6
<b>Other requests</b> <ul style="list-style-type: none"> <li>• Make it safer for those with mobility issues</li> <li>• Have teachers monitor the school gates</li> <li>• Have police patrolling</li> <li>• Landscaping</li> </ul>	5	6	11

#### Changes made to the scheme design as a result of consultation and other feedback

- 5.24 The basic scheme proposed and consulted on across the eight selected sites had responded well to early community feedback drawn from the wider Bromley project #67989. Design changes were generally minor changes in response to community, road safety audit and Waka Kotahi feedback.
- 5.25 For McGregors Road/Hay Street/Butterfield Avenue (Site 1), Hay Street/Ruru Road (Site 2), Keighleys Road/Bromley Road (Site 3) and McGregors Road/Walcot Street (Site 5), the response themes of current safety and speeding issues as well as pedestrian safety at were well catered for in the proposed scheme. However, design responses to feedback on heavy vehicles cutting through the area were limited by the need to provide for transit of buses as these sites are on bus route 155. Geometric adjustments have been made where possible at the intersections to slow vehicles and help dissuade use by heavy vehicles other than scheduled busses.
- 5.26 At the McGregors Road/Walcot Street intersection (Site 4), no specific modifications were made as a result of consultation. The general themes of speeding, need for traffic calming and pedestrian safety improvements were well covered. Slight changes to tighten geometrics and slow vehicles and optimise pedestrian routes around the intersection were made.
- 5.27 At the Korora Street / Kawau Crescent intersection (Site 6), no specific modifications were made as a result of consultation. The general themes of speeding, need for traffic calming and pedestrian safety improvements well covered. Slight adjustments to line marking and to optimise delineation of pedestrian routes around the intersection were made.
- 5.28 At the Bromley Road / Raymond Street intersection (Site 7) and Bromley Road (Site 8) no specific modifications were made as consultation was generally in support of the proposed design. The general themes of speeding, need for traffic calming and pedestrian safety improvements well covered. At site 8 the location of the speed cushions and build-outs were moved eastward to avoid conflict with cemetery access.

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
- 6.2.1 Activity: Transport
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
  - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
  - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents

### Policy Consistency Te Whai Kaupapa here

- 6.3 The recommendations of this report are consistent with Council's Plans and Policies, in particular:
- 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report are likely to:
- 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.

- 6.10 New Zealander has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - the total project estimate is \$3,029,899. This is inclusive of design and project management.
- 7.2 Maintenance/Ongoing costs – \$19,200 per year additional costs associated with coloured surfacing, linework and speed cushions and manual sweeping of channels associated with raised platforms and speed cushions. These costs will be eligible for Waka Kotahi subsidy at Council's 51% Funding Assistance Rate. The net maintenance cost for the full Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Council's capital programme:
  - 7.3.1 ID 74469, Transport Choices 2022 – Improving Bromley's Roads, \$3,038,054
- 7.4 All funds sit within project ID 74469. Project ID 67989 Improving Bromley's Road is a separate Council funded project, budget \$1M. It is not proposed to utilise ID 67989 to fund improvements as set out in this report. However, the community engagement undertaken for Transport Choices is anticipated to help inform community priorities for the Council funded project.
- 7.5 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.
- 7.6 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project



schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:

- 7.6.1 The project is in accordance with the scope and design approved by Waka Kotahi.
- 7.6.2 Project costs are in accordance with expectations.
- 7.6.3 Ability to deliver the project prior to June 2024.
- 7.7 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.





### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation Cost Uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Improving Bromley's Roads Scheme Plans	23/1388436	419
B  	Improving Bromley's Roads - Submission Table (Public)	23/1372480	428

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Peter Bawden - Senior Project Manager Samantha Smith - Engagement Advisor
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

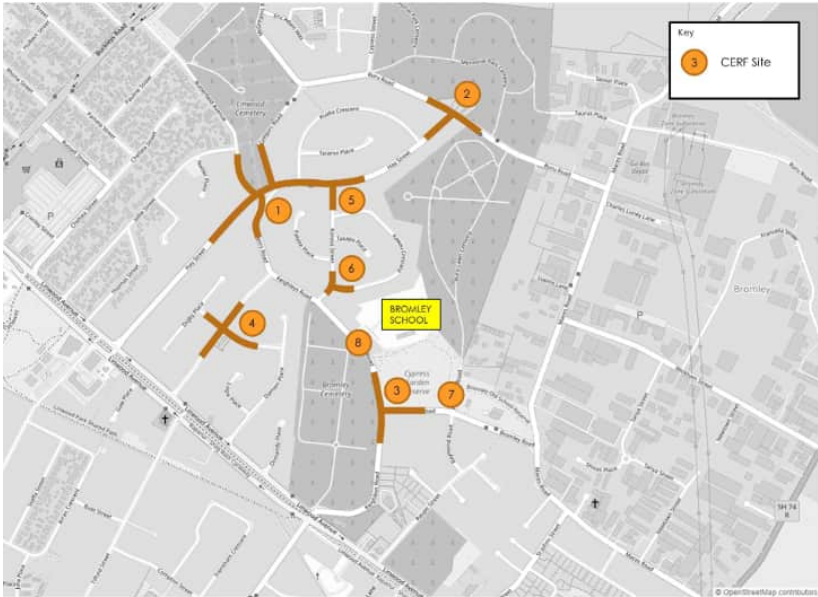


# IMPROVING BROMLEY'S ROADS SCHEME DESIGN

DRAWINGS INDEX

DRAWING No.	DRAWING TITLE
310203418-TP74469-01-001-C101	SITE 1 - MCGREGORS RD / HAY ST / BUTTERFIELD AVE SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-002-C101	SITE 2 - HAY ST / RURU RD SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-003-C101	SITE 3 - KEIGHLEYS RD / BROMLEY RD SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-004-C101	SITE 4 - MCGREGORS RD / WALCOT ST SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-005-C101	SITE 5 - HAY ST / KORORA ST SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-006-C101	SITE 6 - KORORA ST / KAWAU CR SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-007-C101	SITE 7 - BROMLEY RD / RAYMOND RD SCHEME DESIGN GENERAL ARRANGEMENT
310203418-TP74469-01-008-C101	SITE 8 - BROMLEY SCHOOL SCHEME DESIGN GENERAL ARRANGEMENT

LOCALITY PLAN



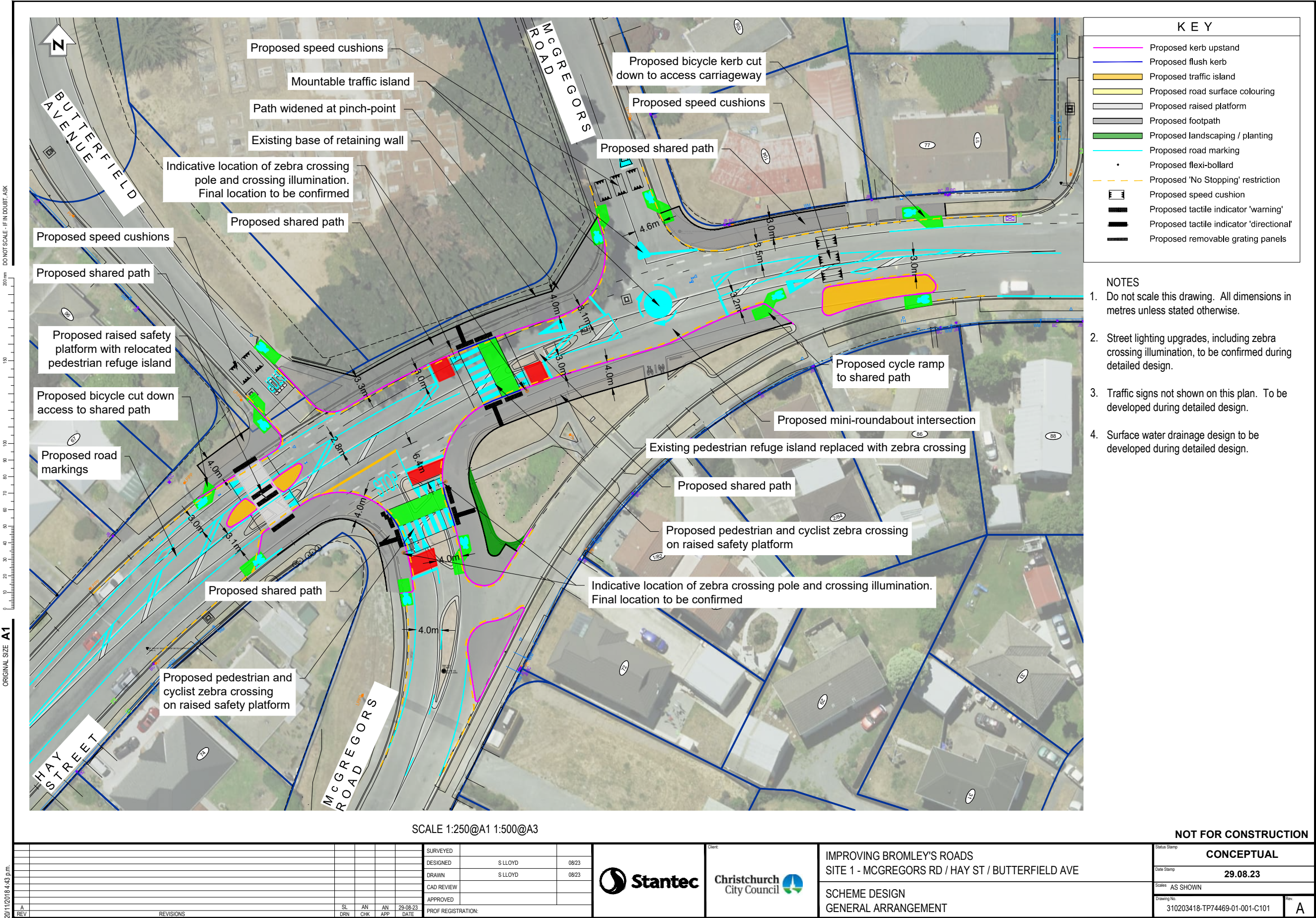
CONCEPTUAL  
29.08.23

Sheet No. Rev.

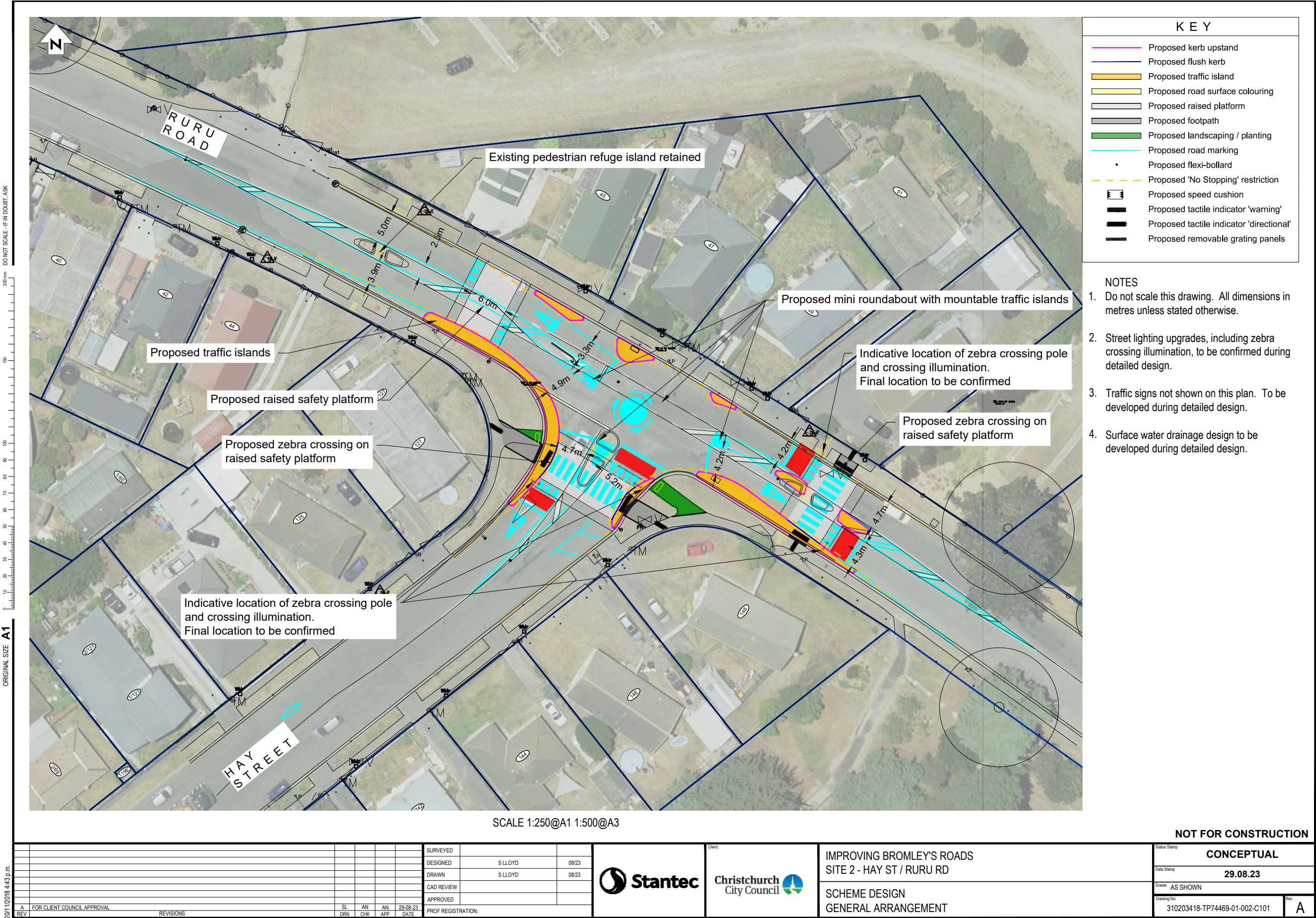
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Design with community in mind

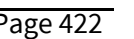




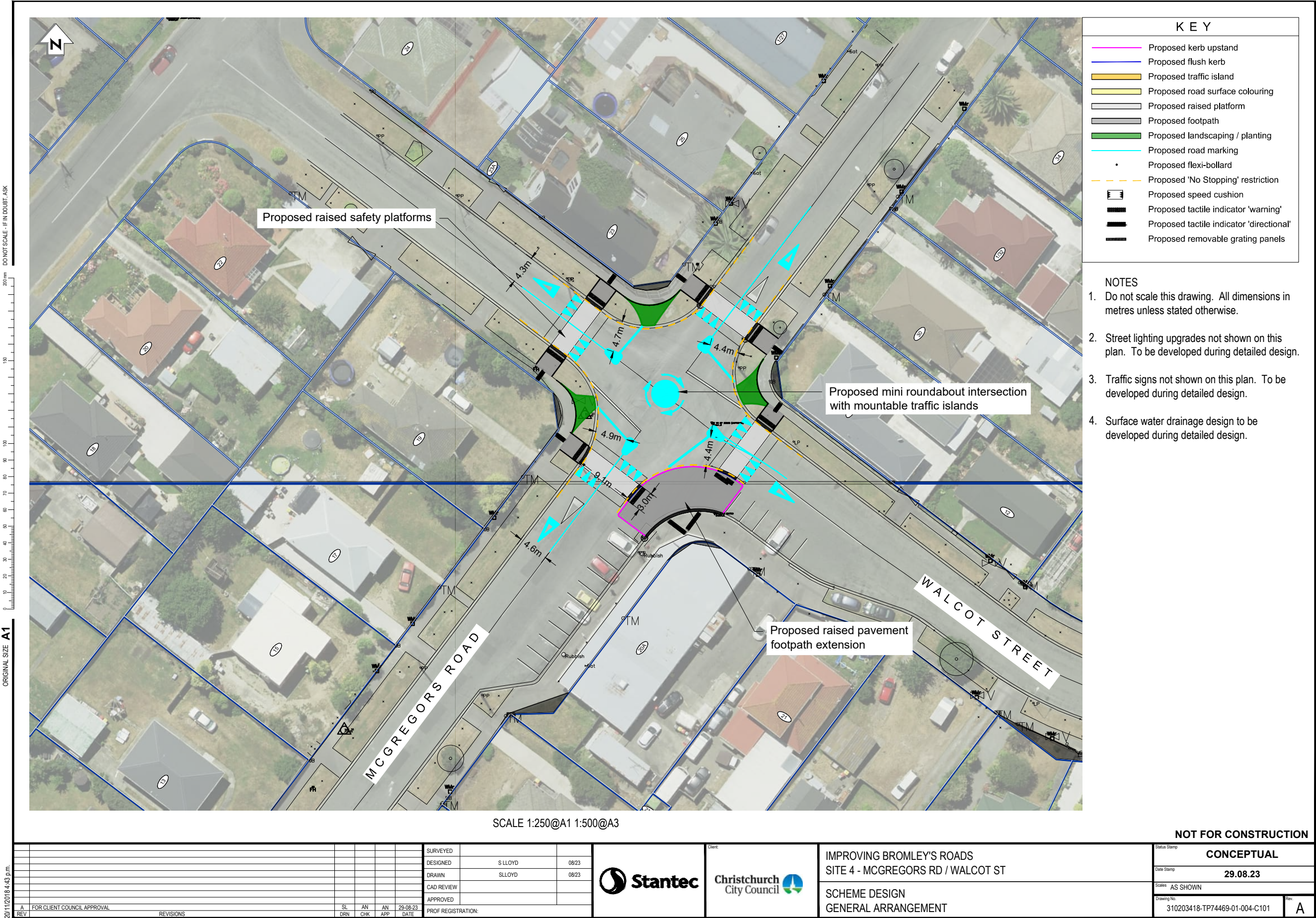




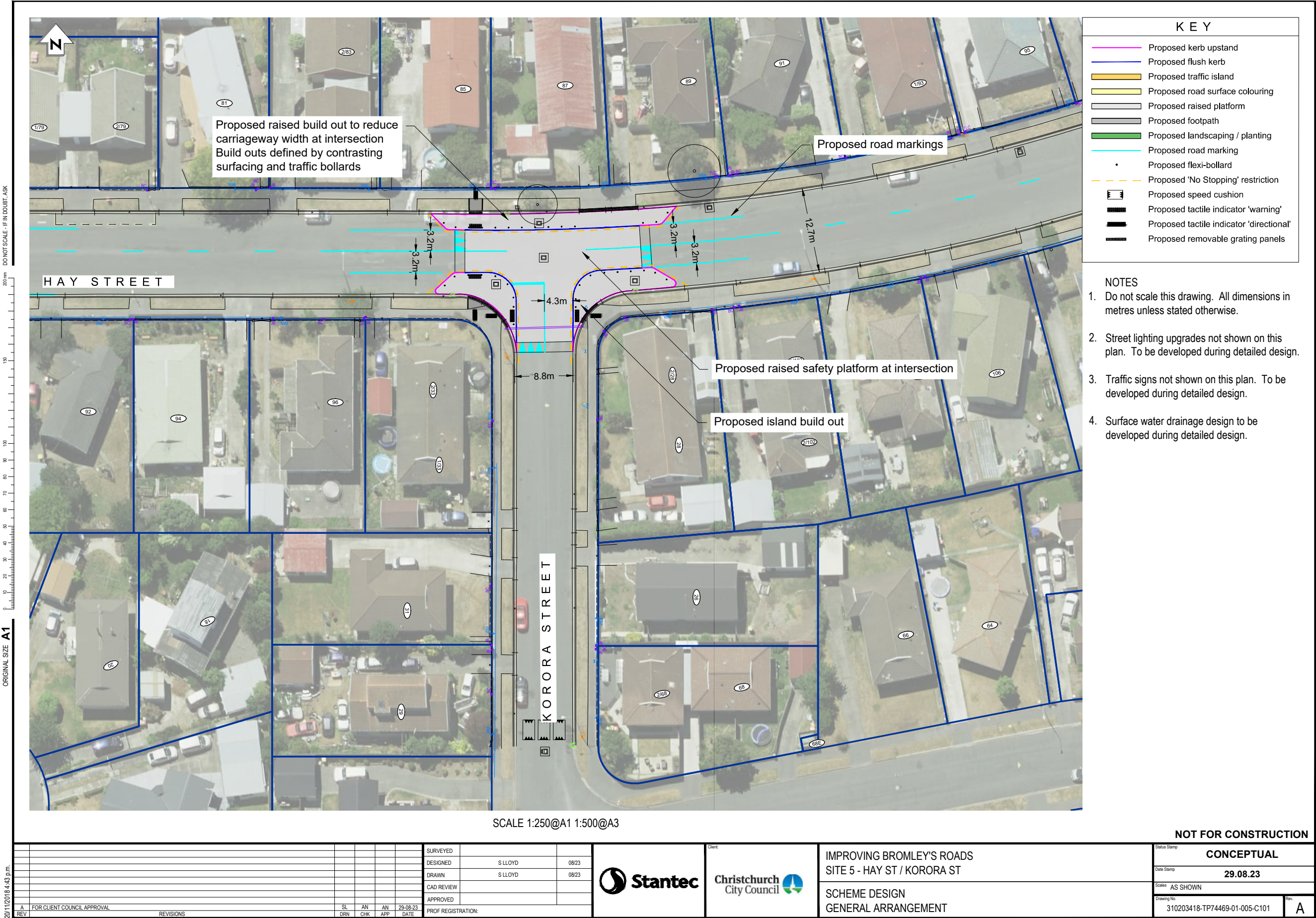




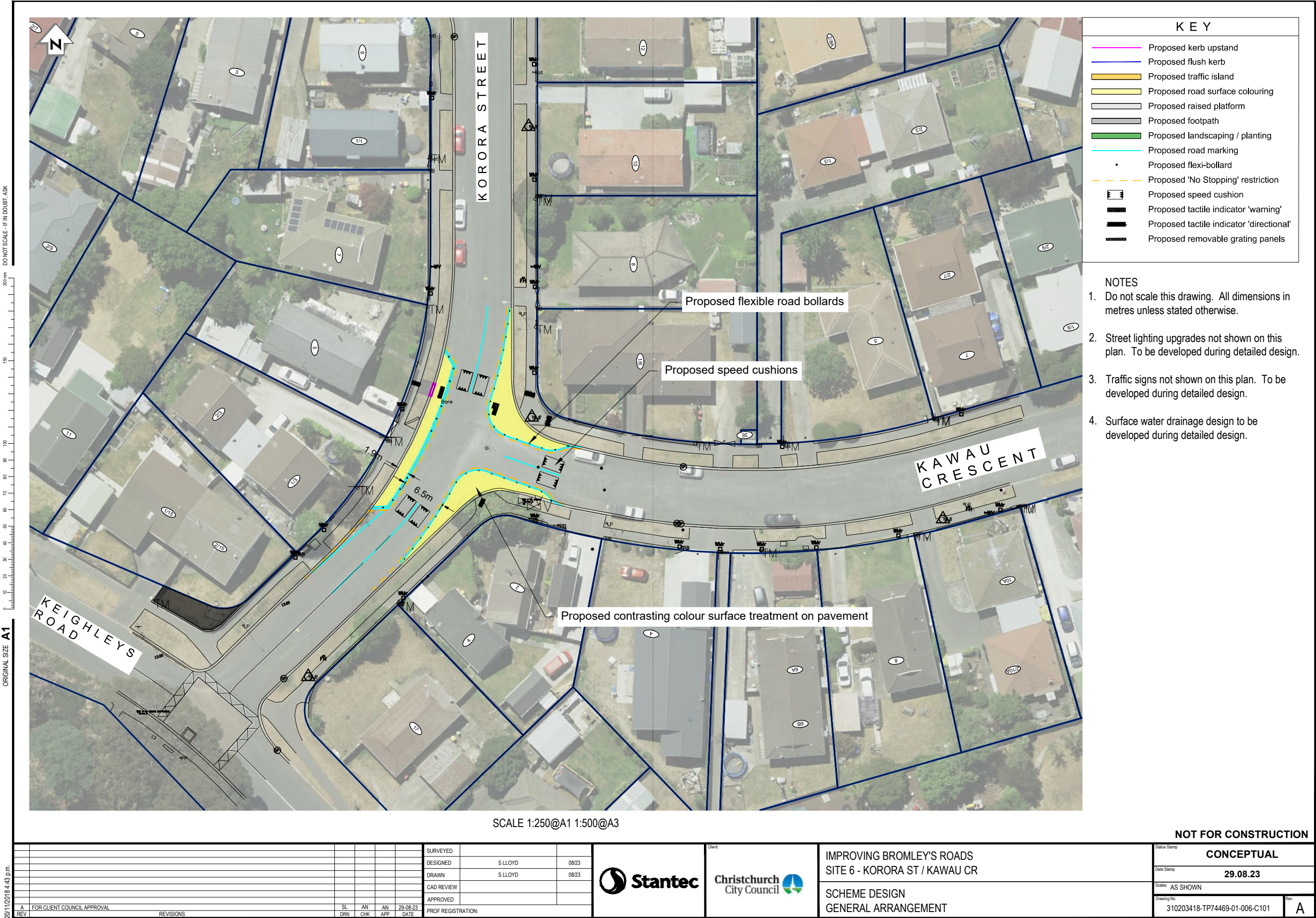




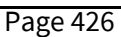




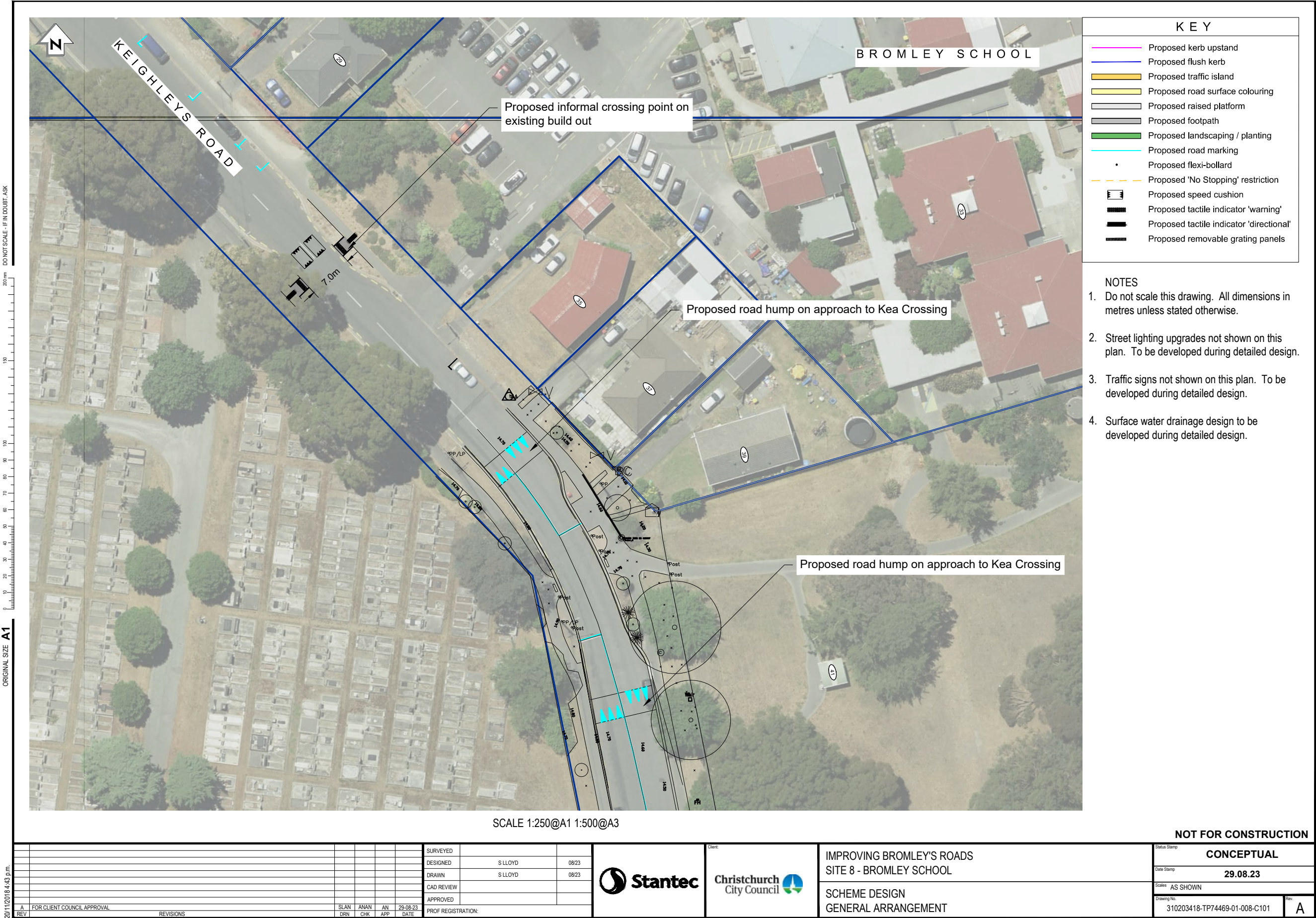














## Submissions table – Improving Bromley’s Roads, June/July 2023

### Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name - Organisation
10002	Yes	Yes	<ul style="list-style-type: none"> <li>• Raise the roundabout Hay Road/McGregors Road to prevent through traffic ignoring improvements.</li> <li>• More speed cushions on McGregors Road between Linwood Avenue and Keighleys Road.</li> <li>• Apply heavy vehicle restrictions to Bromley Road and buildouts of Keighleys Road intersection to impede heavy vehicles.</li> <li>• Narrow the Hay Street intersection to slow cars entering from Linwood Avenue.</li> <li>• Apply heavy vehicle restrictions to Hay Street.</li> </ul>	<ul style="list-style-type: none"> <li>• The Board wishes to support aspirations of residents of Cypress Street to curb antisocial road use by introducing traffic calming measures.</li> <li>• The Board supports intersection narrowing at the entrance of Maces Road to St Johns Street to impede heavy vehicles.</li> <li>o The Board wishes to note its on going preference for lights at the Maces/Dyers Intersection.</li> </ul>	Paul McMahon - Waitai Coastal Burwood Linwood Community Board Submissions Committee
10004	No	Somewhat	Better walk ways across from the actual school. There are already raised areas directly surrounding the school and neighbouring streets	Korora Street is already a narrow street and the proposed changes to the Korora/Kawau Crescent are ridiculous. We park our cars outside our house as do a bunch of neighbours and the changes which are unnecessary will remove needed parking as well as making it more dangerous at that intersection with people trying to drive down a significantly narrowed road during peak times. The risk to my vehicles will be increased. People don't speed as there are already road bumps at the intersection to slow traffic down. Korora Street was also used as the alternative route for buses and trucks while the work was being completed on around Maces road and is still used as a short cut by buses. So narrowing the street in anyway is stupid and increases the danger.	Jayne Hall
10005	Somewhat	Yes		Cypress Street is a DRAG STRIP for idiots. Please put in a speed bump to keep the speed below 50.	Andrew John Massie
10018	Somewhat	Yes	What about around Linfield rugby club/park and Nicholas drive where they speed down as they cut through after being at the club rooms drinking or at the bowling club!! Been fighting for this for years but no one does anything. 2010 you were going to redo our street but earthquake hit and nothing has been done since.....		Brodie Williams
10022	Yes	Yes	Bromley school needs a school speed zone. Bromley school kids deserve equality with all other speed zoned schools. Why does the council currently not have a school speed restricted zone outside of this school, what possible reason could you give for not valuing the students at this school with the students at other schools let's have schools on 50 km roads elsewhere in Christchurch be able to have restricted 40 km zone/signage etc but not Bromley who is also on. 50 km road! No sense here. No value. No equality		Lecia McCallum

Submissions table – Improving Bromley’s Roads, June/July 2023

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name - Organisation
10024	Somewhat	Yes	<p>Widen Raymond Road park side. Add parking. Add yellow lines further each side of Raymond Road on Bromley road as visibility is terrible when jujitsu is on. Yellow lines need to cover at least the first house on each of the corners for visibility especially outside 34 and 36 Bromley road. Without the good old mirror that used to be up there decade's ago visibility is super poor.</p> <p>Also restricting truck access in keighleys, raupo, Raymond and Bromley roads like St Johns Street would be a huge step as well as speed restrictions like in other areas with schools.</p> <p>Ruru road between maces and dyers needs to be fixed and widened to accommodate trucks for the Bromley industrial district. Get them out of the residential area for our safety.</p>	Lights in cypress and old school reserve for at night. It's dark and scary from About 5pm in winter	Lisa Spence
10028	N/A	N/A	<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>		Cameron Bradley

Submissions table – Improving Bromley’s Roads, June/July 2023

Organisations / Businesses

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name - Organisation
10012	Yes	Yes	Speed bumps on Hay Street to reduce racers and a round about or improved give way system at the MCGregors Rd Butterfield Ave intersections.		Rachel McLellan - Linwood Resource Centre
10027	N/A	N/A		See submission attachment 10027	Chris Ford - Disabled Persons Assembly NZ
10032	N/A	N/A	<p><b>Do you think the proposal will improve pedestrian, cycling and school safety?</b></p> <p>Somewhat</p> <p><b>Is there anything else we could do to improve pedestrian, cycling and school safety in this area?</b></p> <p>Slow down vehicles, have teachers monitors at the school gates each day supervising children til they're all left.</p> <p><b>Is there anything else we need to know?</b></p> <p>I'm from another area but come this way weekly and see a lot of children cars outside the school at closing time childrens safety should be paramount.</p>		Hazel Adham - Bromley Art Group

Submissions table – Improving Bromley’s Roads, June/July 2023

Individuals

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name
10001	Yes	Yes			Cody Cooper
10003	Yes	Yes		Often, mostly in weekends, we can hear burnouts in the distance and think it may be happening at the Maces/Ruru Rd intersection as the road is black with skid marks. Surely closer residents have had enough. Any changes you can do there would resolve the anti social behaviour & give good citizens peace	Lisa Rangihuna
10006	Yes	Yes	The more speed bumps the better, seems the only thing that will slow down the “trades vehicles”	There also is strong presence of boy racer activitie during the early hours of the morning over the weekends	Ashley Hill
10007	Yes	Don't know / Not sure	Slowing down of cars on Cypress Street is really needed. A speed bump or two would be amazing to help keep our street safe. Cars reach approx 100km	A submission of video evidence has already been played at a meeting with the council by Andrew Massie	Nicola Kidd
10008	Yes	Don't know / Not sure		Seriously need speed bumps down cypress street to stop it being used as a main highway for the safety of residents, animals and passers by. The reckless behavior needs to be cease immediately. The behavior I witnessed over the past six years shouldn't be excused. Video evidence has already been submitted to council by Andrew showing the ongoing behavior of our community.	sukhbir singh
10009	Yes	Yes	Cypress Street, needs sped bumps asap. The drivers coming through here need to be slowed down. Only a matter of time before someone or a pet is injured if control lost. Let alone property damaged.	Speed bumps down Cypress Street, please. Far too much speeding. Out of control	Samantha Drumm
10010	Yes	Yes	Yes, Cypress street needs a speed bump. Private cars and heavy commercial vehicles (trucks/busses) speed down here posing a risk to people, pets and property	Yes, Cypress street needs a speed bump. Private cars and heavy commercial vehicles (trucks/busses) speed down here posing a risk to people, pets and property	Luke drumm
10011	Yes	Yes	Chicane on Hay Street between McGregors and Linwood Ave would reduce people racing along the road.		Tessa McLellan
10013	Somewhat	Somewhat	People regularly exceed speed limit, do burn outs, or actually race down hay st. Unfortunately changing the speed limit is unlikely to have an effect on these dangers as they are greatly exceeding the speed limit anyway. Speed bumps, islands, or some kind of physical deterrent to speeding would help. Thanks for doing this work though it is much appreciated.		Nick Dell
10014	Yes	Yes	get the buses and trucks to slow down on ruru rd		Charmaine Milne
10015	Yes	Yes			Mark Elicker
10016	Yes	Yes	Entrance to Hay St from Linwood Ave: 1. People enter Hay St too fast making it dangerous to enter and exit my driveway. My granddaughter pulls to the side passed my driveway and then	I am very disappointed that the entrance to Hay from Linwood Ave was not a highlighted area for construction	Daphne Irvine



Submissions table – Improving Bromley’s Roads, June/July 2023

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name
			does a turn in the road to enter my driveway as it is too dangerous to pull straight in ot out. 2. When people want to cross Linwood Ave through the middle section, they hold up traffic making people impatient. If the island could be moved to make the entrance lane smaller (slowing people down) and then allowing two cars to exit. One lane for straight on and then other to turn left this would reduce the hold up allowing the traffic to flow better.		
10017	Yes	Somewhat	PLEASE PLEASE PLEASE do something with the Keighleys Road/Linwood Ave traffic lights. It is so dangerous trying to turn right onto Linwood Ave from Keighleys Road and the fact that the cars coming the other way are blocked if someone is turning left from Hargood Street to Linwood Ave and there is a pedestrian causes people to use the right turning lane to go straight ahead from Hargood which means they practically plow straight into you! Of course, having the road blocked by roadworks for the last 6 months has been a blessing but this won't last forever. I hate this intersection so much due to the danger. Just a turning arrow is all that's needed and the opposite side sorted out with a turning left lane, straight lane, and turning right lane. Please consider this with all the other roadworks that are being done in the area.	I live on Keighleys and it's very, very often used as a place to rip up the stones that are outside the cemetry. I've already had two clowns through my fence due to speed and doing skids that get out of control. It's just lucky nobody has been killed yet.	Julene Leslie
10019	No	Yes	For me I need to feel safe parking in the middle of the crossing on Bromley road and others. It's way to scary crossing on the one opposite the BP station. I have to angle park as it's not wide enough, it freaks out the drivers too cos they don't think I'm in control and others deliberately drive up real close to intimidate.		Katin Visser
10020	Somewhat	Yes	I live on [REDACTED] intersection there needs to be a stop sign I nearly get wiped out every day coming out of my drive way as no one looks left and just zooms around the corner or and island to stop people speeding around there it's so dangerous so many crashes so dangerous for the kids		Gabrielle Bary
10021	Yes	Yes			Jen RushFord
10023	Yes	Yes		Would love something to be done about all the boy racers, we need speedbumps for example on keighleys and Raupo streets	Amy Oram
10025	Yes	Yes	Agree with all the proposed works. Include areas around Bromley School.	N/A	Janine Marie Sheppard
10026	No	Yes	If the issue is schoolchildren safety, pedestrian crossings seem a better tool for that than speedbumps. Also not sure why not just change the give way direction at the McGregors/Walcot intersection and leave it at that.	McGregors Road must be one of the most engineered roads in Christchurch and yet, this proposal suggests it still isn't right. How can anyone be sure this time it will actually work?	Craig Hall
10029	N/A	N/A	I am sending this to you as i can't find my way around ccc.govt.nz/waysaferstreets to send my thoughts re the bromley/keighleys road intersection. I live [REDACTED] and have done for 25 odd years. I have seen many incidents in that time and have some thoughts to improve it. I		Robyn Hayward

Submissions table – Improving Bromley’s Roads, June/July 2023

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name
			commented when speed bumps went in as this did not slow the traffic at all. They are too smooth not like the ones in smith st and going into qe2 pools. Then they built the island which has worked somewhat. My suggestion is to put a stop sign instead of give way as traffic comes round the corner too fast. The trucks concern me near the school too as some are large & go round the corner on the other side of the road. They also shudder my house since the earthquake due to the split in the road caused by it. I thought dyers road was for the trucks and why is St John's street exempt of trucks as this seems to be a good option than past the school, and crematorium. Because of the parking there the trucks become a hazard to me. It is busy enough without trucks too. When on Bromley rd turning into keighleys you cannot see what is to the left hence I think they should stop. At least they would see what's there and this would slow them down. Hope you give this some consideration and I may be contacted if you wish to have further info. Robyn Hayward [REDACTED] Many thanks for this opportunity		
10030	N/A	N/A	What a great idea! Now aged 79, plus walking with a stick, I welcome improvements cos I walk and take buses and taxis these days. However, I write to make the point that I wasn't aware that submissions were invited and brochures available until after closing date of 16 July. I visit the Linwood Library and Service centre almost every day and I usually look at the stand about 2-3 metres from the service centre reception counter, that displays planning info and brochures, etc. It wasn't until Tuesday 18 July (2 days after submissions closed) that I was aware of consultation on these issues. I will make a bref submission on each of these and suggest that consultation be extended for a fortnight. I also suggest that service centres display a large sign and relevant brochures at their reception counter so that people queueing for service can see what issues are currently up for consultation. I, and others I've spoken to, would be grateful for this. Elizabeth Graham.		Elizabeth Graham
10031	N/A	N/A	<b>Do you think the proposal will improve pedestrian, cycling and school safety?</b>  Yes		P. Taffey
10033	N/A	N/A	Specifically submitting on Korora & Hay Street intersections.  <b>Do you think the proposal will improve pedestrian, cycling and school safety?</b>  Yes		Summer Herbert

Submissions table – Improving Bromley’s Roads, June/July 2023

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name
			<p><b>Is there anything else we could do to improve pedestrian, cycling and school safety in this area?</b></p> <p>Put in safety crossings, more speed bumps.</p> <p><b>Is there anything else we need to know?</b></p> <p>Cars drive too closely to intersection curbs.</p>		
10034	N/A	N/A	<p><b>Do you think the proposal will improve pedestrian, cycling and school safety?</b></p> <p>Somewhat</p> <p><b>Is there anything else we could do to improve pedestrian, cycling and school safety in this area?</b></p> <p>On the corner of Bromley and Keighleys Road instead of modifying the pedestrian thing replace it with a complete pedestrian crossing. But don't affect the parking.</p> <p><b>Is there anything else we need to know?</b></p> <p>A police patrol every now and then would not hurt.</p>		Peter Zwarenkant
10035	N/A	N/A	<p>Specifically submitting on Kawau Crescent / Bromley Road</p> <p><b>Do you think the proposal will improve pedestrian, cycling and school safety?</b></p> <p>Yes</p> <p><b>Is there anything else we could do to improve pedestrian, cycling and school safety in this area?</b></p> <p>Pedestrian crossing near alleyway from school &amp; kindy (Kawau Crescent).</p> <p>Pedestrian crossing over Bromley Road from the reserve - near Keighleys Road end.</p> <p><b>Is there anything else we need to know?</b></p>		Abbi Sykes

Submissions table – Improving Bromley’s Roads, June/July 2023

ID	Do you think this proposal will improve safety at intersections?	Do you support the additional opportunity to introduce safety features outside Bromley School?	Is there anything else we could do to improve intersection safety in this area?	Is there anything else we need to know?	Name
			<p>Pedestrian crossing end of Korora Street to continue walking down Keighleys Road.</p> <p>Lots of speeding, burnouts etc happen on Ruru Road by Cemetary - could roat thinning help? bumps?</p>		

Comments

Comment	Upvotes	Downvotes	Relevant information marker
We need more parking for school parents	0	0	Information Marker: Additional Opportunity - Bromley Rd / Raymond Rd
School crossing to be moved so it is not on the corner.	0	0	Information Marker: Additional Opportunity - Bromley School
A roundabout or something that prevents burnouts being done at this intersection is desperately needed. You only need to see how many skid marks are on this intersection to realise how prevalent it is.	6	1	Information Marker: Improving Bromley's Roads
Speed bumps and or lower speed down the WHOLE off Hay street to prevent speed, traffic cutting through, and racers going for meet ups and skids!!	7	1	Information Marker: Improving Bromley's Roads
<p>Cypress Street is a straight run. Because Cypress St is straight and a link between Maces Rd and Pages Rd, it is widely used and gives racers and unsafe drivers an opportunity to open their throttles and give it everything down our street.</p> <p>We have video evidence of:</p> <ul style="list-style-type: none"><li>- A person being hit by a car when he tried to stop it on its 3rd lap</li><li>- Cars speeding down the street</li><li>- Residents being accosted when videoing speeding drivers</li><li>- Cars overtaking other cars on our street</li><li>- Repeated speeders</li></ul>	7	1	Information Marker: Improving Bromley's Roads
Something needs to be put in at the beginning of Hay street from Linwood Ave as well, traffic comes flying around the corner from a speed of 60k, the streets wide and straight and seems like most traffic and especially all the racers just take it and keep that speed up which continues all the way down Hay street and to all the other connecting streets. Why not try to stop it and slow it down where it starts!!	5	1	Information Marker: Improving Bromley's Roads
Better be more than just 40km signs and some new paint on the road, these racers don't give a shit about the safety of others. You need to PHYSICALLY slow them down i.e. speed bumps, obstructions to the McGregors Road/Walcot Street intersection. Not only do people not stop here, they'll scream through and overtake you if you're stationary at the give way. Please do something to stop people from doing doughnuts and burnouts, you'll see from the skid marks how often that happens here!	4	1	Information Marker: Improving Bromley's Roads

## Submissions table – Improving Bromley’s Roads, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
I support all these improvements to make it safer for pedestrians and kids in Bromley. I wish there could be more traffic calming measures - but it's a good start.	4	0	Information Marker: Improving Bromley's Roads
I live on Cypress St, The speed of cars has been of huge concern. Our St allows a short cut from the industrial area to pages Rd,. I've witnessed our street being used as a drag strip on many occasions, people hitting approx 100km before before over shooting the intersections. I have seen cats nearly get hit many a times, I caught on video a neighbour being hit by a car that was drifting on his 3rd lap. A speed bump is urgently needed. Ruru Rd needs something to stop the constant burnouts.	5	1	Information Marker: Improving Bromley's Roads
I live on Cypress Street, its in desperate need of slowing people down. Suprised there are no deaths yet! It is not safe for small kids, cars fly up and down constantly. Please do something to reduce the speed of cars urgently.	4	0	Information Marker: Improving Bromley's Roads
I agree with everything said so far even adding extra obstacles so people need to zig zag their way through would help with the racing. I particularly like adding the school patrol crossing for the children of Bromley School	4	1	Information Marker: Improving Bromley's Roads
I am disappointed that there is no person to person consultation opportunities to discuss issues, not all of us are able to give feedback online and the telephone number is tricky for me due to hearing issues. -@there is no plan for improving and making the Linwood Ave /@ Hay St entrance and exit safe. People come speeding round the corner into Hay St creating a lot of near misses when exiting our driveway which is on the corner.  Written bt LRC on behalf of resident	3	1	Information Marker: Improving Bromley's Roads
the gutters on the Linwood Ave end of Hay Street are still open unlike the rest of Hay St and surrounding streets. This makes it harder to cross the road safely for elderly, those with mobility issues and wheels. it would make a big difference for these to be enclosed.  Written on behalf of a resident	3	0	Information Marker: Improving Bromley's Roads
It is very disappointing that there are no plans for the entrance / exit of Hay St from Linwood Ave. This is a black spot with people speeding around the corner, some have mounted the raised island knocking down the sign. I live on the corner and we have had many near misses exiting our drive way. Written on behalf of a resident	3	1	Information Marker: Improving Bromley's Roads
Can we please stop the buses from using Hat St as a cut through to the bus depot. The fumes are particularly troublesome and damaging to my health during an Easterly . The buses are also unnecarsarily adding to the traffic. Written on behalf of a resident	4	1	Information Marker: Improving Bromley's Roads
People use the entrance to Hay Street as a U turn opportunity which adds to the complications to the junction. The cut through the middle pathway to Smith Street is also a problematic area with many collisions and near misses. Written on behalf of a resident	2	0	Information Marker: Improving Bromley's Roads
It's disgusting how fast people turn off linwood Ave onto hay street, I've only lived here for a year and a half and have already witnessed two incidences where cars have crashed into parked vehicles DURING THE DAY at speed one car flipped onto its roof. Its concerning as alot of children are walking to and from the many nearby schools. At night, especially during the weekends you can constantly hear cars speeding up the street, with out fail people are always doing sustained skids in the area.	3	1	Information Marker: Improving Bromley's Roads
As someone who does not live in the area but has watched the council meeting where depositions have been given about this street (especially during the annual plan) I really feel for the residents of this neighbourhood. This is long overdue for some major traffic calming and a complete redo of the streetscape. In my opinion however the only way to fix this is by removing the incentive to drive fast down these streets, my suggestion is modal filters, and then traffic calming the shorter sections	2	1	Information Marker: Improving Bromley's Roads
Mini roundabout needs to be raised or people will drive over it. Narrow the intersection as Ruru Road joins Hay St.	1	0	Information Marker: Improving Bromley's Roads



## Submissions table – Improving Bromley’s Roads, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Thanks CCC for finally listening and putting effort into connecting with this neighbourhood about the traffic issues. Looking forward to seeing these plans come to fruition!	0	0	Information Marker: Improving Bromley's Roads
I live in Hay st and the speed of cars entering from Linwood Ave is often excessive . Also cars going down the straight at least 100kmh . Traffic calming needs to be included	2	1	Information Marker: Improving Bromley's Roads
I live in Kawau Crescent and would like the CCC to consider putting in speed bumps to stop cars racing up and down our street. This is particularly bad with school traffic.	1	1	Information Marker: Improving Bromley's Roads
he roundabout (86) will need to be raised enough to stop people just driving over it.	0	0	Information Marker: Site 1 - McGregors Rd / Hay St / Butterfield Ave
These plans look good. I am liking the addition of the roundabout.	0	0	Information Marker: Site 1 - McGregors Rd / Hay St / Butterfield Ave
Raised speed cushions are a good idea, need more down Hay Street. Mini roundabout needs to be raised so people don't drive over it	2	0	Information Marker: Site 1 - McGregors Rd / Hay St / Butterfield Ave
The link on your click here is faulty.  Shared paths are not safe for all pedestrians and should not be a go to. Road space should be allocated for all road corridor users. Directional tgsi need to be installed near the kerb line to guide pedestrians who are blind, deafblind or have low vision to stay on the continuous accessible path of travel.	0	0	Information Marker: Site 1 - McGregors Rd / Hay St / Butterfield Ave
Good plan with the speed bumps on Hay Street and Zebra crossing on McGregor's Road. Its hard to see left out of McGregors road that corner is blind. The zebra crossing in the middle of the plan on hays street into the Cemetary retaining wall is not needed instead have the crossings on the speedbumps. Butterfield Ave connecting onto Hay Street could do with some new pavement its bumpy and the road is lower than Hey Street. The transition makes it hard to get through onto McGregor's Road	0	0	Information Marker: Site 1 - McGregors Rd / Hay St / Butterfield Ave
Looking good. I'm pleased to see these proposed changes!	0	0	Information Marker: Site 1 - McGregors Rd / Hay St / Butterfield Ave
Good idea, hopefully this will help with the amount of trucks coming through.	0	0	Information Marker: Site 3 - Keighleys Rd / Bromley Rd
Nice to see this improvement planned, I've seen a masive number of vehicles run this intersection without realising who is supposed to have right of way and this has resulted in several near misses.. I've also had some scary moments when taking a taxi home, the give way signs are often missed and drivers don't even slow down or look as they come to the intersection. Thanks Ccc engineers, a roundabout looks like a great safe solution for this intersection.	2	0	Information Marker: Site 4 - McGregors Rd / Walcot St Shops
Is a good idea, as it is a dangerous intersection, however i think there needs to be another speed bump mid way between mcgregors and keighleys, and also towards linwood ave, to stop the over speeders accelerating between these points on the straight..	3	2	Information Marker: Site 4 - McGregors Rd / Walcot St Shops
Definitely need this! Be sure to add a couple of speed bumps along both ends of McGregors Road, the racers don't care what the speed limit is so you need to PHYSICALLY slow them down.	1	1	Information Marker: Site 4 - McGregors Rd / Walcot St Shops
I am a Resident who lives [REDACTED] An upgrade to this intersection is 100% needed. There is a big issue with cars doing burnouts it happens at least couple times a week. Also, at night cars speed through the intersection without stopping. The roundabout needs to be raised so people don't drive over it, not the small yellow type. Please build proper speed bumps and not the cheap bolted ones. Would be nice to have some landscaping too much concrete. Thanks CCC	3	1	Information Marker: Site 4 - McGregors Rd / Walcot St Shops
The roundabout needs to be raised so people can't drive over it	1	0	Information Marker: Site 4 - McGregors Rd / Walcot St Shops
Raised platforms can be an issue where there is no detectable kerb for those who are blind, deafblind or have low vision. What is being put in place to ensure they do not inadvertently enter the road without warning?	0	0	Information Marker: Site 5 - Hay St / Korora St

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**Disabled Persons** Assembly NZ

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

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## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

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## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>



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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## Pedestrian/road improvements

### Footpaths and pedestrian infrastructure

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.



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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*"There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious."*

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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.





## 11. Transport Choices - Little River Link Cycle Connections (Aidanfield)

Reference / Te Tohutoro: 23/1168838

Report of / Te Pou  
Matua: Andrew Cameron, Project Manager Transport,  
andrew.cameron@ccc.govt.nz;  
Jacob Bradbury, Manager Planning & Delivery Transport,  
Jacob.bradbury@ccc.govt.nz

Senior Manager /  
Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management  
(Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Transport Choices Little River Link Cycle Connections (Aidanfield) project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approves that construction of the Aidanfield component of the Little River Link Cycle Connections project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the changes to the layout of Nash reserve including, planting, bridge, additional and widening of paths, as generally shown on the plan TP362101 Issue 1, included within this report as **Attachment A**.
3. Approves the removal of three trees and the planting of six replacement trees as detailed in the tree assessment included in this report as **Attachment B**.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand's carbon emissions. In May 2022, government released its first Emissions

Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.

- 3.3 The Little River Link Cycle Connections project was included within the Transport Choices programme due to alignment with the “deliver strategic cycling/micro mobility networks” investment category of the programme.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

### Project Options Considered

- 4.3 As this project aims to formalising a currently informal connection that has significant use no further option was considered.

## 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:
- 5.1.1 Halswell Ward
- 5.1.2 Waipuna Halswell-Hornby-Riccarton Community Board
- 5.2 Formal access for cyclists from the Aidanfield area to the Little River Major Cycle Route is currently over one of the two Waka Kotahi bridges located on Awatea Road and on Aidanfield Drive. Both bridges provide a 2m shared path which do not connect into a dedicated cycle facility/shared path into the Aidanfield area. Situated between these two bridges is an underpass that directly connects to the Little River Major Cycle Route to the north of the motorway, and to the south of the motorway connects into Nash Reserve via a grit path that runs for approximately 100m south-east into the reserve. From the termination of this path tracks have been worn across the grass to both Bronco Drive and towards Date Crescent. A count of scooters, cyclists and pedestrians was taken on 30

March 2023 at the exit of the underpass on the Nash Reserve side of the motorway. The data below shows the total count between 7am and 6:30pm. 70% of the cyclists recorded north bound were between 7am and 8:30am with 70% of the south bound cyclists between 3:30pm and 6:30 pm. This data would suggest that this connection is currently a desired commuter link to the Little River Major Cycle Route.

North Bound			South Bound		
Scooter	Bicycle	Pedestrian	Scooter	Bicycle	Pedestrian
1	29	30	1	26	20

5.3 This project proposes to provide the following.

- Work with Waka Kotahi (as the Christchurch Southern Motorway Road Controlling Authority) to remove flaxes on the exit of the underpass to address current CPTED concerns.
- Create a 3m wide shared facility that exits onto Date Crescent and Bronco Drive.
- Replace the existing bridge with a 3m wide bridge that sits above the 50-year high water level.
- Remove three self-seeded willows that clash with the new bridge and create a CPTED concern.
- Plant six trees to replace those removed.
- Realign the connection of the existing grit path that heads east from the underpass to create a safer alignment to the new shared path.

#### Responses to consultation feedback

##### Opposition to the plan / location

- 5.4 There was some negative sentiment around impact on green space, privacy, and view of the reserve. Six replacement trees are proposed for the playground area that will provide an increase to the tree diversity in the area, shade within the playground and for the adjacent parking.

##### Address flooding and raise the path as high as possible

- 5.5 Those who raised this theme mentioned the bridge area in particular needing to be as high as possible above flood levels. The bridge level will be raised above the current 50-year high water level.

##### Connect to Bronco Drive path

- 5.6 There is a well-trodden dirt path connection into Bronco Drive near the playground that was not proposed to be upgraded pre-consultation. Upgrading this connection has been included in the proposed design as requested by the community.

##### Address visibility at corners

- 5.7 Addressing visibility where paths connect with the Little River Major Cycle Route, under the motorway. Vegetation removal is requested but those who raised this theme requested if anything else can be done, such as mirrors, and conducting safety audits on this point. Staff will work with Waka Kotahi to address the issue of visibility created by planting on each side of the subway.

Install lighting

- 5.8 Both general lighting and lighting under the bridge have been requested. Council's maintenance have been made aware that the underpass lights are not operational. No additional lighting is proposed however the existing light that currently lights the area to the south of the underpass will be optimised to light this area including the new bridge.

Additional route extension requests

- 5.9 A summary of other requests made is as follows:
- Improve the overpass on Dunbars Road going to Halswell/Westlake
  - Improve connection with Somerville Crescent
  - Create a connection from Aidanfield to Ngā Puna Wai
  - Connect to McMahon Drive
  - Improve connectivity in Halswell to public transport and Quarryman's trail
  - Create a mountain bike track amongst trees off of new path

- 5.10 These improvements are outside of the scope of this project.

**Public Consultation Te Tukanga Kōrerorero**

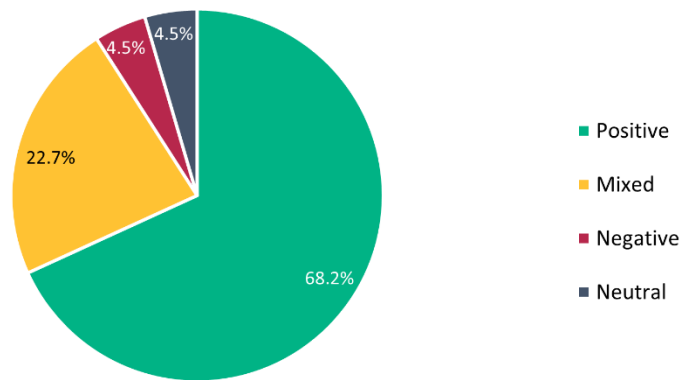
- 5.11 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.12 Early engagement started in early June 2023, when all surrounding residents were doorknocked with a letter and scheme plan, letting them know of the upcoming consultation details. Early feedback was mixed, some residents welcomed the changes while others were concerned about privacy and noise.
- 5.13 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, Environment Canterbury, Mahaanui Kurataiao, Halswell Residents Association, and Aidanfield Christian School. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.14 During consultation, emails were sent to those who expressed interest online in being updated on Way Safer Streets. Two Newsline stories were published and picked up by local media outlets. Digital screens were advertising the consultation in Civic Offices, as well as newspaper advertising in The Star and The Southern View. An online targeted advertising campaign ran for the entire consultation period.
- 5.15 An A3 sign was installed in Nash Reserve with a QR code which directed local cyclists and pedestrians to the online consultation.
- 5.16 A Christchurch-wide cycling event, "Christchurch Winter Solstice Matariki Night Light Bike Ride" was attended, and flyers were distributed to ensure cyclists were aware of the wider Way Safer Streets programme.
- 5.17 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.



### Summary of Submissions Ngā Tāpaetanga

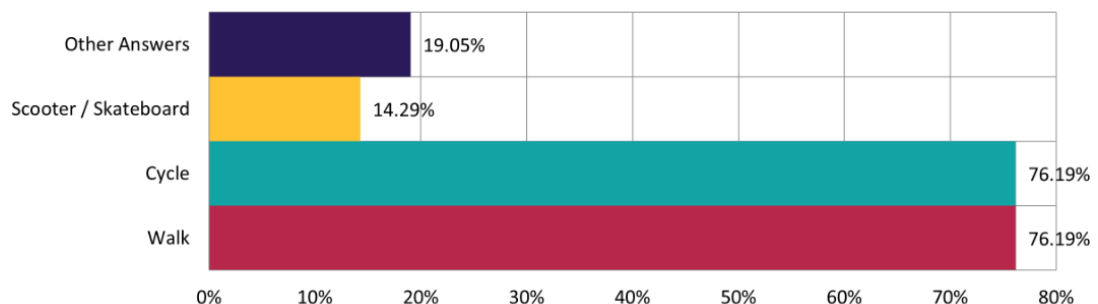
- 5.18 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.19 A total of 27 submissions and 22 comments were made on the project. 21 submissions were made in the interactive [Social Pinpoint Map](#), and six submissions were made via email/PDF. Submissions were made by The Halswell Residents Association, the Disabled Persons Assembly, the Waipuna Halswell-Hornby-Riccarton Community Board, and 24 individuals. All submissions and comments are available in **attachment B**.
- 5.20 On the [Social Pinpoint Map](#), the project received a total of 63 upvotes, 2 downvotes, and 22 comments.
- 5.21 Comment sentiment was analysed in addition to submissions, where the majority of comments were positive (68.2%):

Comment sentiment (22 comments)



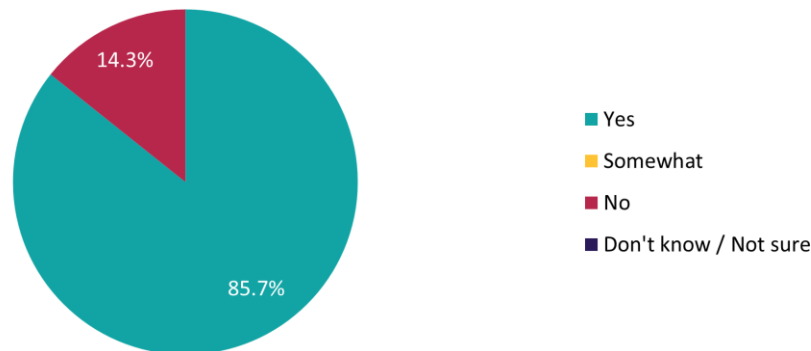
- 5.22 Submitters were asked how they travel through this area. The majority either walk (76.2%) or cycle (76.2%):

How do you currently travel through this area? (N=21)  
(Respondents could select multiple responses)



- 5.23 The majority of submitters (85.7%) felt this proposal would improve safety for cycling:

Do you think this proposal will improve safety for cycling? (N=21)



5.24 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Bronco Drive, Annies Lane, Date Crescent), live in local suburbs (e.g. Aidanfield, Wigram, Halswell, Hillmorton), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
No	3	0	0
Yes	5	11	2

5.25 Key themes and requests from both comments and submissions are summarised below:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Support for the shared path</b> <ul style="list-style-type: none"> <li>Support for the project adequately addressing existing safety concerns</li> </ul>	16	8	24
<b>Opposition to the plan / location</b> <ul style="list-style-type: none"> <li>Negative sentiment around impact on green space, privacy, and view of the reserve</li> <li>Potential to increase noise, e-scooters, and antisocial behaviour</li> </ul>	1	3	4

Requests	Number of comments	Number of submissions	Total mentions
<b>Address flooding and raise the path as high as possible</b> <ul style="list-style-type: none"> <li>Those who raised this theme mentioned the bridge area in particular needing to be as high as possible above flood levels</li> </ul>	4	4	8
<b>Connect to Bronco Drive path</b> <ul style="list-style-type: none"> <li>Those who raised this theme mentioned an existing muddy path connection into Bronco Drive near the playground, which may as well be formalised as it becomes muddy and unsafe during winter</li> </ul>	4	3	7
<b>Additional route extension requests</b> <ul style="list-style-type: none"> <li>Improve the overpass on Dunbars Road going to Halswell/Westlake (2)</li> <li>Improve connection with Somerville Crescent (2)</li> <li>From Aidanfield to Ngā Puna Wai (1)</li> <li>Connect to McMahon Drive (1)</li> </ul>	4	3	7

<ul style="list-style-type: none"> <li>Improve connectivity in Halswell to public transport and Quarryman's trail (1)</li> <li>A mountain bike track amongst trees off of new path (1)</li> </ul>			
<b>Address visibility at corners</b> <ul style="list-style-type: none"> <li>In particular addressing visibility where paths connect with the MCR, under the motorway. Vegetation removal is requested but those who raised this theme requested if anything else can be done, such as mirrors, and conducting safety audits on this point</li> </ul>	2	5	7
<b>Make the path as wide as possible</b> <ul style="list-style-type: none"> <li>Sharing the path with dogs, cyclists and pedestrians requires a wide path</li> <li>Those who mentioned this theme requested a 3.5-4m wide path, and a wider bridge</li> </ul>	4	3	7
<b>Install lighting</b> <ul style="list-style-type: none"> <li>Both general lighting and lighting under the bridge have been requested</li> </ul>	3	3	6

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2 Transport

6.2.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
- Level of Service: 10.5.3 More people are choosing to travel by cycling -  $\geq 12,500$  average daily cyclist detections
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction

### Policy Consistency Te Whai Kaupapa here

6.3 The recommendations of this report are consistent with Council's Plans and Policies, in particular:

6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).

6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.4 Having requested advice from the Treaty Relationships Team with regards to the project constructing a bridge over the Heathcote river the below advice was provided:

- 6.4.1 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.4.2 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.4.3 The completion of this project, replacing a small footbridge and enhancing access to connected cycle paths in this area of the city and district, will bring positive outcomes for the whole community and can contribute to people's wellbeing and safety.

#### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.5 The decisions in this report are likely to:
  - 6.5.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.5.2 Contribute positively to emissions reductions.
- 6.6 The emission reductions associated with this project have not been estimated.
- 6.7 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.
- 6.8 New Zealander has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.9 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel. Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.10 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.11 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.12 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - the estimate to implement the project is \$550,000 This is inclusive of all project costs.
- 7.2 Maintenance/Ongoing costs – generally consistent with existing maintenance costs. The net maintenance cost for the full Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 ID 72760, Transport Choices 2022 – Little River Cycle Connections \$4,303,242
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.
- 7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.5.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.5.2 Project costs are in accordance with expectations.
  - 7.5.3 Ability to deliver the project prior to June 2024.
- 7.6 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru




- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing



from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.

- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Scheme plan	23/1387786	464
B 	Tree Assessment	23/1360929	465
C 	Aidanfield - Submission Table (Public)	23/1365921	468

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

### Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

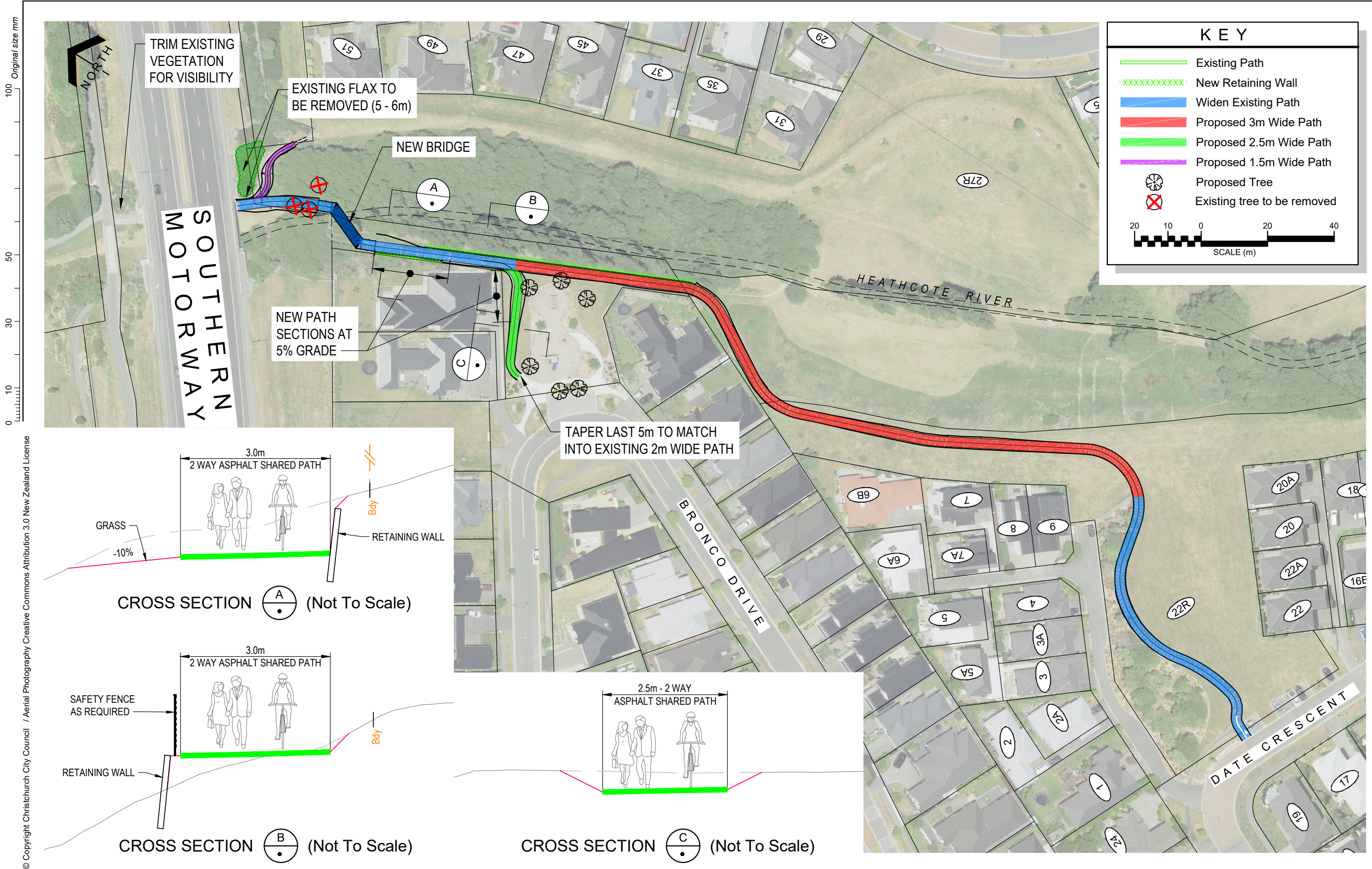
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Andrew Cameron - Project Manager Wayne Gallot - Senior Transportation Engineer Samantha Smith - Engagement Advisor Ann Tomlinson - Project Manager
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management







## Little River Connections Nash Reserve Tree Assessment

This tree assessment provides information relating to the proposed removal of three (3) reserve trees and replacement planting to enable the construction the Little River Connections (Shared Path) in Nash Reserve.

### Location:

The trees to be removed are located in Nash Reserve, 27R Sommerville Crescent, and are within the immediate vicinity of the Heathcote River. Replacement planting will occur in Bronco Park.

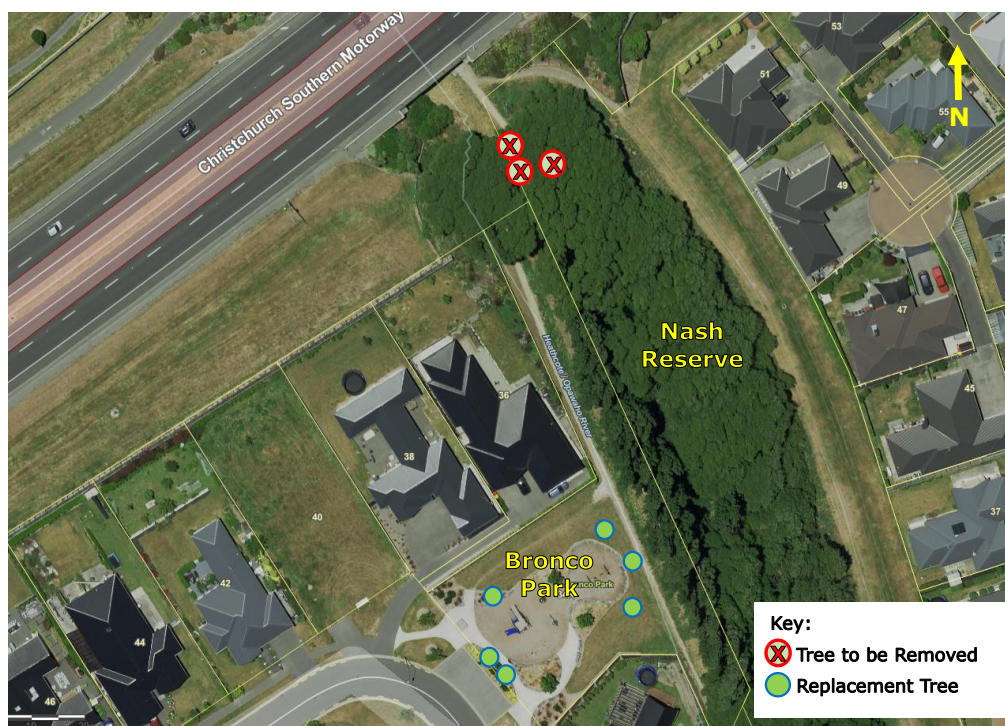


Figure 1: Site Map.

### Tree Assessment:

**Tree Asset ID:** Nil

**Species:** 3 x Crack Willow (*Salix fragilis*)

**Height:** up to 15.0m

Canopy: 8.0m to 15.0m

DBH: 0.70m to 0.95m

**Overall Condition:** Very Poor

The trees have been assessed as having fair health and very poor form due to extensive decay and structural failures.



Figure 2: Site and trees to be removed.

## Little River Connections – Nash Reserve – Tree Assessment

### Tree Removals:

The trees require removal for the construction of a new pedestrian bridge and shared path.

Removal of the trees will be unavoidable due to the proposed alignment of the bridge and widening of the existing path where the trees are located.

The potential effects of the proposed tree removals will be minor due to the location of the trees and the quantity of other trees within their immediate vicinity.



Figure 3: Trees to be removed.

Crack Willow (*Salix fragilis*) is a known pest species and is listed in the National Plant Pest Accord.

The District Plan tree protection rules (9.4.4.1.1 P6) apply, and a resource consent is required for the tree removals.

- The trees are located in a reserve and are more than 10.0 metres in height.
- The location is also within a waterbody setback/site of ecological significance (SES).

Council's global consent for works affecting significant and other trees (RMA/2021/2059) can be used for the removal of the trees in this case.

Undergrowth within the immediate vicinity of the trees (shown in Figure 3) and on the southern side of the existing bridge (Figure 4) will also be removed.

Low riparian planting will occur along the riverbank edge within the vicinity of the new bridge as mitigation and to improve the ecological and amenity values of the site.

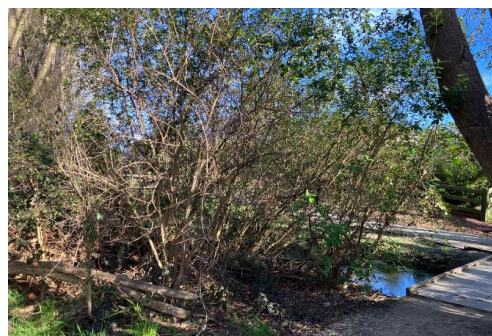


Figure 4: Shrubs to be removed.

### Retained Trees:

The subject trees are part of a large stand of Crack Willow trees within Nash Reserve which extends into Waka Kotahi NZTA land. Only the three (3) trees identified as directly affected by the proposed works are to be removed.

Despite their condition, the remaining trees are expected to be retained and protected during the works, as their management is outside of the scope of the project. However, as the works progress it is possible that other nearby trees may require removal due to being in very poor condition, and subsequent risks of structural failures within the vicinity of the shared path and bridge. If required those tree removals are expected to be carried out under staff delegations.

The District Plan tree protection rules (9.4.4.1.1 P12), Tree Policy (3.0 working around trees) and the Construction Standard Specifications (CSS Part 1, 22.0 protection of natural assets and habitats) apply, and it is a requirement that the retained trees are protected from potential damage during the works.



Little River Connections – Nash Reserve – Tree Assessment

**Replacement Trees:**

The proposed replacement tree planting will comply with the relevant parts of the Tree Policy, as listed below:

- 1.4 – Within sites and/or adjacent to sites of ecological significance (SES) ... we will strengthen and enhance existing indigenous biodiversity and ecological resilience by planting only eco-sourced native species except where other species are necessary for specified reasons.
- 1.7 - All trees will have a minimum establishment maintenance period of 24 months.
- 1.9 – For every tree removed a minimum of two new trees will be planted with the projected canopy cover replacing that which is lost within 20 years.
- 1.10 – For removals within the road corridor, the location of any replacement trees will be based on the following:
  - (1) in the same road corridor in as close proximity to the tree removed.

Due to the quantity and poor condition of Crack Willow trees within the vicinity of the trees to be removed, there is a risk that trees planted in that area may be damage by the surrounding trees or tree maintenance/removal operations.

Six (6) replacement tree locations have been identified in nearby Bronco Park (as shown in Figure 1) with the intention of increasing shade, shelter and amenity around the playground area.

The availability of tree nursery stock and the replacement tree species is yet to be confirmed. The replacement trees will be chosen to enhance the site, including:

- Medium size exotic deciduous trees (such as Magnolia or Maple) to provide summer shade to the car parking area at Bronco playground.
- A smaller growing native tree (such as Lemonwood) on the north-western side of the playground.
- Medium to large growing native trees on the north-eastern side of the playground, as this is near the Heathcote River.

**Laurie Gordon**

Arboricultural Advisor

24 August 2023

Page 3 of 3

Item 11

Attachment B

Submissions table – Aidanfield Cycle Connection, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10003	Yes	This will be fantastic. I also think it would be great to have some lighting on the route. If possible also to have a connection from Aidenfield through Nga Puna Wai, to avoid having to travel in the Northern side of the Southern Motorway.	The overpass on Dunbars road coming into Halswell/Westlake needs improvement as the footpath stops suddenly and you have to cross the busy road.	John Joseph Carter
10015	No		<p>This submission is completely against the proposed cycle way through the Nash reserve in Aidanfield for the below reasons.</p> <ul style="list-style-type: none"><li>• This will only serve to negatively impact the wildlife and green space by increasing the amount of people through this area.</li><li>• It will only encourage the multiple groups of teenagers who have already damaged the reserve to continue to do so through ease of access. Refer to the signs posted by council at the reserve entrances.</li><li>• There are two other more relevant options and sites for the pathway to go without disturbing the reserve green space. These can connect people more directly into the cycle way system through the Bronco Park playground and/or into the easement on Eliza Place.</li><li>• This current proposal will increase the ease at which security around the houses can be degraded through quicker get away's for criminal behaviour, it will purposefully reduce peoples privacy and security in their homes, it will also reduce the value of the affected properties ( which we will be seeking compensation for from the CCC should it go ahead).</li></ul> <p>See submission attachment 10015</p>	robert carter
10016	No		I strongly oppose the idea of a cycleway through the Nash Reserve. It will permanently ruin the very nature of the green conservation reserve, It will also take away the privacy of the local home owners, which is also a huge safety concern for the residents, Please do not let this happen.	Stephen Watt

Submissions table – Aidanfield Cycle Connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10018	No		<p>To whom it may concern This letter is in opposition to the new cycle way</p> <p>I moved from the UK 12 years ago, into the house my husband bought for us. [REDACTED] is our home, with it's beautiful, uninterrupted views of the reserve. A home I have loved living in as I settled into my new life in New Zealand. Constructing a cycle way passing the front of the house will obliterate this picture perfect view and the view we love.</p> <p>As my husband works for Air New Zealand, he is away often and for long periods. I would feel unsafe and uncomfortable with an abundance of cyclists passing by everyday and being able to look in. I enjoy having the doors open in the summer to take in the view of the reserve but with a cycleway I won't be able to do that. At the moment the few cyclists we have are from the area, this cycleway will only bring lots of people from miles around. I want to feel safe in my home. And,yes, I'm sure there will be the suggestion of us putting up a fence but why should we block out our view!</p> <p>With cyclists come scooters. I work shift work and I am unhappy with scooters hooning up and down at all times of the day and night causing a disturbance.</p> <p>I am also sure that with more and more people using the cycleway, litter will also be an issue. If you travel up any of the cycleways along the motorway there is an unsightly amount of rubbish. I do not want that at the front of our house, our home.</p> <p>The reserve is a reserve for a reason and to be preserved, please find another route for the cycle path.</p>	Danielle Flower
10025	N/A		See submission attachment 10025	David Hawke - Halswell Residents Association
10026	N/A		See submission attachment 10026	Helen Broughton - Waipuna Halswell-Hornby-Riccarton Community Board

Submissions table – Aidanfield Cycle Connection, June/July 2023

Organisations / Businesses

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10022	N/A		See submission attachment 10022	Chris Ford - Disabled Persons Assembly

Individuals

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10001	Yes	The bridge washed away previously in a storm and was subsequently reinstated. It will be pleasing to see the paved pathway instated because it is currently difficult to find separated paths between Wigram & the rest of the City to Aidanfield. The pathway is already well established and provides an excellent connection to the local park. I sometimes struggle to manoeuvre our pram through there. On my bike, when it's been raining it can be a bit inaccessible. I wholeheartedly support this change.		Cody Cooper
10002	Yes			Hannah Capon
10004	Yes	Ensure better visibility at corners where connecting paths join the Major Cycle Way.	I am a regular user of the current unsealed path and it appears to be very well used by many others ... so much so that it gets churned up in wet weather, so sealing it would be great! This route makes travel by active modes a better proposition than taking the car to local shops at Wigram etc.	John Falconer
10005	Yes	There is a large section of rather extreme subsidence on the shared cycle path alongside the motorway around here. Really needs to be fixed.		Abigail Cairns
10006	Yes	Bronco Drive path joined to the path	The path down the bridge end will need to be built up due to flooding in heavy rain	Kerry Bain

Submissions table – Aidanfield Cycle Connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10007	Yes	Fix the flooding of the path between Wigram rd and little river link. Improve visibility at the intersection of the little river link and path under the motorway. Repair slumps of the LRL path towards the motorway northwest of this intersection (properly, don't just patch over with more AC).	If this project is too take some time to get to construction, priority should be given to quick fixes of the existing flooding, visibility issues, and muddy link to Bronco playground to bake safe for this winter.	Jeffrey Tuck
10008	Yes	Coming from Aidenfield on to path by motorway, vegetation removal also needs to improve vision. It can be dangerous walking out at this point due to the speed of bikes either going into or out of the dip on the cycle way.		Janet Borgfeldt
10009	Yes	Make it wide as people & dogs use this area more than cyclists do or have a separate area to make it safe for everyone.	This is a dog friendly neighbourhood so please consider this too. People use this path to go to the bus stop. Maybe extend this to go to the Aidanfield bus stop too.	Jinky Knowler
10010	Yes	Increased visibility where cycle trails join motorway tracks. Not sure how to achieve however- maybe mirrors?		Kirsten Graham
10011	Yes	For me this is the last piece of the puzzle to avoid busy roads to get onto the shared path. I would suggest at minimum some decent road markings for cycling around the more arterial routes around Aidanfield, eg Aidanfield Drive etc.	The current bridge floods a bit, so whatever your plan is you'll need to raise up the area. Additionally on the other side of the motorway that area floods often also.	James Graham
10012	Yes		Keep up the good work! It's unfortunate that so many of our councilors do not represent their community on the issue of walking and cycling.	Chris Freear
10013	Yes			Mark Christensen
10014	Yes	Some lighting, especially as it is dark in the mornings & evenings through winter when some of us are traveling to work.	This is fantastic and a very good connection with other great cycling routes	Jodi Enright
10017	Yes		This is a frequently used and important connection point between Aidanfield and Wigram, and to get onto the cycle/walk way between the two suburbs. It needs to be sealed correctly, and the bridge raised above flood levels, to ensure safety and longevity for all	Aaron Cornwall
10019	Yes			Ainara Scott
10020	Yes	ensure lighting is good enough for night-time riders, but if anything is put in, please make sure you consult with residents, and hopefully get approval		Chris Abbott



Submissions table – Aidanfield Cycle Connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10021	Yes	While this is great, you will eventually end up on Dunbar's Rd (if you're heading to Halswell) which is narrow and doesn't have much of a shoulder for cycling. There is space on the dieting footpath, so it would be nice to expand that to a full cycleway		Liam Byrne
10023	N/A		<p>I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.</p> <p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city.</p> <p>One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15 minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off.</p> <p>My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr.</p> <p>People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p> <p>An elderly friend after listening to talk back radio recently said " 'they' are trying to make me cycle and I don't want to!" We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can.</p> <p>Reducing speed limits in areas where this will improve the safety of all has my support too. I drive through town often and while I have taken time to adjust to the 30 km zones I find they are not an inconvenience at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p>	Colleen Philip

Submissions table – Aidanfield Cycle Connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
			Thank you	
10024	N/A		<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>	Cameron Bradley
10027	N/A		<p>Dear Christchurch City Council,</p> <p>This consultation is advertised as being for Cyclists only for Cashmere Road, Simeon Street, Aidanfield and Nga Puna Wai, yet in each of these you are taking from pedestrians for cycling. How can you have that you are proposing a "shared" path but have only put a cycling logo on the map? Why no pedestrian logo?</p> <p>It would appear that the only reason for proposing these works are, 'We've received Government funding to create safer cycle connections'. Is this a worthy reason? So only cyclists count, and you only want the views of cyclists, regardless that you are proposing "shared" paths or "shared" spaces at intersections. The only consideration is cycling, with no consideration for children at playgrounds, pedestrians, and other road users.</p> <p>So-called "shared" paths are no longer safe for all pedestrians. The arrival of e-bikes and e-scooters has resulted in faster speeds and heavier bikes. Cargo bikes take up most of the room on "shared" paths. On roads, pedestrians are to go on the right so they can face oncoming traffic. But on shared paths, pedestrians are expected to be on the left, like all traffic. That's scary when the vehicle coming behind you may be travelling 6 times faster than you!</p> <p>Pedestrians interact with a surface by foot-strike, whereas wheels roll over a surface, having tyres for cushioning, and now some bikes have suspension too. Whereas pedestrians,</p>	Mary O'Connor

Submissions table – Aidanfield Cycle Connection, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
			<p>particularly those who run or jog, on impact with a surface have impact forces through the person. The harder the surface, the harder the force. Hence, building asphalt "shared" paths are negative outcomes for pedestrians.</p> <p>From the NZTA website</p> <p>The Transport Agency recommends:</p> <ul style="list-style-type: none"><li>• E-bikes with a maximum speed cut out of 25km/h for those new to riding, or 32km/h for experienced riders who spend most of their time on the road</li></ul> <p>Clearly e-bikes can travel over 30kph. Those walking might manage around 5 kph, with faster speeds to about 15kph for those running.</p> <p>Aidenfield Cycle Connection</p> <p>The present situation ensures that no cyclist travels at fast speeds. It is a quiet space where children can wander and explore. Bronco playground is away from traffic. Grass has a softer impact than asphalt.</p> <p>Building the proposed "shared" path will replace grass, a softer more pedestrian-friendly surface than asphalt and result in wheels travelling at faster speeds. It will be very close to Bronco playground - are there no concerns that a child may be hit by a cyclist, especially if on an e-bike? The intersection with the Little River Link will be very dangerous as there is little visibility. It is not sufficient to trim the greenery, as it will grow back. As it is downhill from both directions on the Little River Link, bikes will be travelling faster than the normal at this point, increasing the probability of an accident.</p> <p>There has been insufficient information given with this consultation. And nothing regarding the surrounding area and the impact building this "shared" path might have. Bronco playground will have traffic that could travel 30+ kms only meters from it - how is this safe and acceptable?</p> <p>The close options of Aidenfield Drive and Awatea Road are already adequate.</p> <p>Nga Puna Wai</p> <p>Again this is taking a pedestrian path for a cycleway, without regard for pedestrians or the semi-natural area. We need non-traffic spaces and this includes cycleways. And to add lights to an area away from other traffic and houses would not seem a good option for personal safety. The Aidenfield Drive overpass, with marked cycle lanes is close by and a safer option. Again no pros and cons or safety assessment.</p> <p>Simeon Street</p> <p>This proposal really needs to consider the wider area and other factors like intensification. The decisions Waka Kotare make regarding Brougham Street will have a large impact on Simeon Street, yet no mention of this possible impact. If Waka Kotare removes the right-turn into Selwyn Street more traffic will be forced to use Coronation Street. Intensification is having a large</p>	

Submissions table – Aidanfield Cycle Connection, June/July 2023

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			<p>impact on the area, and with no longer a requirement for developers to provide on-site parking, congestion will get worse.</p> <p>The street plan's key has the symbols a blur and it's difficult to see what's "shared". The shading appears to indicate that at intersections footpaths are replaced with "shared" space. Why? This might leave pedestrians in a dangerous position of a cyclists coming fast around the corner with no visibility. Any greenery or building that could reduce visibility will be on private property. If a corner section gets redeveloped by developers building will be built much closer to the footpath. Why do you think it's okay to have cyclists on footpaths at intersections?</p> <p>Will passengers alight the bus straight onto the cycleway. There is something written on the plan but it's illegible. Have you thought about the different passengers - those in wheelchairs, parents with young children in buggies, those with a full shopping basket on wheels having been to Barrington Mall. Who will give way? The passengers wanting to get on the bus/leave the bus or the cyclists whose path they will be on?</p> <p>I cross Milton Street in both directions most days at Selwyn Street and have no trouble crossing. I sometimes cross at Simeon Street and no problems. This is due to the lights on Colombo, Selwyn and Barrington Streets creating gaps in the traffic at other places. The island in the middle may need enlarging and a sign on Simeon Street for left-turning traffic to give way to pedestrians and cyclists, but traffic lights are unnecessary. Slowing cyclists down by causing them to dismount will be less time than them having to wait for the lights to turn in their favour. Traffic lights on Barrington/Coronation Street intersection are more necessary than for cyclists to cross Milton Street.</p> <p>Cashmere Road</p> <p>Again, pedestrians are ignored. But by the comments it also seems that residents and businesses are too.</p> <p>There needs to be more information for everyone when these are put out to consultation - pros and cons, impact on different means of travel, materials to be used and more detailed plans unless there is to be a further consultation, effect on the neighbourhood, cost v's benefit, consideration of the wider area, ...</p> <p>A new approach is needed that considers pedestrians and acknowledges that pedestrian paths are necessary for health and well-being as a means of getting from one place to another. Also all pedestrians need to be considered. All walkers are pedestrians but not all pedestrians are walkers. Yet so often pedestrians are referred to as walkers and councils and government only consider walkers. Those that run and jog are not mentioned and their specific needs, particularly the impact on hard surfaces and camber, not considered. If pedestrian infrastructure considered all pedestrians - those that run, jog and walk, and have areas for pedestrians-only, away from all traffic, including cyclists and those on wheeled recreational devices, it would improve liveability</p>	

Submissions table – Aidanfield Cycle Connection, June/July 2023

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			<p>in Christchurch.</p> <p>There needs to be a separation between active travel and green travel, and the health benefits of each. Pedestrian activities are the most active. How can riding an e-scooter be considered active travel? It may be green travel with reduced emissions but is not active. Priority needs to be given to active travel for the health and well-being benefits.</p> <p>Your proposals do not give "Way Safer Streets" for pedestrians, rather the opposite!</p> <p>Please consider more than cycling.</p> <p>Mary O'Connor</p>	

Comments

Comment	Upvotes	Downvotes
This will solidify the existing unlaced track and make it more viable in differing weather conditions.	9	0
This would be great. Me and a lot of other friends all bike through this way and the current dirt path can get rather slippery and muddy. Trimming the vegetation on that corner where the path meets with the cycle way next to the highway is a must. You cannot see people coming down as it is now and there have been a couple accidents with e bikes because of that.	14	0
Ideally this could connect with Somerville Crescent to avoid the need to go over the bridge or double-back.	7	0
This is great and much needed as the main thoroughfare to wigram but surely it would be quicker, cheaper and easier to connect to the road using the existing bronco park path? There's already a well used and trodden path there that just needs a few metres paved. It's much shorter and connects to bronco drive. It already shows on google maps. Most cyclists use that connection to the road. If you aren't going to do this then can you add that section to the plan?	7	0
Can you please sort out the access to this plan from Bronco Drive just by the bronco park. Its so dangerous when its wet, slip sliding on mud. I actually came off my bike one morning when it was super muddy and spent 4 weeks off on ACC with a badly sprained wrist and dislocated finger. Heaps of people already use this path so please include this in your plans and make it the first action you take.	9	0
We atleast need access to the proposed path from Bronco Drive. The path up the bridge end due too flooding in heavy rain. Can we get some grit on the current path till the new path is in. Make the trees safe but don't take the wind break out. What about a mountain bike track amongst the trees off the new path	6	0
The previous post should read the path needs to be raised down the bridge end due to flooding in heavy rain.	6	0
Completing this connection would be great! It's rather bizarre it was not done with the initial development. It should also include a paved link to the Bronco playground and Bronco drive as the grassed area is well trafficked and becomes muddy and unsafe in winter.	9	0

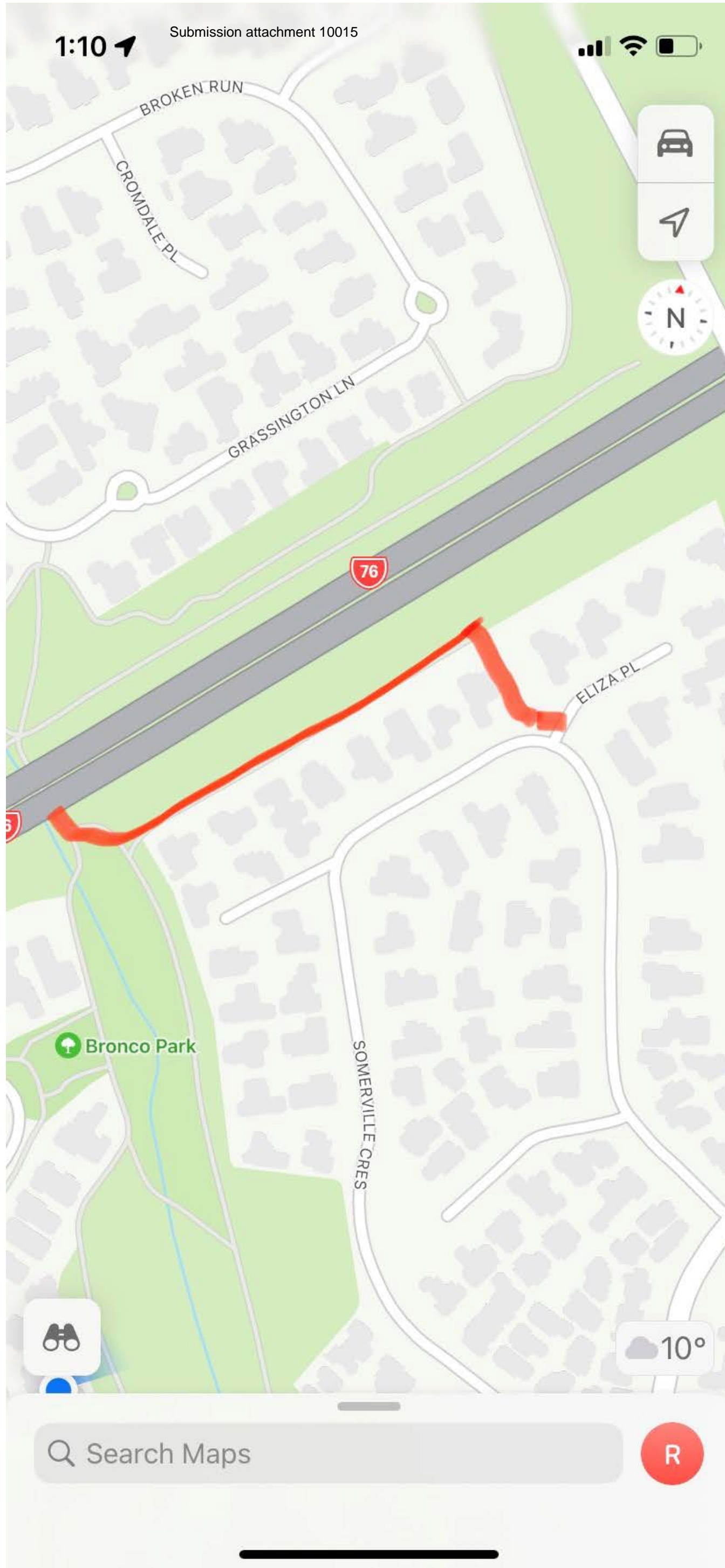


Submissions table – Aidanfield Cycle Connection, June/July 2023

Comment	Upvotes	Downvotes
Also to improve is visibility at the little river link intersection as this is difficult to safely cross with a pram or on bike due to bushes obscuring vis to the west.		
As part of this project and creating a safe usable link, Council should assess and remediate the regular flooding making the path between Wigram rd and the little river link impassable for extended periods through winter. This is likely caused by poor initial design and worsened by poor maintenance of the stream bed to and past the Bronco playground. Failure to solve this problem could also lead to the proposed bridge and access from the north being blocked for similar reasons.	6	0
Love it, but... this will be a busy commuters route by bike from a growing suburb and new shopping area. Shared path is 3m wide - can this be 4m please just so that people who are walking enjoy this more with cyclists passing by.	12	0
love it, have already been taking cycling groups through here, even though the centre section is unformed. We sometime use the whole route from Date Cres to the u/pass, and sometimes the Bronco drive playground to get into this connection.	4	0
Great work....is there any detail about the type of bridge proposed??	3	0
Really stoked to see this! I use this path often for my commute, but more importantly when I'm biking with my young family on the weekends this is a great path to avoid having to go on any busy streets at all to get onto the shared path along the motorway, and from there we can get nearly anywhere without going on roads. The current path is "good enough" but improvements would be welcome, especially to combat the flooding that can happen in the current space, and a paved path would help a lot.	6	0
This will be fantastic to have a sealed path for cyclists and pedestrians. The current track is often muddy and slippery. My wife and I are 100% in favor.	5	0
It's an open space away from traffic - why destroy a peaceful area for enjoyment, health and wellbeing with a cycleway designed for speed. So-called 'shared' paths only benefit cyclists. Pedestrians are made vulnerable especially now with e-bikes which can travel around 30kph and are heavy. Cycleway planned a few metres from Bronco playground! No thought of child safety. This plan appears to only consider cyclists, for whom there are nearby alternatives. Safer for this area to be "no cycling".	0	9
Great idea. All in favour of shortcuts and separated zones for cyclists and pedestrians. I would suggest that 3m is a little narrow for two-way shared path. Closer to 4 metres would be better.	8	0
Fully support this on proviso that lighting is added for the stretch from under the motorway until it is out of the treed lower areas. Suggest link to Somerville cres is added and a link from Bronco drive.		
Turnstiles or bars need to prevent cyclist and pedestrians moving directly into path of the motorway cycle route. Just cutting vegetation that will grow back is not an option. Do it once and correct. Thanks for opportunity to submit	2	0
My husband and myself firmly agree improvement is needed and lighting under the motorway bridge with a wider bridge over the creek . A formed pathway through the playground. We use this for cycling and walking regularly.	3	0
Agree and support this. Need better formed path and lighting. And raised to avoid flooding.	3	0
Definitely a good improvement. Also need to improve the connection to Somerville Cres, which is currently just a worn path in the grass, and a steep gravel path up from under the river.	3	0
This will be a great connection. In future it would be wonderful if it could connect McMahon Drive near the Ōpāwaho Heathcote River. Riding the grass is ok in Summer, but in the Winter months it's not the best.		
The existing "bridge" (use that term loosely!) is a novelty, however there was always that risk of ending up in the water. This project is a safety improvement.	2	0

Submissions table – Aidanfield Cycle Connection, June/July 2023

Comment	Upvotes	Downvotes
This is a great use the funds. Thank you. The current bridge is not particularly safe for older people in bike groups. Hopefully the shared paths can be 3.5m wide. Wigram and Aidanfield are great areas to bike around now, improving this link is going to make such a difference,	1	0



Submission Attachment 10022



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

Submission Attachment 10022

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.



Submission Attachment 10022

## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

Submission Attachment 10022

## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

Submission Attachment 10022

The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## **Pedestrian/road improvements**

### **Footpaths and pedestrian infrastructure**

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

Submission Attachment 10022

- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

Submission Attachment 10022

Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.



Submission Attachment 10022

A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

## Submission Attachment 10022

difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*"There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious."*



## Submission Attachment 10022

That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

Submission Attachment 10025



*Halswell*  
**RESIDENTS ASSOCIATION** (inc)

The Chairman:  
1 McDermott Place,  
CHRISTCHURCH, 8025

**Submission:** Way Safer Streets (Christchurch City Council); Halswell projects

**Date:** 14 July 2023

**Standing:** Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 9 members, and we hold monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting.

The Association Chairperson is John Bennett; David Hawke is Secretary; Adele Geradts is Treasurer. The Association can be contacted by email at [secretary.HRA@gmail.com](mailto:secretary.HRA@gmail.com)

Our Submission focuses on the two projects proposed for Halswell. We are somewhat disappointed that more could not have been done to improve connectivity in Halswell to public transport and with Quarrymans Trail, but maybe next time.

Nevertheless, taking the two projects in turn:

1. Ngā Puna Wai connection to Little River Cycleway ("the motorway cycle path"): We support the proposal.
  - a. The project will provide an alternative for people to get to events at Ngā Puna Wai that doesn't involve parking their cars in the residential streets of Aidanfield.
    - i. Although we don't expect that huge numbers will take advantage of the project for attending Ngā Puna Wai events, every little bit helps.
  - b. The project will improve cycling connectivity for people living in Halswell.
    - i. This will be especially important once the PT priority project for SH 75 (Halswell Road) is completed, noting that the PT priority project includes separated cycling infrastructure from Dunbars Road to the central city. For example, this connectivity will provide a way to get to and from Wigram that allows people on bikes to avoid Dunbars Road.
    - ii. The proposed work will complement the proposed upgrade of the Wigram Road – Haytons Road intersection.
  - c. Key points for City Council to bear in mind:
    - i. There must be a simple, easy to use interface in the area of the underpass with the Little River Cycleway.

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- ii. There must be a simple, easy to use interface with the upgraded Wigram Road – Haytons Road intersection and the proposed extension of the cycle path along Wigram Road.
  - iii. Good signage is really important, as finding one's way through the multitude of paths in Ngā Puna Wai is presently challenging.
- 2. Aidanfield cycle connection from Date Crescent to Little River Cycleway: We support the proposal.
  - a. The project upgrades and extends an existing path, and will improve access for people in the western part of Aidanfield to access to cycleway network.
  - b. Key points for City Council to bear in mind:
    - i. The intersection with the motorway cyclepath is challenging ("dangerous and unsafe" in the words of one of our Committee), with difficult visibility. We don't think "cutting back the vegetation" is sufficient. Design of the intersection needs to ensure that people coming from Aidanfield can't rush out onto the motorway cyclepath. One of our members has had this happen with the current path, and he suffered significant injuries. We think an independent safety audit of both the final design and its implementation would be a good idea.

Submission Attachment 10026

Way Safer Streets

Waipuna Halswell Hornby Riccarton Community Board

**1. Introduction**

- 1.1. The Waipuna Halswell-Hornby-Riccarton Community Board (“the Board”) appreciates the opportunity to make a submission on Way Safer Streets proposals.
- 1.2. The Board wishes to be heard in support of its submission.

**2. Submission**

- 2.1. The Board agrees that everyone should be able to safely travel where they want to go in the city, whether walking, scootering, busing, cycling or driving. That's why we're making several Ōtautahi Christchurch areas safer for travellers – way safer.
- 2.2. The Board supports the Council’s proposed use of Government funding for the proposed range of improvements to make it safer to walk, scooter, cycle and bus and which help reduce congestion, lower emissions and make it easier for everyone to get around.
- 2.3. In particular, the Board supports the following cycleway connection projects:

**Aidanfield cycle connection**

Provision of a sealed shared path through Nash Reserve to connect the Little River Link cycleway to Date Crescent, via the Southern Motorway Heathcote River underpass and upgrading the bridge over the Ōpāwaho Heathcote River.

This will formalise a route that is currently being used but has a low level of service. The Board considers that the proposed work will raise the level of service and encourage more users of this route, connecting the Little River Major Cycle Route with the residential area of Aidanfield.

**Ngā Puna Wai**

Creation of a shared and lit low speed accessway into Nga Puna Wai that connects the Little River Cycle way via the Wigram Hayton underpass and that incorporates Wayfinding paint and signs along the path to help travellers find their way.

The project aims to use the existing main accessway from the Wigram Hayton underpass and connect around the back of the sports Hub.

The Board considers that this connection of the Little River Major Cycleway Route with the Ngā Puna Wai Sports Hub and through to the area South and East with the inclusion of cycle markings, wayfinding and street lighting will make this route more conducive to those using the sports Hub at night and increase the current usage. The Board understands that this shared accessway will include speed humps to ensure a low-speed environment is maintained at all times providing an environment conducive to cyclists with all levels of experience.



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Conclusion

The Board requests that its submission be taken into consideration.

The Board would like to speak to its submission.



Helen Broughton

CHAIRPERSON Waipuna Halswell-Hornby-Riccarton Community Board

Dated 13 July 2023.



## 12. Transport Choices - Linwood and Woolston Improvements (Rhona Street)

Reference / Te Tohutoro: 23/1168984

Report of / Te Pou  
Matua: Lisa-Maria Biggar, Project Manager Transport,  
lisa-maria.biggar@ccc.govt.nz  
Jacob Bradbury, Manager Planning & Delivery Transport,  
jacob.bradbury@ccc.govt.nz  
Senior Manager /  
Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management  
(Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Linwood and Woolston Improvements (Rhona Street) project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approves construction of the Linwood and Woolston Improvements (Rhona Street) project subject to implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves all road surface treatments, traffic islands, kerb alignments, traffic calming devices and road markings on Rhona Street, commencing at its intersection with Buckleys Road, and extending in north-westerly direction to the end (school boundary), as detailed on plan TG361702, sheet 1, dated 18/08/2023 and attached to this report as **Attachment A**.
4. Approves that in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004 that the northwest approach of Rhona Street at its intersection with Buckleys Road be controlled by a Give Way.
5. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of

Rhona Street commencing at its intersection with Buckleys Road and extending in a north westerly direction for a distance of 22 metres.

6. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Rhona Street commencing at a point 62 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
7. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Rhona Street commencing at a point 127 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
8. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north western end of Rhona Street adjoining the property boundary of No.15 / 15A McLean Street (Te Pā o Rākaihautū School), and extending across the vehicle entrance and along the kerb build out in front of No.46 Rhona Street, as detailed on plan TG361702, sheet 1, dated 18/08/2023 and attached to this report as Attachment A.
9. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Rhona Street commencing at its intersection with Buckleys Road and extending in a north westerly direction for a distance of 17 metres.
10. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Rhona Street commencing at a point 62 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
11. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Rhona Street commencing at a point 128 metres northeast of its intersection with Buckleys Road and extending in a north westerly direction for a distance of nine metres.
12. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Buckleys Road commencing at its intersection with Rhona Street and extending in a north easterly direction for a distance of seven metres.
13. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Buckleys Road commencing at its intersection with Rhona Street and extending in a south westerly direction for a distance nine metres.
14. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 4 to 13.
15. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 4 to 14 are in place (or removed in the case of revocations).

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand’s carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Linwood and Woolston Improvements project was included within the Transport Choices programme due to alignment with the “creating walkable networks” investment category of the programme.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
  - Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use.
  - Achieving diversity across the four investment categories for Transport Choices funding.
  - Focusing investments in certain suburbs.
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes.
  - Complimenting existing programmes, such as the Major Cycleway Routes programme.
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer several business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

#### Project Options

- 4.3 The options considered for the whole scheme included:
  - Do nothing.  
Footpath improvement element
  - Improve pedestrian access to Te Pā o Rākaihautū School through either widening the footpath on both sides of Rhona Street or;
  - Only on the footpath on south-western side.



Traffic calming element

- Speed humps only, with on-street parking retained.
- Speed humps combined with road narrowing achieved by kerb buildouts and loss of on-street parking at the kerb buildouts.

At the school end of the street

- Provide a new curved turning head.
- Provide a short footpath connection to Te Pā o Rākaihautū School without a new turnaround area.

At the Buckleys Road intersection

- Provide a Give Way Control, with pedestrian refuge island and speed hump.
- Provide a narrow intersection threshold, with kerb buildouts and speed hump.

**Project Options Selection**

4.4 The preferred option was chosen for the following reasons:

- Widening the footpath on the south-western side will provide the best improvements for the school, particularly for students walking to and from the Linwood pool for swimming lessons. It encourages students to stay on the south-western side of Rhona Street to use the existing traffic signals with the signalised pedestrian crossing on Buckleys Road to the southwest side of Rhona Street.
- Traffic calming using speed humps combined with road narrowing is more effective in speed reduction since many vehicles are not discouraged by speed humps alone, yet all drivers tend to slow down whilst approaching a road narrowing. The associated kerb buildouts have been located between driveways to minimise the loss of on-street parking and to provide opportunities for streetscapes.
- At the end of the street, while a full turning head would assist some vehicles, this has been considered by the local residents as being of negligible benefit that would not justify the removal of several parking spaces. Instead, the short footpath connection at the school end of the street minimises the loss of on-street parking with a turning head while providing connection for pedestrians between the school and the footpath.
- The pedestrian refuge island and speed hump treatment at the Buckleys Road intersection will be consistent with the proposal for the Buckleys Road/McLean Street intersection to the south. The pedestrian refuge island reduces the crossing distance for pedestrians and enables them to cross Rhona Street in two stages.
- The option meets the project objectives and is able to be delivered within the constrained Transport Choices programme timeframe.

## 5. Detail Te Whakamahuki

5.1 The decision affects the following wards/Community Board areas:

5.1.1 Linwood Ward

5.1.2 Waitai Coastal-Burwood-Linwood Community Board

5.2 The purpose of the project is to improve walking connections to Te Pā o Rākaihautū School and provide traffic calming along Rhona Street by means of:

- Providing a kerb buildout and path on Rhona Street at the school access connecting to the south-western footpath on Rhona Street.
  - Footpath widening on the south-western side of Rhona Street. The footpath will be 2.2 metres wide along the kerb, which is an improvement on the existing footpath that is under-width and obstructed by poles.
  - Traffic calming with speed humps and kerb buildouts along Rhona Street. The road width at the buildouts is 6 metres, which compares to the current 14 metres wide.
  - Lighting upgrades.
  - Street trees and landscaping at the kerb buildouts.
  - A pedestrian refuge island with speed hump and Give Way control on Rhona Street at its intersection with Buckleys Road.
  - Tactile pavers on Rhona Street at the intersection with Buckleys Road.
  - No stopping restrictions at various locations.
  - Drainage improvements.
- 5.3 To implement this scheme, there will be a loss of eight on-street parking spaces on Rhona Street - four parking spaces at the kerb buildouts with speed humps and four parking spaces at the Rhona Street/Buckleys Road intersection.

#### **Public Consultation Te Tukanga Kōrerorero**

- 5.4 Early engagement started in late May 2023 when staff met with Te Pā o Rākaihautū School to brief them on the project.
- 5.5 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.6 Staff attended a LinWard collective hui (consisting of Te Whare Taonga o Ngā Iwi Katoa - Linwood Resource Centre, Bromley Community Trust, The Loft, CCC Libraries, Christchurch Methodist Mission and St Chads Church and Linwood Avenue Corner Trust) to brief them on Way Safer Streets projects in early June 2023. Recommended engagement tactics were taken on board.
- 5.7 Consultation started on 16 June and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, The New Zealand Automobile Association, Disabled Persons Assembly, Blind Low Vision group, ECan, Mahaanui Kurataiao, Te Pā o Rākaihautū School, and The Loft at Eastgate.
- 5.8 The consultation was posted on the Council Facebook page, as well as local community group pages, inviting submissions on the [Social Pinpoint Map](#). The consultation plan is provided as **Attachment B**.
- 5.9 Residents in the project area were doorknocked and provided with scheme plans in June 2023, where feedback was mostly positive, and residents spoke of existing safety issues, speeding, and drainage concerns.
- 5.10 Two Newsline stories were published and picked up by local media outlets. There were digital screens advertised the consultation in Civic Offices and Linwood Library, as well as newspaper advertisements in The Star and The Pegasus Post. Digital billboards were used in Linwood, including at the Aldwins Road/Buckleys Road/Linwood Ave intersection, at bus shelters, and outside Eastgate mall. Footpath decals with QR codes to the consultation were used in the

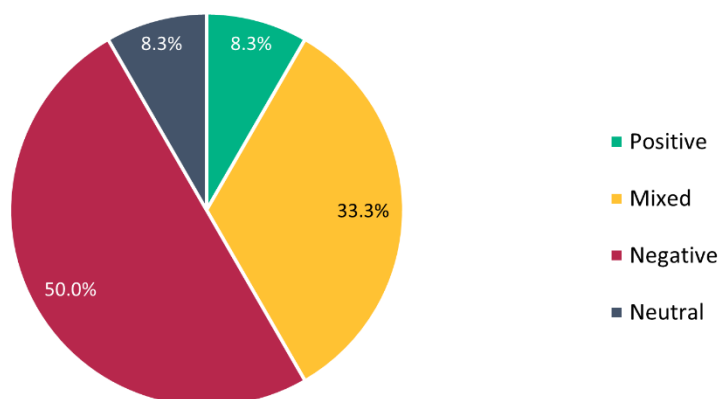
Linwood and Bromley project areas. An online targeted campaign ran for the entire consultation period.

- 5.11 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.12 Consultation documents and flyers were delivered to Bromley Community Centre, Linwood Union Church, Linwood Library, and Linwood Resource Centre and Community Gardens. These included opportunities to make physical and written submissions.
- 5.13 A street meeting was hosted after consultation closed on 21 June 2023, with residents of Rhona Street, McLean Street and staff from Te Pā o Rākaihautū School. Residents raised concerns with drainage, the proposed loss of parking, the location proposed, the turning head and footpath design, and tree loss. They asked where the rationale for the project had come from, and asked staff to investigate a project on McLean Street. Staff from Te Pa o Rakaihautu School agreed with community suggestions made, and staff committed to updating the plan to accommodate the requests where possible, and advised that others (such as drainage) would be addressed through detailed design.
- 5.14 There were key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly. The information gathered also informed other projects in the Way Safer Streets program.

#### Summary of Submissions Ngā Tāpaetanga

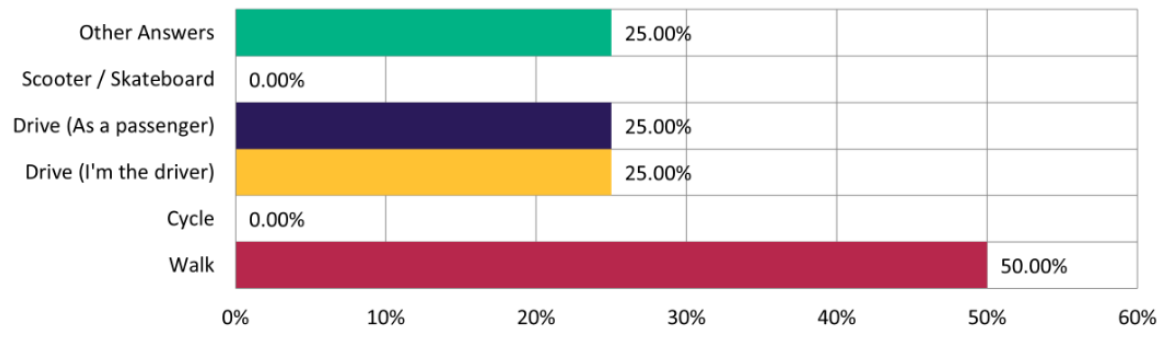
- 5.15 Feedback on the scheme could be given by posting a comment on the [Social Pinpoint Map](#), or by making a written or verbal submission.
- 5.16 A total of nine submissions and 12 comments were made on the project. Four submissions were made in the interactive [Social Pinpoint Map](#), and five submissions were made via email/PDF. Submissions were made by the Disabled Persons Assembly, the Waitai Coastal-Burwood-Linwood Community Board and seven individuals. All submissions and comments are available in **Attachment C**.
- 5.17 On the [Social Pinpoint Map](#), the project received a total of 19 upvotes, 11 downvotes, and 12 comments.
- 5.18 Comment sentiment was analysed in addition to submissions, where half of the comments were negative (50.0%), and another third (33.3%) were mixed.

Comment sentiment (12 comments)



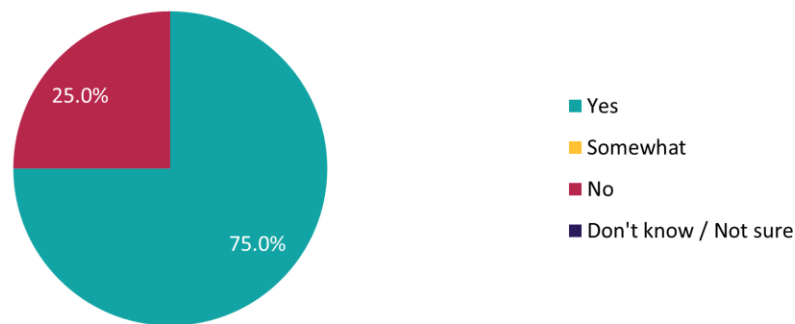
- 5.19 Submitters were asked for their methods of travel through this area. Half of the submitters use it to walk (50.0%):

**How do you currently travel through this area? (N=4)**  
(Respondents could select multiple responses)



5.20 The majority of submitters felt this proposal would improve safety for tamariki travelling to school (75.0%):

**Do you think this proposal will improve safety for tamariki travelling to school? (N=4)**



5.21 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Existing pedestrian safety concerns</b> <ul style="list-style-type: none"> <li>Speeding, flooding and footpath condition</li> </ul>	4	5	9
<b>Support for the overall project</b> <ul style="list-style-type: none"> <li>This theme covers how changes would be beneficial to residents, and would address existing safety concerns</li> </ul>	4	4	8
<b>Concern this project would make safety worse</b> <ul style="list-style-type: none"> <li>There was general concern that it does not fully address pedestrian safety, as well as driver safety when coming out of driveways, and encouraging more traffic to use the school entrance</li> </ul>	5	2	7

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Concern toward the turning head at the school end</b> <ul style="list-style-type: none"> <li>Concern on parking removal, and the idea that this would encouraging more cars to use this entrance to the school, and leading to increased antisocial behaviour at the end of the street</li> </ul>	4	3	7
<b>Concern on loss of parking</b> <ul style="list-style-type: none"> <li>Parking already a premium, due to school vehicles and increased housing intensification</li> </ul>	2	2	4

Requests	Number of comments	Number of submissions	Total mentions
<b>Prioritise speed bumps</b> <ul style="list-style-type: none"> <li>The addition of speed humps was welcomed, and requested to be the focus, instead of a turning head at the school entrance</li> </ul>	6	2	8
<b>Investigate a project at McLean Street</b> <ul style="list-style-type: none"> <li>Instead of Rhona Street, as McLean is the main school entrance</li> </ul>	4	2	6
<b>Fix drainage/flooding</b> <ul style="list-style-type: none"> <li>Requests came through to address drainage and flooding as a priority before doing any work</li> </ul>	2	1	3

#### Changes made to the scheme design as a result of consultation feedback:

- 5.22 The proposed turning head at the end of Rhona Street was removed.
- 5.23 Additional kerb buildouts at the end of Rhona Street were added, connecting pedestrians from the school to the existing footpath on the southwestern side and no stopping.
- 5.24 The road width at kerb buildouts was reduced, providing opportunities for two street trees and landscaping.
- 5.25 Intersection control with Give way at Buckleys Road intersection incorporated to the scheme.
- 5.26 Drainage improvements with additional sumps to mitigate the flooding concerns (not shown on the plan).

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
- 6.2.1 Activity: Transport
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
  - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
  - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents



- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents

### Policy Consistency Te Whai Kaupapa here

- 6.1 The recommendations of this report are consistent with Council's Plans and Policies, in particular:
  - 6.1.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.4 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.5 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 The decisions in this report are likely to:
  - 6.6.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.6.2 Contribute positively to emissions reductions.
- 6.7 The emission reductions associated with this project have not been estimated.
- 6.8 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint within New Zealand.
- 6.9 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.10 The Transport Choices programme addresses barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from Transport.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.11 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - the total project estimate is \$494,472. This is inclusive of all project costs.
- 7.2 Maintenance/Ongoing costs – maintenance costs for this project will be comparable to existing costs. The net maintenance cost for the wider \$26M Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 ID 72764, Transport Choices 2022 – Linwood and Woolston Roading and Transport Improvements - \$1,480,684
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.
- 7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.5.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.5.2 Project costs are in accordance with expectations.
  - 7.5.3 Ability to deliver the project prior to June 2024.
- 7.6 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.




### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Scheme - Plan - CERF - Rhona Street - Buckleys to End - For Approval Plan - TP361702 - 2023_0818	23/1279169	511
B 	Scheme - Plan - CERF - Rhona Street - Buckleys to End - Consultation Plan - TP361701	23/897510	512
C 	Rhona Street - Submission Table (Public)	23/1371667	513

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

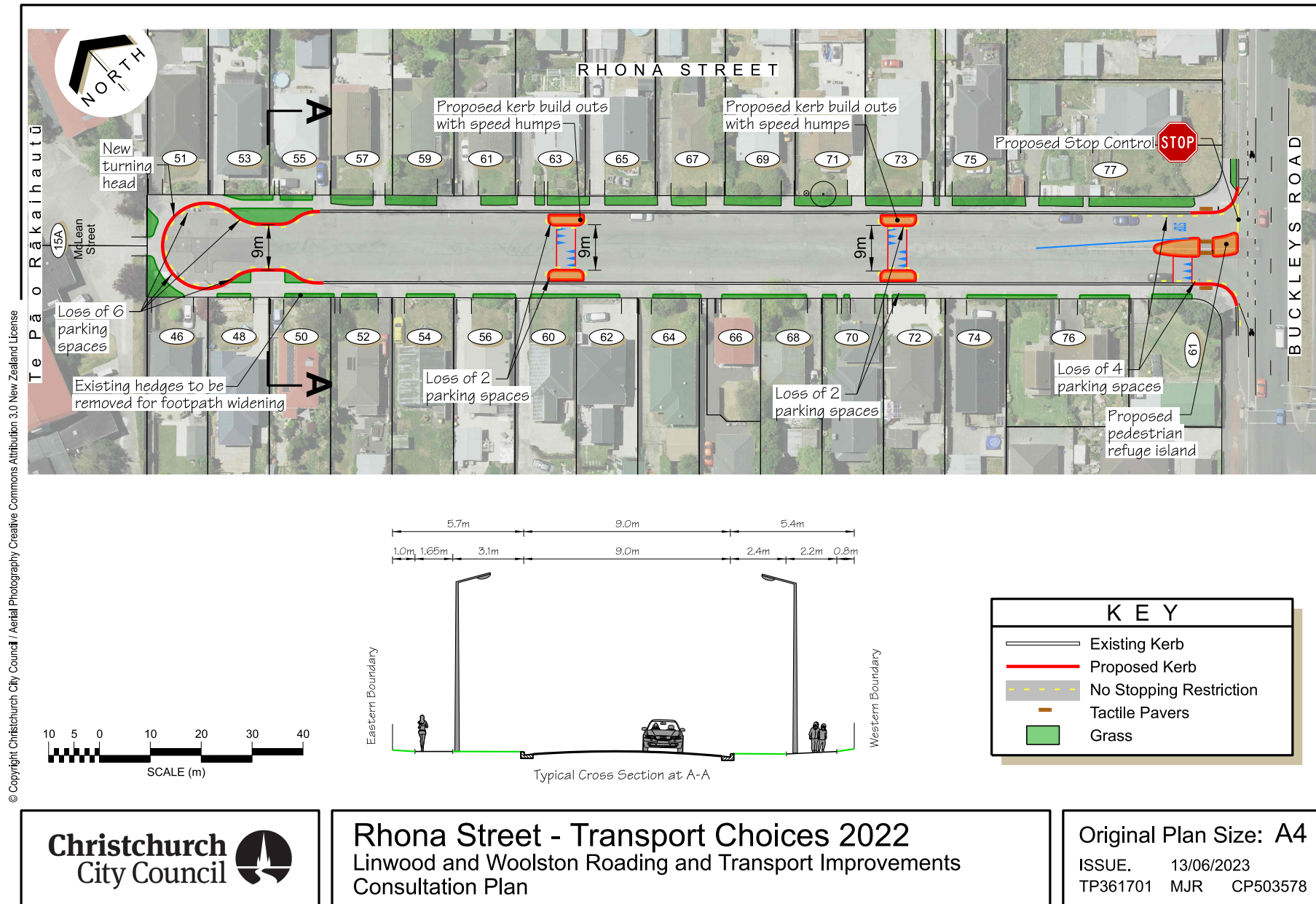
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Lisa-Maria Biggar - Junior Project Manager Barry Hayes - Team Leader Transport Design Samantha Smith - Engagement Advisor May Wong - Engineer - Traffic Investigations Kelly Griffiths - Senior Project Manager Wayne Gallot - Senior Transportation Engineer
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management







Submissions table – Rhona Street upgrades, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name - Organisation
10004	Yes	Nil.	• The Board supports this proposal as long as it is supported by Te Pa O Rakaihautu.	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board Submissions Committee
10003	No	yes. sort mcClean st which is their main entrance	i see major safety issues outside [REDACTED] they exist now. this will make it worse.	Shane Walls-Harris
10006	N/A		<p>As a resident of Rhona Street I would like to reply to your proposed changes , I welcome the improvements to the footpath as it long overdue as they haven't had any improvements in a long time but yet again it's only halfhearted attempt , why not both sides? Are the children only going to use one side And why does the footpath on one side need to be twice the size of the other if both sides were done this would serve both school children and residents alike.</p> <p>The addition of speed humps in the street will be welcomed to slow down the traffic who treat the street like a racetrack not a residential area .</p> <p>However the turnaround area at the end is a step too far , What were you thinking and what purpose does it serve if it's just to turn around in the road is already wide enough ( this one the widest streets I have ever lived on ) if it's to drop off their children to school that should be done on Mclean street as this the main entrance to the school .this side entrance was designed as the emergency access and for the small car park that is there , over the last few years the number of cars has tripled and now parking has spilled over onto Rhona street ,I know of three teachers who park outside the school every day I very often arrive home to find no spaces down this end at all and It won't be the first time I have found someone parked in my drive blocking it , with your turnaround we will lose parking spaces we badly need, furthermore the turnaround is a no stopping zone and when people are picking up their children where do you think they will park ?</p> <p>I can assure you it won't be halfway down the street it will be right in front of the houses in the turnaround area blocking their access to their property's</p> <p>All of these upgrades only serve the school and not any needs of the residents who live here, I wonder if we are being told the full picture as the school was only going to be here temporarily for a few years.</p>	Robin Hull

Submissions table – Rhona Street upgrades, June/July 2023

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name - Organisation
			<p>Be that as it may the loss of parking down at the school end of the street will have a massive effect on the day to day lives of the residents and does not take into account the number of car spaces needed at the weekend for residents who may have visitors and when the local kappa haka group meet in the school hall to practice , all of these factor seem to have been lost in your need to change , I am all for change but some of this seems like a waste of opportunity to make a change for the betterment of everybody affected</p> <p>Inconclusion, I urge you to rethink some aspects of the changes you propose to make to Rhona Street to take in the considerations of the residents who live here</p>	
10007	N/A		<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>	Cameron Bradley

Organisations / Businesses

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name - Organisation
10005			See submission attachment 10005	Chris Ford - Disabled Persons Assembly NZ

Submissions table – Rhona Street upgrades, June/July 2023

Individuals

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name
10001	Yes			Cody Cooper
10002	Yes		<p>I live on Rhona Street and believe the planned changes will also be beneficial to residents. While it's a fairly quiet street we do occasionally get cars hooning up and down, and the traffic calming measures will discourage this. The turning area at the end of the street will likely be used by all residents and visitors, and the pedestrian refuge island will be used by the many pedestrians walking along Buckleys Road to Eastgate Mall.</p> <p>I see no disadvantage to the loss of parking spaces. There's always plenty of spare parking available, even when a school event is on. Even allowing for residents in the new higher-density developments, there's no risk of running out of parking spaces in the street.</p>	Deborah Fitchett
10008	N/A		<p>Hello</p> <p>I wish to make a submission on your safer streets for linwood plan.</p> <p>My subject is what the CCC call the shared path from Hargood Street to Smith st at the back of linwood pool and linwood park. The locals all laughed at the insult of a cycleway as a new never been before linwood cycleway on linwood Ave.</p> <p>Because your shared path that connects with the official cycleway via linwood park and now also connects people to linwood pool has been the subject of major neglect for over 45 years since it was built and saw none of the big splash out for linwood Ave official cycleway.</p> <p>The bureaucratic irony that people walk on that cycleway in the trees but our 1st cycleway must be call a shared path and not a cycleway because people walk on it is just crazy.</p> <p>I have been cleaning up weeding and planting all along the out fall drain cycleway for the last 14 years. During this time I have only seen 2 repairs to this section of path. With the very dangerous path fall away by the gow place Arron crescent bridge needing a partition from the local labour MP to get anything more than the safety tape that was put up weeks after the damage.</p> <p>My submission to you is that the current state of this path needs a lot of fixing.</p> <p>With iusses such as</p> <p>major cracks that grow weeds and I keep spraying</p> <p>Hollow sections in the path that leaves gather in and rot creating a trip hazard until I clean it out</p> <p>Tree roots rasing sections of the path creating trip hazard and so sloped it is hard for wheel chairs.</p> <p>Not all of this path has lighting. The section between Smith st and Tilford st only has 1 light</p>	Richard William Rowe

Submissions table – Rhona Street upgrades, June/July 2023

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name
			Yet this path didn't even get a mention in the CCC safer street for linwood plain even when it connects to linwood pool on Smith street.  Regards Richard	
10009	N/A		Dear Samantha  As the residents of Rhona Street we want to put forward several concerns, which will directly influence our lives at and around our Rhona Street properties. But first we would like to point out how infuriated we are that plans for Rhona Street were made without any consultation with the residents of Rhona Street before plans were drawn; the very people who will be affected by such plans from the build, right through to the effects of the changes on our daily lives. We are the rate & tax payers; and at no point were any of us consulted, nor did we have any indication of such a plan until they were made and we were confronted with them, and a whole 2 weeks after consultation has started!! It is simply undemocratic and borders on soft authoritarianism, where a minority decides how a majority shall live and plans & decisions are forced onto people with excuses such as safety and consultation time cut. Quite frankly; we would rather the Christchurch City Council would finally fix the drains on Rhona Street, so we don't have a lake on upper Rhona Street every time it rains heavily. These include the drains right next to the school and number 46 Rhona Street. The flooding stormwater drains on Rhona Street are on the very side you propose widening of a perfectly wide enough foot path. These flooding events are not leaf related, but have occurred regularly when it rains heavily, since the earthquakes in 2011 (pics attached from yesterday Sun July 9th). We know, because we cleared the drains after the February 2011 quake to avoid standing water outside our houses. Due to climate change these events will just occur more often and put our properties under serious flooding risk.  Specific Concerns and Disagreements:  1) the loss of car parks. The over-engineering in your plan stands to lose 6 carparks at the end of Rhona Street and several extra further down due to each extra speed bump with the narrowing of the road. While we agree that speed Bumps are needed; it really doesn't need the over-engineering of narrowing of Rhona Street in multiple places. It simply adds wasted space, while reducing parking availability for residents and their visitors. Especially since they are building a multiple housing complex at 67 Rhona Street. We need to save every carpark to have enough available for Rhona Street residents, as car parking is already at a premium when there are events at the School and School teachers & visitors park on our street. (Example pictures attached)  2) The narrowing at the end of the street to a turning bay will make it harder for larger vehicles and trucks to turn. How would deliveries by bigger trucks (like gas deliveries and rubbish removal) be affected?!	Bono Beeler



Submissions table – Rhona Street upgrades, June/July 2023

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name
			<p>3) The narrowing of the road next to the speed bumps will make it impossible to back up a trailer into any of the driveways affected. We find that simply unacceptable. What are we supposed to do, onload on the street? Or just bump our trailers over the fancy speedbump islands? It would also make it harder for deliveries of bigger items, example wood, gas or furniture deliveries just to name a few examples.</p> <p>4) widening of footpath. As the resident &amp; owner of [REDACTED] I simply disagree that the trees at the front need to be cut down. They can be trimmed. I see no need whatsoever to remove them even though I didn't originally plant them. The previous owner did. They provide space for bird life and insects and I certainly do not want to lose privacy, so every person walking by can peak into the front area. We also do not understand how widening the footpath will make it any safer, as most pupils are dropped off or walk to the main school entrance on MacLeans Street. Plus, where would these pupils walk on rainy days when our side is flooded over the very footpath?</p> <p>Has anybody actually counted how many - or to make a point- how few pupils use our road to walk to school? We believe the number of school children walking has gone down over the years not up! The back entrance to the school was originally only for emergency vehicle access and a few cars in the small car park, in the last few years the number of cars has doubled using the car park and has now spilled in to Rhona Street, making parking a premium.</p> <p>MacLeans street has speed bumps without making the street narrower and it seems to work just fine. The school itself also has a turning bay on Macleans side at their main entrance, as well as curbside space, where a safe pick-up area could be built to avoid the back up on that street.</p> <p>We all think that the stop sign and the bay at the bottom of Rhona Street and simple speed Bumps without narrowing of the road, without the turning bay and without the widening of the footpath, but the fixing of the drains will add enough safety for pedestrians, bikers and drivers and the few pupils who walk to school up Rhona Street.</p> <p>We are now awaiting an immediate response and actual engagement with our residents to come up with better and acceptable road and footpath plans. This means we like for you to meet with us residents at Rhona Street, and the invitation for the decision meeting for all Rhona Street residents keen to attend. Thus, please provide us with the date and time and add our names to the attending list.</p> <p>This letter has also been forwarded and sent to the Christchurch City Mayor &amp; Yani Johansson</p> <p>attached are: -signatures of Rhona Street Residents affected -recent flooding on footpath -recent picture of car parking used on Rhona Street</p>	

Submissions table – Rhona Street upgrades, June/July 2023

ID	Do you think this proposal will improve safety for tamariki travelling to school?	Is there anything else we could do to improve school travel safety in this area?	Is there anything else we need to know?	Name
			<p>Yours Sincerely The Residents of Rhona Street</p> <p><i>See submission attachment 10009</i></p>	

Comments

Comment	Upvotes	Downvotes
I live at [REDACTED] right outside your proposed roundabout. its taken the neighbourhood several years to get the school to use their main entrance in McClean St. prior to this, we had to put up with burnouts, horn honking at all hours, excessive speeding, drag racing when leaving the school, and major issues which still occur when trying to get in and out of our driveway. this looks like we are in for a nightmare. I have serious concerns with regard to my drive access and personal safety.	12	1
I live at [REDACTED] and being a pedestrian myself myself I think it's a brilliant idea	1	7
I live at [REDACTED] and our family has been in the street 20+ years. This proposed new turning head is totally unnecessary, and removes 6+ onstreet carparks for residents in this end of the street. This is also going to make access to our own driveway quite awkward. Our street is barely used by the school or pedestrians for that matter, and those that do make it to this end of the st are either residents or are going straight into the school gate. This is a total waste of time and money!	11	1

## Submissions table – Rhona Street upgrades, June/July 2023

All Rhona street needs is a couple of speed humps to stop the idiots that speed in and out of the school. Don't fix what ain't broke as they say!		
Waste of time and money, and unnecessary changes adding the turning head. This plan clearly does not consider that people who live here and will be affected!		
The school has their main gates on McLean Street which they generally use, and on Rhona Street, they have gate access with parking inside their grounds - so therefore they hardly use Rhona St.	12	0
An unnecessary use of funds and time. Speed humps would do the job well without the turning bay. The affect on resident access to driveways at the end of the street hasnt been considered. The schools main access is on Mclean street and an entire street shouldnt be changed to accomodate a small number of school users.	12	0
Wow-what a big surprise yesterday and sent the neighbours into an uproar. I agree with slowing down the traffic as some people seem to forget we are a residential street and speed away from the school so damn fast! Its not a race track-and the school have been advised of this many times. We have children, elderly and pedestrians who live in this street who need to be thought of. Safety first. Use budget on purposeful tasks.e.g.level the road,drains,footpaths for all users. Not take away parking!	9	0
A school has been on that property for 30+ years. Why now is something be done about the state of roading, footpath, safety? For the tamariki?What about the people who live there daily! It had been understood with Rhona Street residents, access was only supposed to be an emergency access. Its crept up & more are using it day to day. Its good to have upgrades done but not where it negatively impacts the surrounding neighbours. Is there something we arent being told in regards to the school?	9	0
Hi I own [REDACTED] this proposal is a waste of tax payer money. I have lived in this street for nearly 30 years, the traffic flow is minimal & the same with pedestrians. The teachers use the street for their parking !! and residents, theirs no risk to pedestrians. We are 4 adults and a 4 car family working different shifts day & night, we need the parking. Fix McLaren street ( with the deep gutters !! witch u normally do anyway). Speed humps ok, otherwise a total waste of tax payer money	12	3
The addition of speed humps and the traffic island are long overdue as traffic calming measures to slow down the traffic but the loss of parking spaces and the traffic turnaround by the school does take into consideration the resident's needs , the road is already wide enough to turn around on without expanding it further , this entrance is not for drop off but for emergency vehicles access and the car park which is already too small as they park in Rhona st , some bits need a rethink	3	1
I live on Rhona street and am all for the speed bumps to slow people down. Instead of investing in the turning area invest in the drainage so the street doesn't flood with the smallest amount of rain.	5	1
FIX OUR DRAINS FIRST!! SICK OF FLOODING EVERY TIME IT RAINS HEAVY!! over egeneering & narrowing of Rhona streets with islands and turning bay -& NO: we dont want more cars down our street.		
Simple speed bumbs, safety island & stop sign at bottom of Rhona Street -& YES	0	2
Its ridiculous that we provide land for people to park their private vehicles on, if someone wants to own a car, or have guests with cars, why can they not have that park on their own property? The same for shops, if you want to attract customers and you will only be able to make money with government land used for parking then maybe your business should not exist. We have a housing crisis and a land shortage, lets stop wasting it on cars	2	0

Submission attachment 10005



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

Submission attachment 10005

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.



Submission attachment 10005

## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

### **Pedestrian/road improvements**

#### **Footpaths and pedestrian infrastructure**

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.



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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*“There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious.”*



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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

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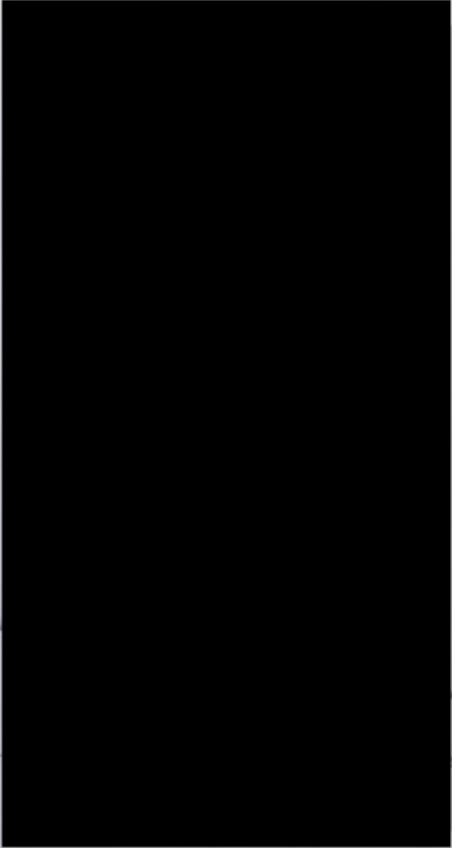
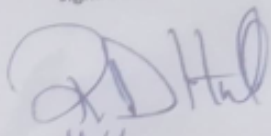
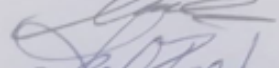
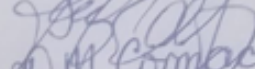
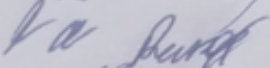
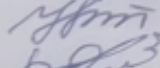
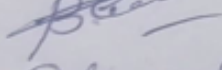
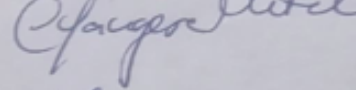
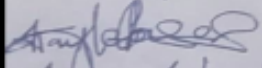
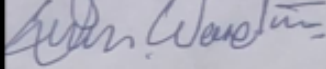
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Name	Address	signatures
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Hilary Hull		HH
Murray Cousens		M. Cousens
Chris Cousens		
Donna Cornack		
James Russel		J. M. Cornack
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## 13. Transport Choices - Linwood and Woolston Improvements (Smith Street)

Reference / Te Tohutoro: 23/1169099

Report of / Te Pou  
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### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the design to proceed to construction for the Linwood and Woolston Improvements (Smith Street) project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves that construction of the Linwood and Woolston Improvements (Smith Street) project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
3. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations).
4. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.

Smith Street

5. Approves all road surface treatments, traffic islands, kerb alignments, traffic calming devices and road markings on Smith Street, commencing at its intersection with Ferry Road, and extending in north-easterly direction to its intersection with Linwood Avenue, as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as **Attachment A**.
6. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the north-western side of Smith Street, commencing at its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of 73 metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
7. Approves pursuant to Section 334(1)(d) of the Local Government Act 1974 that a pedestrian crossing be resolved and established on a raised platform in accordance with Section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Smith Street, commencing at a point 45 metres southwest of its intersection with Linwood Avenue and extending in a southwest direction for a distance of 3 metres as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as Attachment A.
8. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the north-western side of Smith Street, commencing at a point 215 metres southwest of its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of ten metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
9. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the south-eastern side of Smith Street, commencing at a point 219 metres southwest of its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of eight metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the south-eastern side of Smith Street, commencing at a point 96 metres southwest of its intersection with Bray Street, and extending in a south westerly direction for a distance of five metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
11. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at its intersection with Linwood Avenue and extending in a south westerly direction for a distance of 75 metres.
12. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at a point 131 metres southwest of its intersection with Linwood Avenue and extending in a south westerly direction for a distance of 28 metres.



13. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of 76 metres.
14. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 210 metres southwest of its intersection with Linwood Avenue, and extending in a south westerly direction for a distance of 25 metres.
15. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 43 metres southwest of intersection with Bray Street and extending in a south westerly direction for a distance of 37 metres.
16. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 88 metres southwest of intersection with Bray Street and extending in a south westerly direction for a distance of 17 metres.
17. Approves that the parking of all vehicles be restricted to a maximum period of 30 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 149 metres southwest of its intersection with Bray Street and extending in a south westerly direction for a distance of 10 metres.
18. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-eastern side of Smith Street commencing at a point 158 metres southwest of intersection with Bray Street, and extending in a south westerly direction to its intersection with Ferry Road.
19. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at its intersection with Ferry Road and extending in a north easterly direction for a distance of 24 metres.
20. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at a point 97 metres northeast of its intersection with Ferry Road and extending in a north easterly direction to its intersection with Matlock Street.
21. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at its intersection with Matlock Street, and extending in a north easterly direction for a distance of 13 metres.
22. Approves that the parking of all vehicles be restricted to a maximum period of 30 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-western side of Smith Street commencing at a point 29 metres northeast of its intersection with Matlock Street and extending in a north easterly westerly direction for a distance of 27 metres. This restriction is to apply 8:00am to 9:30am and 2:00pm to 3:00pm, Monday to Friday.

Linwood Avenue

23. Approves all kerb alignments, road surface treatments and road markings on Linwood Avenue, commencing at its intersection with Smith Street, and extending in a north westerly



direction for a distance of 76 meters, as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as Attachment A.

24. Approves that in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017 and section 11.4 of the Land Transport Act: Traffic Control Devices Rule 2004, that the path on the north western side of Linwood Avenue, commencing at its intersection with Smith Street, and extending in a north westerly direction for a distance of 76 metres be resolved as a bi-directional Shared Path. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
25. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Linwood Avenue commencing at its intersection with Smith Street and extending in a north westerly direction for a distance of 18 metres.
26. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Linwood Avenue commencing at a point 60 metres northwest of its intersection with Smith Street and extending in a north westerly direction for a distance of 18 metres.
27. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of the Linwood Avenue central median commencing at a point 59 metres northwest of its intersection with the U-turn facility at Smith Street, and extending in a north westerly direction for a distance of 20 metres.

#### Matlock Street

28. Approves all kerb alignments, road surface treatments and road markings on Matlock Street, commencing at its intersection with Smith Street, and extending in a north westerly direction for a distance of 17 meters, as detailed on plan TG361801, sheet 1 and 2, dated 22/08/2023 and attached to this report as Attachment A.
29. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-western side of Matlock Street commencing at its intersection with Smith Street and extending in a north westerly direction for a distance of 12 metres.
30. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-eastern side of Matlock Street commencing at its intersection with Smith Street and extending in a north westerly direction for a distance of 13 metres.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand's carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.

- 3.3 The Linwood and Woolston Improvements project was included within the Transport Choices programme due to alignment with the “creating walkable networks” investment category of the programme.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments on certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme, and;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer several business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

### Project Options

- 4.3 Options considered for the project included:

#### For all of Smith Street

- Do nothing;
- Provide additional traffic calming with speed cushions and cycle sharrows on Smith Street, combined with kerb cutdowns and tactile paving at side streets, and;
- Provide additional traffic calming with kerb buildouts, speed humps and cycle sharrows on Smith Street, combined with kerb cutdowns and tactile paving at side streets.

#### Near Te Pou Toetoe/Linwood Pool

- A raised zebra crossing, and;
- Kerb buildouts and a raised table to form an un-signalled crossing.

#### Near Ferry Road

- Provide a refuge island and kerb buildout on one side and retaining a two-lane approach on Smith Street, and;
- Provide a narrow intersection threshold comprising kerb buildouts and speed hump with single exit/ entry lane on Smith Street at the intersection.

#### On Linwood Avenue

- Establish a shared path outside Te Pou Toetoe/Linwood Pool on the Smith Street and Linwood Avenue frontages.

### Project Options Selection

4.4 The preferred option was chosen for the following reasons:

- Traffic calming with speed cushions. Retain existing on-street parking, while traffic calming with kerb buildouts and speed humps require the removal of on-street parking. The spacing between the speed cushions enable cyclists to bypass the speed cushions.
- Provide a cycle-friendly environment along Smith Street with the additional traffic calming with speed cushions, in conjunction with the existing traffic calming treatments.
- Raised zebra crossing provides the safest form of pedestrian crossing facility near Te Pou Toetoe/Linwood Pool and most aligned with the safe system. It gives priority to pedestrians over vehicles on Smith Street. The raised crossing provides safe and comfortable crossing for pedestrians where the crossing is flush with the footpath, where vehicles approaching the zebra crossing at safe system speed (30kph).
- The refuge pedestrian island and build-out treatment near Ferry Road provides improvements for pedestrians at the intersection while retaining a two-lane approach on Smith Street. The refuge island enables pedestrians to cross Smith Street in two stages. A single lane approach with kerb buildout would impact on the turning movements on Smith Street. i.e., right turning out of Smith Street blocking the left turning traffic etc.
- The shared path along Te Pou Toetoe/Linwood Pool frontage would provide connection for cyclists from the Rapanui-Shag Rock Major Cycleway to the pool with existing mid-block crossing on Linwood Avenue.
- Meet the project objectives and delivery within the constraint project timeframe.

## 5. Detail Te Whakamahuki

5.1 The decision affects the following wards/Community Board areas:

5.1.1 Linwood Ward

5.1.2 Waitai Coastal-Burwood-Linwood Community Board

5.2 The Smith Street improvements project aims to strengthen walking and cycling connections between Ferry Road, Linwood Avenue and Te Pou Toetoe/Linwood Pool.

The project consists of the installation of speed reduction measures (road humps and speed cushions), and cycle sharrows markings along Smith Street and the construction of a shared use path along Linwood Ave (between Smith Street and the existing midblock pedestrian/cycle crossing point).

Specific details include:

- Pedestrian refuge island with speed humps and kerb alteration on Smith Street at the intersection with Ferry Road.
- Informal two lane exit on Smith Street at the intersection with Ferry Road.
- Traffic calming treatments with speed cushions along Smith Street. The speed cushions will be located between existing traffic calming treatments.
- Raised zebra crossing on Smith Street between the northern pool vehicle access and Linwood Avenue. The raised zebra crossing is located near the pool main entrance. There will be a loss of eight on-street parking spaces for the raised zebra crossing.

- Speed cushions on the entry lane at the Linwood Avenue/Smith Street intersection.
- New shared path on Smith Street between Linwood Avenue and the pool northern vehicle access and on Linwood Avenue between Smith Street and existing crossing at Linwood Park. The shared path will be three metres in width.
- Sharrow markings along Smith Street at the existing and proposed traffic calming treatments and intersections.
- Lighting upgrade at existing and proposed traffic calming treatments and at the raised zebra crossing.
- Repaint existing raised platform ramps and speed humps on Smith Street with new ramp marking.
- New kerb cutdown with no stopping at the Mary Dixon Park. There will be a loss of two on-street parking spaces.
- Green surfacing and signage on Smith Street at Mary Dixon Park. Shared path at Mary Dixon Park.
- Tactile pavers and new cutdowns to assist vision impaired pedestrians at the existing crossing points.
- Edge line buffer along the shared path on Linwood Avenue for door opening zone.
- Cycle cutdown on Smith Street to shared path on Linwood Avenue.
- One existing street tree to be removed to accommodate the new shared path. The street tree is located on Smith Street at the intersection with Linwood Avenue.
- Three new street trees on Smith Street located at existing traffic calming at No.37 Smith Street and the intersection with Matlock Street and Linwood Avenue.
- Landscaping planting along Smith Street at the existing intersections (Ferry Road/Matlock Street/ Linwood Avenue), speed humps, crossing at concrete drain and new zebra crossing.
- There will be no change to the existing time restricted parking at Ferry Road/Smith Street intersection and at the Kidsfirst Kindergarten (21 Smith Street).
- Loss of eleven on-street parking spaces on Smith Street. One parking space at the intersection with Ferry Road, two parking spaces at Mary Dixon Park and eight parking spaces for the raised zebra crossing.

### Public Consultation Te Tukanga Kōrerorero

- 5.3 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.4 Staff attended a LinWard collective hui (consisting of Te Whare Taonga o Ngā Iwi Katoa Linwood Resource Centre, Bromley Community Trust, The Loft, CCC Libraries, Christchurch Methodist Mission and St Chads Church and Linwood Avenue Corner Trust) to brief them on Way Safer Streets projects in early June 2023. Recommended engagement tactics were taken on board.
- 5.5 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, ECan, Mahaanui Kurataiao, Whitau School, and The Loft at Eastgate. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).

- 5.6 Consultation documents (including a submission form) and flyers were available at Bromley Community Centre, Linwood Union Church, Linwood Library, and Linwood Resource Centre and Community Gardens.
- 5.7 Two Newline stories were published and picked up by local media outlets. Digital screens were displaying the consultation in Civic Offices and Linwood Library, as well as newspaper advertising in The Star and The Pegasus Post. Digital billboards were utilised in Linwood, including outside Eastgate Mall. An online targeted advertising campaign ran for the entire consultation period. Footpath decals with QR codes were installed where intersection upgrades were proposed.
- 5.8 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.9 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

### Summary of Submissions Ngā Tāpaetanga

- 5.10 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.11 A total of 27 submissions and 15 comments were received on Smith Street. 22 submissions were made via the [Social Pinpoint Map](#), and five submissions were made via email/PDF. Submissions were received from Waitai Coastal-Burwood-Linwood Community Board, Waipapa Papanui-Innes-Central Community Board, Disabled Persons Assembly, and 19 individuals. All submissions and comments are available in **Attachment B**.
- 5.12 On the [Social Pinpoint Map](#), the projects received a total of 96 upvotes, 17 downvotes, and 15 comments:

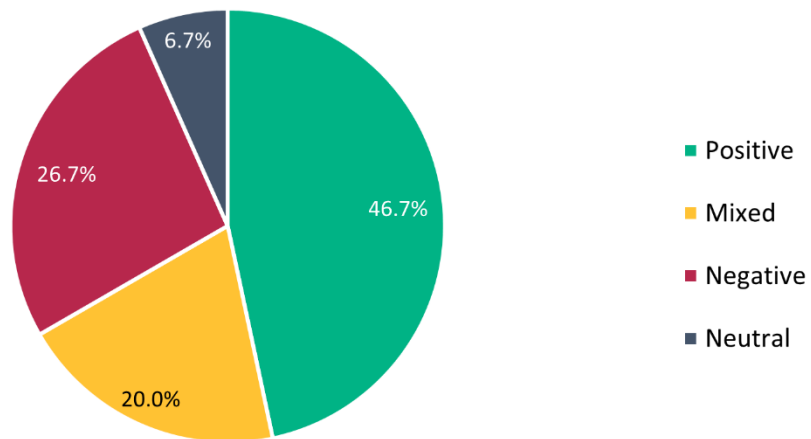
#### Summary from social pinpoint interactions:

5.13	Project pin	Comments	Upvotes	Downvotes
	Overall project pin	11	59	6
	Site 1 - Ferry Road to 110 Smith Street	3	20	6
	Site 2 - Smith Street pedestrian crossing	1	17	5
	<b>Total</b>	<b>15</b>	<b>96</b>	<b>17</b>

Comment sentiment was predominantly positive (46.7%), or mixed (20.0%):



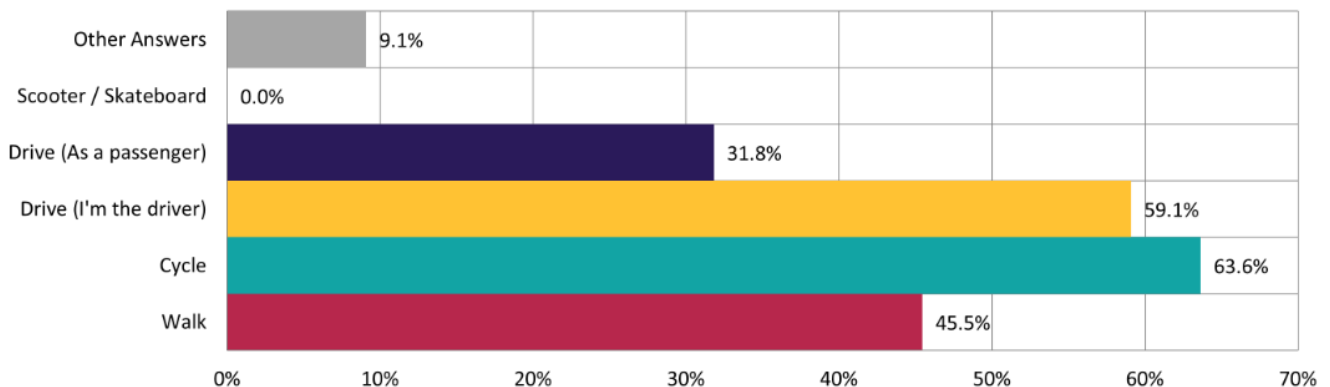
### Comment sentiment (15 comments)



5.14 Submitters were asked how they travel through this area. The majority (63.6%) of submitters use this area to cycle, followed closely by travelling in the car as a driver (59.1%):

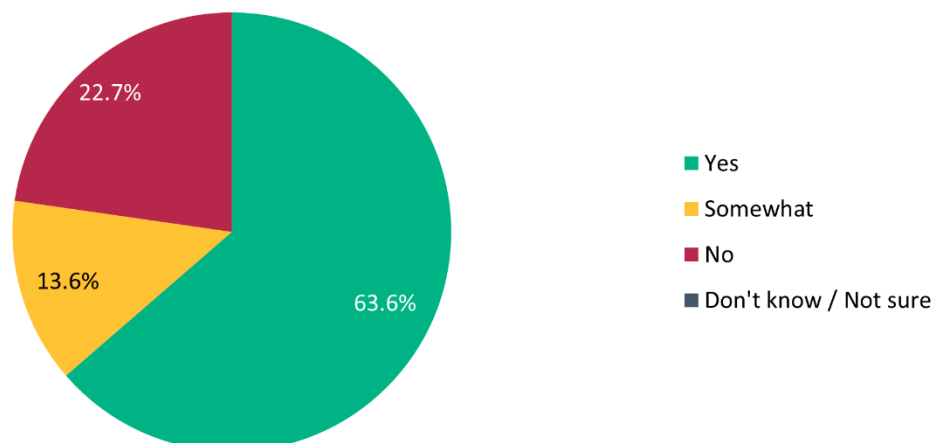
### How do you currently travel through this area? (N=22)

(Respondents could select multiple responses)



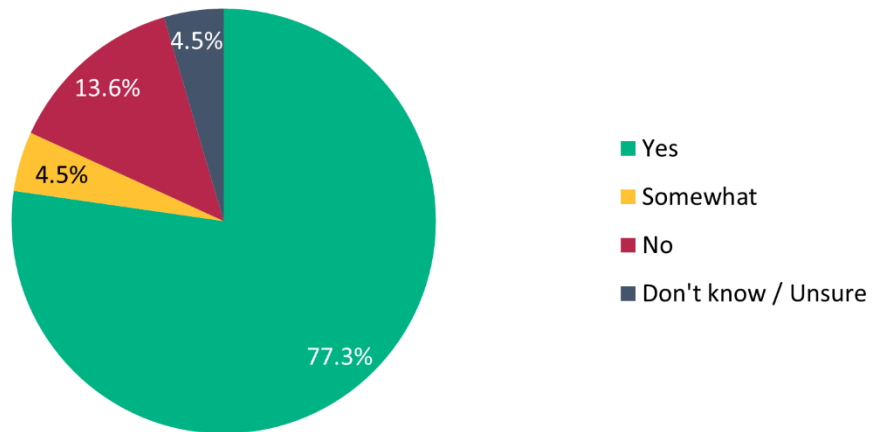
5.15 The majority of submitters felt the proposed changes would improve safety for cyclists (63.6%):

### Do you think this proposal will improve safety for cycling? (N=22)



- 5.16 The majority of submitters (77.3%) agreed this proposal would improve safety for pedestrians crossing the road:

**Do you think this proposal will improve safety for pedestrians crossing the road? (N=22)**



- 5.17 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Smith Street), live in local suburbs (i.e. Linwood, Woolston), or live elsewhere:

Do you think this proposal will improve safety for pedestrians crossing the road?	Live on affected streets	Live in local suburbs	Live elsewhere
Yes	1	10	6
Somewhat	0	1	0
No	1	2	0
Don't know / Unsure	0	1	0

- 5.18 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Supportive of the proposal</b> <ul style="list-style-type: none"> <li>Agreement that this proposal would address existing safety concerns</li> </ul>	6	7	13
<b>Lack of need for project</b> <ul style="list-style-type: none"> <li>Concern on whether cycling infrastructure is even necessary here, due to low cycling numbers</li> </ul>	4	4	8
<b>Concern on narrowing Ferry Road intersection</b> <ul style="list-style-type: none"> <li>Concern that exiting Smith Street onto Ferry Road is currently difficult, especially for a right turn, and this would lead to a lot of congestion</li> </ul>	1	3	4

Requests	Number of comments	Number of submissions	Total mentions
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<b>Investigate a different route</b> <ul style="list-style-type: none"> <li>• Calls to investigate Mackworth Street, and encourage the pathway through Mary Dixon Park</li> </ul>	3	1	4
<b>Request for additional crossings</b> <ul style="list-style-type: none"> <li>• At Matlock Street, and at Linwood Drain</li> </ul>	1	2	3
<b>Further traffic calming</b> <ul style="list-style-type: none"> <li>• A raised intersection at Arran Crescent, speed bumps and cushions down the street, dedicated cycle facilities</li> </ul>	0	2	2
<b>Other requests</b> <ul style="list-style-type: none"> <li>• Improved lighting, trees, address street condition and flooding, make the space simple and not cluttered, increase road width</li> </ul>	0	4	4

### Changes made to the scheme design as a result of consultation feedback

- 5.19 Alternative layout at Ferry Road/Smith Street intersection with space for two informal exit lanes similar to existing situation. Pedestrian refuge island and road widening with kerb alignment change on the western side.
- 5.20 Additional sharrow markings at intersection and busy vehicle accesses.
- 5.21 Shared path, green surfacing, and wayfinding signage at Mary Dixon Park.
- 5.22 One additional speed cushion at new traffic calming treatment, i.e., four speed cushions instead of three.
- 5.23 Three new street trees to replace the one removed for the shared path. One street tree is located at Matlock Street intersection, one at Linwood Avenue intersection and the third at the existing traffic calming at 37 Smith Street.
- 5.24 Landscaping at existing traffic calming, Mary Dixon Park and at the intersection with Ferry Road, Matlock Street and Linwood Avenue.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
  - 6.2.1 Activity: Transport
    - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
    - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
    - Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes -  $\geq 585$  kilometres (total combined length)

### Policy Consistency Te Whai Kaupapa here

- 6.3 The recommendations of this report are consistent with Council's Plans and Policies, in particular:

- 6.3.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.3.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

#### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

#### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.7 The decisions in this report are likely to:
  - 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.
- 6.10 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint in New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or

cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety.” Transport Choices projects have been designed in accordance with these requirements.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – the total project estimate is \$741,709. This is inclusive of design and project management.
- 7.2 Maintenance/Ongoing costs – \$7,915 per year additional costs associated with coloured surfacing and speed cushions. These costs will be eligible for Waka Kotahi subsidy at Council’s 51% Funding Assistance Rate. The net maintenance cost for the full Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
  - 7.3.1 ID 72764, Transport Choices 2022 – Linwood and Woolston Roding and Transport Improvements, \$1,480,684.
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council’s share.
- 7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:
  - 7.5.1 The project is in accordance with the scope and design approved by Waka Kotahi.
  - 7.5.2 Project costs are in accordance with expectations.
  - 7.5.3 Ability to deliver the project prior to June 2024.
- 7.6 The staff recommendations of this report include that Council’s approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.





## Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.
- 9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.
- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Scheme - Plan - CERF - Smith Street - Ferry to Linwood - For Approval Plan - TP361801 - 2023_0822	23/1317202	554
B 	Smith Street - Submission Table (Public)	23/1373854	556

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

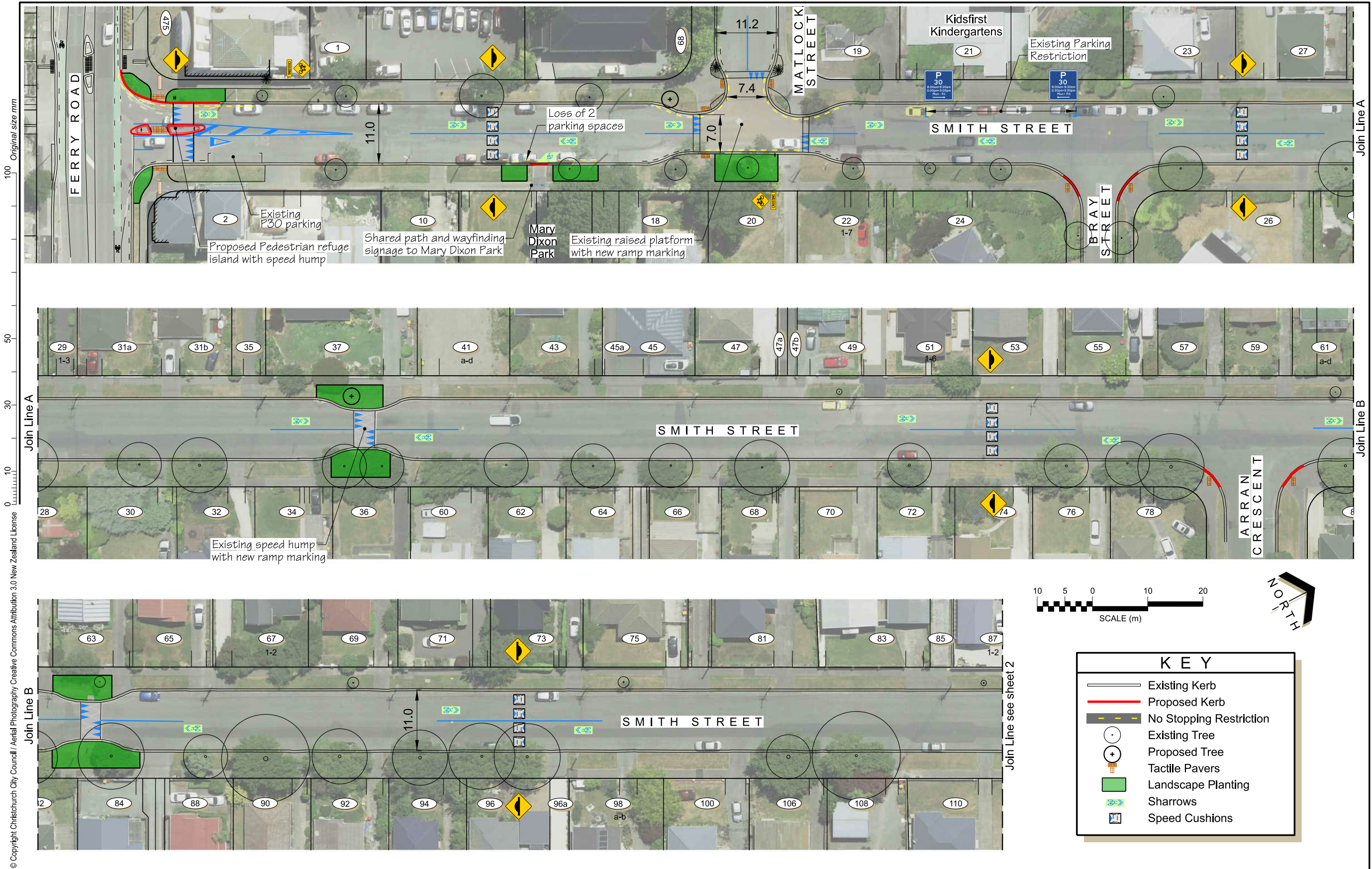
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

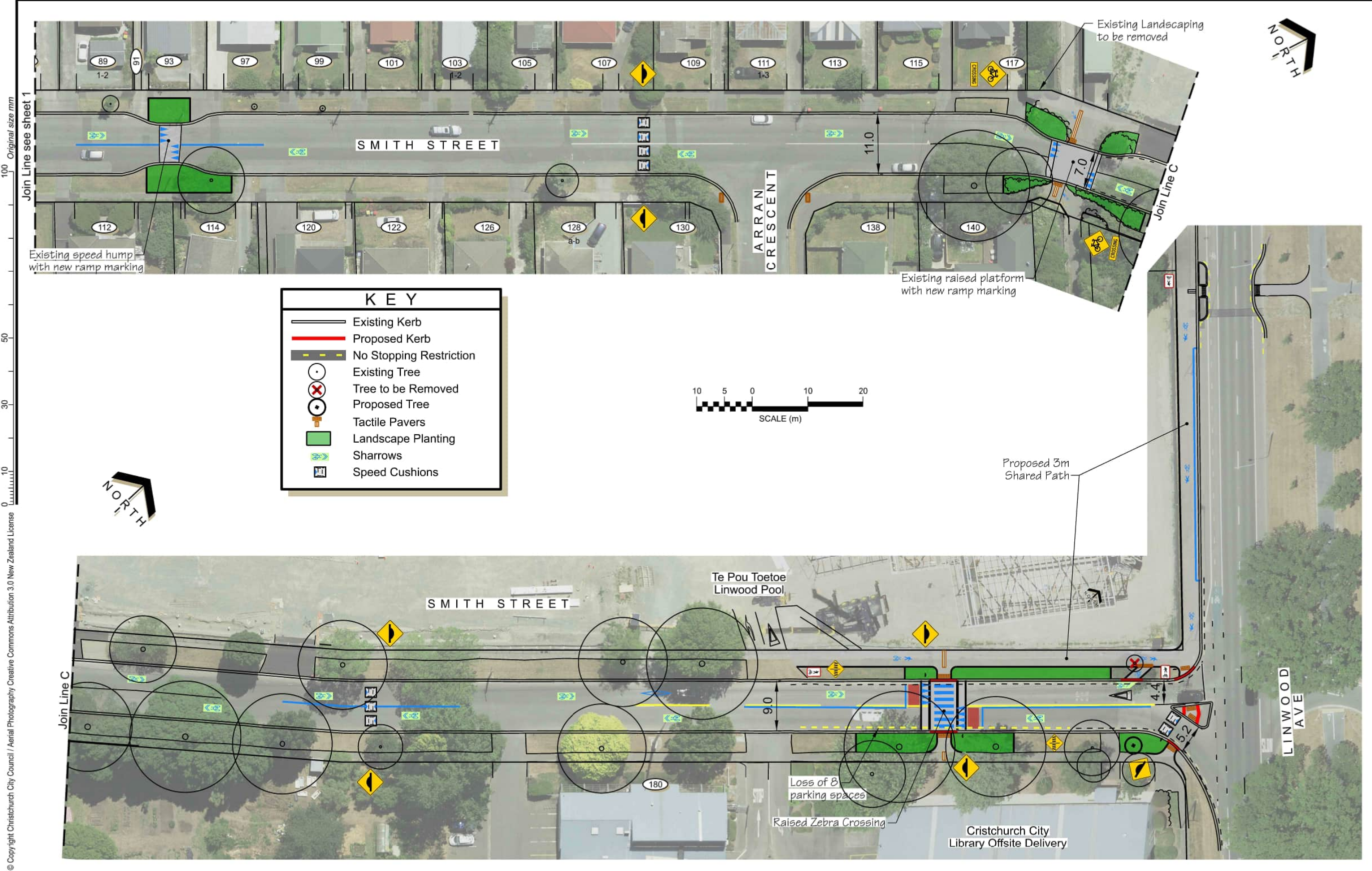
## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Lisa-Maria Biggar - Junior Project Manager Barry Hayes - Team Leader Transport Design Samantha Smith - Engagement Advisor May Wong - Engineer - Traffic Investigations Wayne Gallot - Senior Transportation Engineer Kelly Griffiths - Senior Project Manager
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management











Submissions table – Smith Street cycleway and upgrades, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name - Organisation
10014	Yes	Yes	<ul style="list-style-type: none"><li>The Board wishes that designers consider using Mackworth Street for the cycleway rather than Smith Street so the cycleway goes from Ferry Road into Linwood Park to Te Pou Toetoe.</li><li>However, if the Council choses to stick with Smith Street, the intersection with Smith Street and Ferry Road needs to have a viable right turn option (i.e. two lanes).</li></ul>		Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board
10023	N/A	N/A		<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>	Cameron Bradley
10011	Yes	Yes		Thank you for prioritising the safety of cyclists and pedestrians. We have small children that need to cross Smith st to get to Te Pou Toitoi for swimming lessons and it can be difficult to cross safely.	Verity Halkett
10015	No	No	Have you gone out and surveyed how many cyclists/pedestrians actually use smith street? Have you seen how many new complexes and flats are being built? Do you understand what the cycleway will do the on street parking? As someones who has lived here 20 years, I can tell you there will be a HUGE impact to residents and none to the cyclists because no one bikes down here. Its stupid.	No one actually cycles down smith street. You have the cycle lanes and the alley way Its total shit and a waste of money.	Nicole Egan

Organisations / Businesses

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name - Organisation
10027	N/A	N/A		See submission attachment 10027	Chris Ford - Disabled Persons Assembly NZ



Submissions table – Smith Street cycleway and upgrades, June/July 2023

Individuals

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name
10001	Yes	Yes			Cody Cooper
10002	Somewhat	Yes	Sharrows are a great start for improving safety for those on bikes. Narrowing the street and providing more traffic calming to slow drivers speed would be more helpful - please incorporate these options more if possible.		Christopher Seay
10003	No	Yes	sharrows do not make the roads safer. there are multiple studies that show this. given the frequency of visitors to the pools, separated cycle lanes would be safer.		Vincent Dearden
10004	Yes	Yes	Provide a share path connection from Smith Street to the signalised crossing of Ferry Road outside The Waka Unua School. This could be done by upgrading the path in Mary Dixon Park and providing wayfinding signs.	I support this proposal, including the additional speed humps along Smith Street. The existing raised tables are almost flush with the street, and could do with being raised further.	Michael Clemens
10005	Yes	Yes	Also a raised intersection to Arran Crescent to reduce the speed of vehicles entering and exiting the crescent which can be quite high.	As a resident on Smith Street, at a minimum measures to keep traffic speeds lower such as speed bumps/cushions etc. would be beneficial to encourage cycling and walking - especially since the recent roadworks on Ferry Road, more cars have been utilising Smith St as a shortcut between Ferry and Linwood and often travel at speed. The 'sharrows' rather than a dedicated cycle lane are an OK compromise without removing parking for residents (as we have to remember it's a Street not a Road), although other commentators don't seem to realise it's not a lane in their comments/submissions. The raised crossing at the pool end is, in my opinion, effectively mandatory, for safer access to the pool/park areas. Better street lighting at this new crossing, and the re-vamped crossing at the cycle-crossing next to #117 could also be beneficial for safer crossing in Winter / nights. Speed cushions to the Linwood Rd end entry will also be beneficial as many drivers don't realise it's a decreasing radius turn and enter too fast from Linwood ave, crossing the centre line.	Gareth Henderson
10006	Yes	Yes			Sarah Elicker
10007	No	No	DON'T DO ANYTHING! I travel down Smith Street, either by walking my dog or driving in the car multiple times a day and there are no problems with smith street! It already as the speed bumps down there to slow the traffic down. And I rarely see any cyclists who use this road to warrant the excessive spending on something not needed! The only thing that MAY need looking at is a crossing for the kids a crossing Smith Street to Matlock street as this is where the kids coming home from school cross.	I don't agree with the narrowing at the Ferry Road end either. It is difficult enough to get into and out of this intersection at the best of times. This will likely cause more accidents than stop them. Because Ferry Road is such a busy road it is very difficult most of the day to exit right out from Smith Street onto Ferry Road. And with the school just around the corner this road is very busy during the school drop off and pick up times. Please don't make it harder for parents in the area to get their kids.	Angelina Craven
10008	No	No	Before this is even considered, this should be a secondary project. There are man holes still protruding from the ground since 2011, drainage and gutters still damaged from 2011, flooding in areas of roads since 2011, reoccurring potholes "band-aid" repairs, footpaths covered thick in lichen which is now growing all	Before this is even considered, this should be a secondary project. There are man holes still protruding from the ground since 2011, drainage and gutters still damaged from 2011, flooding in areas of roads since 2011, reoccurring potholes "band-aid" repairs, footpaths covered thick in lichen which is now growing all over the roads. Do	Rachel

Submissions table – Smith Street cycleway and upgrades, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name
			over the roads. Do the basics first and do it right. This is not urgent, the above is urgent, it has been 12 years and counting.	the basics first and do it right. This is not urgent, the above is urgent, it has been 12 years and counting.	
10009	Yes	Yes	No, this looks good. An easy fix that will make a real difference.	I'd like to see this sort of work just happen, instead of having to go through consultation with the wider public. It makes sense and safety should not be a vote.	Craig Martin
10010	Yes	Yes	Yes. I hope the traffic lights on Linwood/Buckleys/Aldwins Rds. will be altered to ensure the safety of pedestrians crossing Linwood Ave. At the moment the traffic turning right from Aldwins Rd. into Linwood Ave., are sneaking through on red lights when the pedestrian lights from Eastgate have gone green. A lot of children use these lights before and after school.		Anne Kelly
10012	Yes	Yes			Mark Christensen
10013	Yes	Yes	I would use the Linwood Ave cycleway a lot more if you didn't have to stop and check at all the streets that cross it (including Smith Street). Currently it doesn't feel super safe.		Jack van Beynen
10016	No	Don't know / Unsure	I only think a crossing is all you'd need to do. All the commuters and tradies that constantly frequent the area not to mention trucks that do go down here will be impaired from turning either onto linwood ave off Smith or into Smith from linwood ave		Chris
10017	Yes	Yes	Great to see this happening		Daniel O'Carroll
10018	Somewhat	Somewhat	Reduce verges and increase road width	Exiting Smith Street onto Ferry Road can be very difficult. I am always turning left which should be straightforward. Any attempt to turn right (across traffic) can take a long time if traffic is heavy. It appears that the plan will narrow that end down to a single car width. Anyone turning right will then be blocking all those turning left.	Andre Nieuwenhuize
10019	Yes	Yes			Vee Pugh
10020	Yes	Yes	Try to simplify the space so it is clear that it is a narrow shared space, but not cluttered with on-street parking		Fiona Bennetts
10021	Somewhat	Yes			Dermot Coffey
10022	Yes	Yes			Myles Mackintosh
10024	N/A	N/A		<p>I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.</p> <p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city. One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15</p>	Colleen Philip

Submissions table – Smith Street cycleway and upgrades, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name
				<p>minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off.</p> <p>My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr. People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p> <p>An elderly friend after listening to talk back radio recently said “ ‘they’ are trying to make me cycle and I don’t want to!” We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can.</p> <p>Reducing speed limits in areas where this will improve the safety of all has my support too. I drive through town often and while I have taken time to adjust to the 30 km zones I find they are not an inconvenience at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p> <p>Thank you</p>	
10025	N/A	N/A		<p>Hello</p> <p>I wish to make a submission on your safer streets for linwood plan.</p>	Richard William Rowe

Submissions table – Smith Street cycleway and upgrades, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name
				<p>My subject is what the CCC call the shared path from Hargood Street to Smith st at the back of linwood pool and linwood park. The locals all laughed at the insult of a cycleway as a new never been before linwood cycleway on linwood Ave.</p> <p>Because your shared path that connects with the official cycleway via linwood park and now also connects people to linwood pool has been the subject of major neglect for over 45 years since it was built and saw none of the big splash out for linwood Ave official cycleway.</p> <p>The burocratic irony that people walk on that cycleway in the trees but our 1st cycleway must be call a shared path and not a cycleway because people walk on it is just crazy.</p> <p>I have been cleaning up weeding and planting all along the out fall drain cycleway for the last 14 years. During this time I have only seen 2 repairs to this section of path. With the very dangerous path fall away by the gow place Arron crescent bridge needing a partition from the local labour MP to get anything more than the safety tape that was put up weeks after the damage.</p> <p>My submission to you is that the current state of this path needs a lot of fixing.</p> <p>With iusses such as</p> <p>major cracks that grow weeds and I keep spraying</p> <p>Hollow sections in the path that leaves gather in and rot creating a trip hazard until I clean it out</p> <p>Tree roots rasing sections of the path creating trip hazard and so sloped it is hard for wheel chairs.</p> <p>Not all of this path has lighting. The section between Smith st and Tilford st only has 1 light</p> <p>Yet this path didn't even get a mention in the CCC safer street for linwood plain even when it connects to linwood pool on Smith street.</p> <p>Regards Richard</p>	

Submissions table – Smith Street cycleway and upgrades, June/July 2023

ID	Do you think this proposal will improve safety for cycling?	Do you think this proposal will improve safety for pedestrians crossing the road?	Is there anything else we could do to improve safety for cycling and crossing the road in this area?	Is there anything else we need to know?	Name
10026	N/A	N/A		<p>(Paper form submission)</p> <p><b>Do you think the proposal will improve pedestrian, cycling and school safety?</b></p> <p>No</p> <p><b>Is there anything else we could do to improve pedestrian, cycling and school safety in this area?</b></p> <p>Encouraging children to bike on Aldwins Road is crazy. The draughts from trucks and buses cannot be stopped by having a designated cycleway. Currently two boys bike by my home in Aldwins Road and they come via the park, Randolph Street, Marcroft Street. For years children have chosen the safest route which is the back gate in Bordesley Street.</p> <p><b>Is there anything else we need to know?</b></p> <p>We visit Te Pou Toe Toe Pool at least twice a week. I have never seen anyone bike there even in the holidays. You also seem to think no one in Aldwins Road or the side streets are allowed visitors as if there is no parking in Aldwins Road the side streets will be full of residents cars. You also say we who are affected will be visited. No one has talked to us and no doubt won't as this is not really a consultation but a decision already made.</p>	Marianne McIlwraith

Comments

Comment	Upvotes	Downvotes	Relevant information marker
Hi	0	0	Information Marker: Site 1 - Ferry Road to 110 Smith Street
overall good plan. I don't understand the choice at the Ferry Road intersection end. Would it not be better to direct cycle traffic in an upgraded share pathway through Mary Dixon Park? This would bring cyclists out by the Hopkin st Controlled crossing	1	0	Information Marker: Site 1 - Ferry Road to 110 Smith Street
While some may travel all the way down Smith St to Ferry Rd, it would make sense to also encourage people to use the pathway through Mary Dixon Park that connects directly with the priority crossing of Ferry Rd	0	0	Information Marker: Site 1 - Ferry Road to 110 Smith Street



## Submissions table – Smith Street cycleway and upgrades, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
The crossing of the pathway along the Linwood Drain should be made a path priority crossing against Smith St	0	0	Information Marker: Site 2 - Smith Street Pedestrian Crossing
This is SO STUPID. THERE ARE MINIMAL CYCLISTS THAT GO DOWN SMITH STREET. WASTE OF MONEY CCC. DO NOT INSTALL THIS.	5	21	Information Marker: Smith Street cycleway and upgrades
Interesting how people use the observation that cyclists aren't using an area as an argument for not putting in cycle lanes. The same arguments aren't often made about new roads. Funnily enough, when you invest in new roads, footpaths or cycle lanes you create the opportunity for people to use them.	20	3	Information Marker: Smith Street cycleway and upgrades
As a resident in Smith street for over 20yrs. I don't think putting in a cycleway alone Smith street is a good idea. In fact I am very opposed to this. We currently have more social housing going in with insufficient off street parking and we have many more cars parking on the road which is not a problem but add in a cycle way and you create a problem with less space for cars to park. Smith street is a fare though for many cars travelling between Aldwins and Ferry Rd....	7	16	Information Marker: Smith Street cycleway and upgrades
Why put cycle ways down main streets where it's busy of cars,i travel that street multiple times a day,lucky to see two cyclists a week,put it down Mackworth st,less traffic and safer for them,like most of cycle ways should have been	3	17	Information Marker: Smith Street cycleway and upgrades
I like the addition of cycle lanes to Smith St as it will make a good connection to the Linwood Ave cycle way. Am also in favour of the pedestrian crossing across Smith St to the pool. I have been wanting to have a better connection from the Linwood Ave cycle way to the pool/Linwood Park for ages. It wouldn't take much to connect those. It just needs a dip and adjustment of the fencing and Linwood Park to make that happen. Seems a no-brainer to me.	13	1	Information Marker: Smith Street cycleway and upgrades
I think this should be moved to Mackworth Street and then upgrade the paths that go through Linwood Park to join up with the existing bike traffic.	4	0	Information Marker: Smith Street cycleway and upgrades
I love this idea. Anything that supports cars to drive slower and makes it safer and more inviting to walk and cycle has my vote. This is a neighbourhood road - not a cut through - and it will help bring the community together.	13	1	Information Marker: Smith Street cycleway and upgrades
Super idea, I've been wanting a bike route that links Ferry Rd and Linwood Ave for ages. I already bike down Smith St but will use it more with this route!	5	0	Information Marker: Smith Street cycleway and upgrades
Stop wasting \$ on bicycle lanes! Do it when we want it and can afford it.	1	4	Information Marker: Smith Street cycleway and upgrades
I hope there will be trees planted along the cycleway	1	0	Information Marker: Smith Street cycleway and upgrades
Appreciate the support to give people the choice of travelling by bicycle. Travelling by bicycle is a great way to save money, this is really important these days with the high cost of living.	0	0	Information Marker: Smith Street cycleway and upgrades
Also, we urgently need to cut our carbon emissions, that means people need the choice of sustainable transport. Cycling projects like this is Climate Action - don't let anyone tell you otherwise.			

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**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

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## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

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## UN Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### Article 3 – General principles

### Article 9 – Accessibility

### Article 19 – Living independently and being included in the community

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### Outcome 5 – Accessibility

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>



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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## Pedestrian/road improvements

### Footpaths and pedestrian infrastructure

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant

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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.



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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*"There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious."*

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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.



## 14. Transport Choices - Slow Speed Neighbourhoods Linwood

Reference / Te Tohutoro: 23/1169856

Report of / Te Pou Matua:	Chris Strydom, Project Manager Transport, chris.strydom@ccc.govt.nz Jacob Bradbury, Manager Planning & Delivery Transport, jacob.bradbury@ccc.govt.nz
Senior Manager / Pouwhakarae:	Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and to request Council to approve the design to proceed to construction for the Transport Choices Slow Speed Neighbourhoods Linwood project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.
- 1.4 The speed limit changes referred to in the report were approved by Council as part of the Interim Speed Management Plan process on 7 July 2023.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves that the traffic controls, stopping and/or parking restrictions described in the recommendations of this report take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place (or removed in the case of revocations).
2. Approves that any previously approved resolutions made pursuant to any Bylaw, Local Government Act or any Land Transport Rule and pertaining to traffic controls, stopping and/or parking restrictions (but excluding speed limits) in so far as they conflict with the recommendations of this report be revoked.
3. Approves that construction of the Linwood Slow Speeds Neighbourhood project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.

#### Road Layout Changes:

4. Approves the scheme design as detailed on plan TP361601 Armagh Street – Trent Street – Brittan Street), and attached to this report as **Attachment A**.
5. Approves the scheme design as detailed on plan TG361601 Woodham Street – Brittan Street, and attached to this report as **Attachment B**.
6. Approves the scheme design as detailed on plan TG361601 Buckleys Road – Mclean Street, and attached to this report as **Attachment C**.
7. Approves the scheme design as detailed on plan TG361601 Linwood Avenue – Worcester Street, and attached to this report as **Attachment D**.

Traffic Controls - Attachment A: Armagh/Trent Intersection

8. Approves pursuant to the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974:
  - a. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Trent Street and extending in a westerly direction for a distance of 38 metres.
  - b. That the stopping of vehicles be prohibited at any time on the west side of Trent Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 13 metres.
  - c. That the stopping of vehicles be prohibited at any time on the east side of Trent Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 13 metres.
  - d. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Trent Street and extending in an easterly direction for a distance of 39 metres.
  - e. That the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 205 metres east of its intersection with Stanmore Road and extending in an easterly direction for a distance of 40 metres.
  - f. That the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 173 metres west of its intersection with England Street and extending in a westerly direction for a distance of 37 metres.
  - g. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Brittan Street and extending in a westerly direction for a distance of 7 metres.
  - h. That the stopping of vehicles be prohibited at any time on the west side of Brittan Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 14 metres.
  - i. That the stopping of vehicles be prohibited at any time on the east side of Brittan Street commencing at its intersection with Armagh Street and extending in a northerly direction for a distance of 14 metres.
  - j. That the stopping of vehicles be prohibited at any time on the north side of Armagh Street commencing at its intersection with Brittan Street and extending in an easterly direction for a distance of 11 metres.

Traffic Controls - Attachment B: Woodham/Brittan Intersection

9. Approves that the Brittan Street approach at its intersection with Woodham Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

Traffic Controls - Attachment C: Buckleys/Mclean Intersection

10. Approves pursuant to the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974:
  - a. That the stopping of vehicles be prohibited at any time on the northwest side of Buckleys Road commencing at its intersection with Mclean Street and extending in a southwesterly direction for a distance of 19 metres.
  - b. That the stopping of vehicles be prohibited at any time on the southwest side of McLean Street commencing at its intersection with Buckleys Road and extending in a northwesterly direction for a distance of 16 metres.
  - c. That the stopping of vehicles be prohibited at any time on the northwest side of McLean Street commencing at its intersection with Buckleys Road and extending in a northwesterly direction for a distance of 16 metres.
11. Approves that the Mclean Street approach at its intersection with Buckleys Road be controlled by a Give Way control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand's carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Slow Speed Neighbourhoods Linwood project was included within the Transport Choices programme due to alignment with the “creating walkable networks” investment category of the programme.
- 3.4 Improving safety on local roads in Christchurch is a priority for Council and is also a national priority under the principles and guidance of the Te Ara ki te Ora Road to Zero - New Zealand's road safety strategy for 2020-2030. There are several focus areas being looked at nationally to achieve this, but the most significant difference can be made through having safe and appropriate speeds on our roads, and safer infrastructure.
- 3.5 The speed limits that Council have approved for Linwood through the Safe Speed Neighbourhood programme, Council's Interim Speed Management Plan, align with the safe and appropriate speed limit.

The supporting infrastructure being proposed in this report are to support the safe and appropriate speed limits being implemented, and support walking and cycling journeys in the community.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
- Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - Achieving diversity across the four investment categories for Transport Choices funding;
  - Focusing investments in certain suburbs;
  - Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

### Project Options Considered

#### Maintain the status quo

- 4.3 The advantages of this option include:
- 4.3.1 Retains on-street parking spaces that would be removed to implement safety improvements.
- 4.4 The disadvantages of the option include:
- 4.4.1 Does not address the objective of supporting the safe and appropriate speeds or improving facilities for walking and cycling.
- 4.4.2 Does not implement gateway features into side roads so drivers entering the local street are more aware of the change in the speed environment.

## 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:
- 5.1.1 Linwood Ward
- 5.1.2 Waitai Coastal-Burwood-Linwood Community Board
- 5.2 The locations for the traffic calming were identified through a review of existing gateway treatments onto local roads, customer requests from the hybris system and a review of pedestrian crossing opportunities in the area. The following locations were identified:
- 5.2.1 Trent St/Armagh St
- 5.2.2 McLean St/Buckleys Rd
- 5.2.3 Worcester St/Linwood Ave
- 5.2.4 Brittan St/Woodham Rd
- 5.3 The scheme proposed for the Trent St/Armagh St intersection aims to reduce the ongoing anti-social behaviour activity at this location. Reducing the speed of vehicles using speed

cushions and reducing the road width seeks to discourage the anti-social behaviour raised by the residents.

- 5.4 The crossing distance on McLean Street at Buckleys Road is just over 14 metres. This location is just to the southwest of Te Pa O Rakaihautu School and would be a crossing desire line for journeys to school. It is proposed to provide a build out on the southwest side of McLean Street to improve the visibility back towards Buckleys Road for people walking towards the east, and a refuge island to allow people to take the crossing in two stages.
- 5.5 The proposed traffic calming on the side streets at the Worcester Street / Linwood Avenue and Brittan Street / Woodham Road intersections are included to standardise the approaches for people exiting busier and faster roads onto local residential streets. The proposed treatments are consistent with other gateway treatments in the neighbourhood.

### **Public Consultation Te Tukanga Kōrerorero**

- 5.6 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.7 Staff attended a Linwood collective hui (consisting of Te Whare Taonga o Ngā Iwi Katoa Linwood Resource Centre, Bromley Community Trust, The Loft, CCC Libraries, Christchurch Methodist Mission and St Chads Church and Linwood Avenue Corner Trust) to brief them on Way Safer Streets projects in early June 2023. Recommended engagement tactics were taken on board.
- 5.8 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, ECan, Mahaanui Kurataiao, Whitau School, and The Loft at Eastgate. The consultation was posted on the Council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.9 Consultation documents (including a submission form) and flyers were available at Bromley Community Centre, Linwood Union Church, Linwood Library, and Linwood Resource Centre and Community Gardens.
- 5.10 Two Newsline stories were published and picked up by local media outlets. Digital screens were displaying the consultation in Civic Offices and Linwood Library, as well as newspaper advertising in The Star and The Pegasus Post. Digital billboards were utilised in Linwood, including outside Eastgate Mall. An online targeted advertising campaign ran for the entire consultation period. Footpath decals with QR codes were installed where intersection upgrades were proposed.
- 5.11 During consultation, flyers were delivered to residents in the local area, and emails were sent to those who expressed interest in being updated on Way Safer Streets.
- 5.12 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

### **Summary of Submissions Ngā Tāpaetanga**

- 5.13 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.14 To reduce confusion for submitters, consultation for this project was merged on the [Social Pinpoint Map](#) with 'School Safety Linwood' – another six proposed intersection upgrades for the North Linwood area.



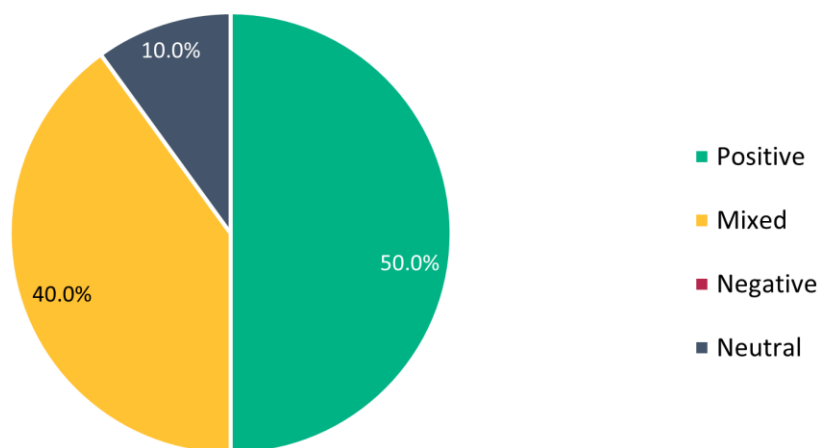
- 5.15 A total of 19 submissions and 10 comments were made on these projects. 15 submissions were made via the [Social Pinpoint Map](#), and four submissions were made via email/PDF. Submissions were made by Waitai Coastal-Burwood-Linwood Community Board, Waipapa Papanui-Innes-Central Community Board, Disabled Persons Assembly, and 16 individuals. All submissions and comments are available in **Attachment E**.
- 5.16 On the [Social Pinpoint Map](#), these projects received a total of 49 upvotes, 8 downvotes, and 10 comments:

**Summary from social pinpoint interactions**

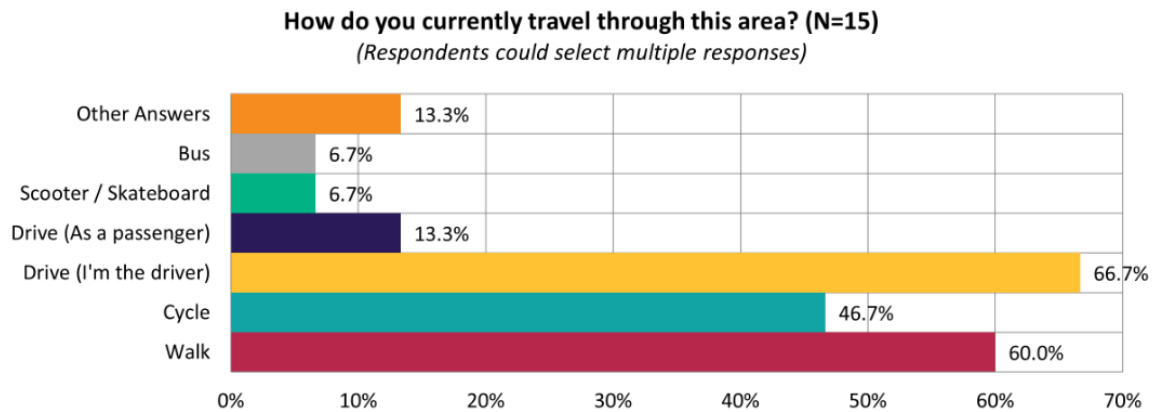
Project pin	Comments	Upvotes	Downvotes
<b>Overall project pin</b>	5	19	3
<b>Site 7</b> - Armagh Street, Trent Street, Brittan Street - pedestrian refuge islands and speed cushions	1	6	0
<b>Site 8</b> - Woodham Road / Brittan Street - speed hump and painted markings	1	8	3
<b>Site 9</b> - Buckleys Road/Mclean Street - pedestrian crossing & traffic calming	0	10	1
<b>Site 10</b> - Worcester Street / Linwood Avenue - speed hump	3	6	1
<b>Total</b>	<b>10</b>	<b>49</b>	<b>8</b>
<i>Other projects (School Safety Linwood)</i>	22	43	4

- 5.17 Comment sentiment was predominantly positive (50.0%), or mixed (40.0%):

**Comment sentiment (10 comments)**

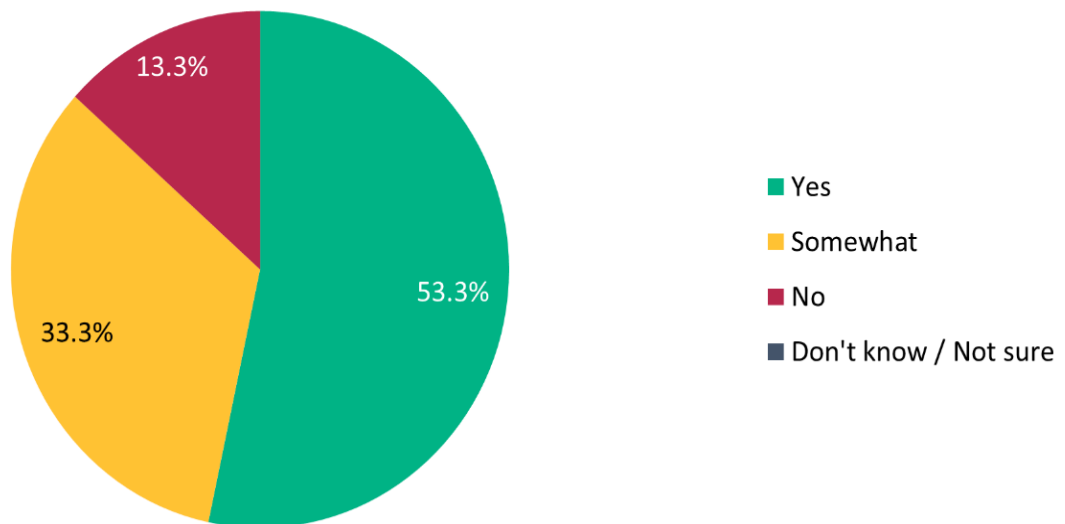


- 5.18 Submitters were asked how they travel through this area. The majority (66.7%) of submitters use this area via car (as the driver), followed by walking (60.0%):



5.19 The majority of submitters felt this proposal would improve safety for pedestrians (53.3%):

**Do you think this proposal will improve safety for pedestrians? (N=15)**



5.20 This sentiment differed slightly depending on whether they live on the affected streets (i.e. Worcester Street, Tancred Street), live in local suburbs (i.e. Linwood, Woolston), or live elsewhere:

Do you think this proposal will improve safety for cycling?	Live on affected streets	Live in local suburbs	Live elsewhere
No	0	0	2
Somewhat	2	3	0
Yes	2	4	2

5.21 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
--	--------------------	-----------------------	----------------

<b>Supportive of the proposed intersection upgrades</b> <ul style="list-style-type: none"> <li>This project is valuable in addressing existing safety concerns and is long overdue</li> </ul>	20	9	29
<b>Raising existing safety issues</b> <ul style="list-style-type: none"> <li>Discussing near misses that they have witnessed on Buckleys Rd and McLean St, on Worcester St and Woodham Rd with regards to speeding, and pedestrian crossings making access a lot safer to Woodham Park and Whitau School</li> </ul>	6	5	11
<b>Not supportive of certain treatments proposed</b> <ul style="list-style-type: none"> <li>Concern with roundabouts proposed on Worcester St and resulting parking loss, which may have been caused by confusion from the early engagement consultation letter which has since changed as a result of community feedback</li> <li>Concern around visibility and congestion, access, and wanting to shift certain features</li> </ul>	3	2	5

Requests	Number of comments	Number of submissions	Total mentions
<b>Requests outside of existing proposed intersections</b> <ul style="list-style-type: none"> <li>Further traffic calming on Worcester St, given the speed issues</li> <li>A crossing at Gloucester St bridge</li> <li>Pedestrian crossings and traffic calming at Brittan St/Armagh St and Linwood St/England St/Armagh St intersections</li> <li>Maintenance of the shared path from Hargood St to Smith St</li> <li>Traffic calming on streets around Woodhouse St, Tancred St, Rochester St and Surrey St</li> </ul>	3	4	7
<b>Shifting a pedestrian crossing</b> <ul style="list-style-type: none"> <li>Specifically requesting a certain treatment be shifted, for instance, pedestrian refuge islands further away from intersections</li> </ul>	3	3	6
<b>Resealing / tidying the road condition</b> <ul style="list-style-type: none"> <li>Requests have been made to address Worcester St earthquake damage in the road, incorporating Surrey St condition, improve footpath condition and tidiness generally in the east, and increase street trees</li> </ul>	0	4	4
<b>Accessibility / mobility requests</b> <ul style="list-style-type: none"> <li>Ensure crossings are smooth and wide to accommodate a range of mobility devices</li> <li>Increasing access for those with visual and mobility impairments who have less choice is important</li> <li>That pedestrian crossings are safe and visible, with good lighting, tactile strips, mobility kerb cuts, and sufficient turning space for wheelchairs/mobility aids</li> </ul>	2	2	4
<b>Additional traffic calming measures in existing plans</b>	1	1	2

Requests	Number of comments	Number of submissions	Total mentions
<ul style="list-style-type: none"> <li>More speed bumps on Worcester St and Armagh St</li> <li>Another speed cushion on Rowcliffe Cres close to main intersection of Woodham Rd</li> </ul>			

## 5.22 Changes made to the scheme design as a result of consultation feedback, the Safe System Audit and Waka Kotahi feedback

5.22.1 It is proposed to use speed humps rather than speed cushions. Speed cushions are not as effective as speed humps when considered on their own, and if the gaps are too big between the two cushions, vehicles may pass over a cushion without being affected by the cushion.

5.22.2 It is proposed to change the shape of the pedestrian island on Mclean Street to re-enforce the left-in/left-out movement.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, including, enabling active and connected communities, and meeting the challenge of climate change through every means available.

6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.3 Transport

6.3.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents

### Policy Consistency Te Whai Kaupapa here

6.4 The proposals are consistent with Council's Plans and Policies, in particular:

6.4.1 The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).

6.4.2 The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

- 6.6 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.7 The decisions in this report are likely to:
- 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.7.2 Contribute positively to emissions reductions.
- 6.8 The emission reductions associated with this project have not been estimated.
- 6.9 The Government's Emissions Reduction Plan states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the Emissions Reduction Plan). Improving the quality of our streets for walking and cycling is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.
- 6.10 New Zealand has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint within New Zealand.
- 6.11 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.12 The proposed changes make it safer for people walking and cycling, which will have a net positive impact for the climate by helping to reduce transport emissions. Enabling more people to walk or cycle, particularly for local journeys, is a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.13 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network.
- 6.14 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement – The estimated costs for the improvements are as follows:
- Brittan St/Woodham Rd - Speed hump \$15,000
  - Trent St/Armagh St - Crossings and speed humps \$100,000
  - Worcester St/Linwood Ave - Speed hump \$20,000
  - McLean St/Buckleys Rd - Build out/refuge island and speed humps \$65,000.
- 7.2 Maintenance/Ongoing costs - generally consistent with existing maintenance costs. These costs will be eligible for Waka Kotahi subsidy at Council's 51% Funding Assistance Rate. The



net maintenance cost for the full Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.

7.3 Funding Source – Councils capital programme:

7.3.1 ID 72776, Transport Choices 2022 – Slow Speed Neighbourhoods Linwood, \$1,453,562

7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.

7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. All Transport Choices projects have agreed funding schedules for design. Individual project schedules for physical works are required to be agreed and approved prior to 20 October 2023. In approving funding for physical works, Waka Kotahi will consider:

7.5.1 The project is in accordance with the scope and design approved by Waka Kotahi.

7.5.2 Project costs are in accordance with expectations.

7.5.3 Ability to deliver the project prior to June 2024.

7.6 The staff recommendations of this report include that Council's approval of this project is conditional on a funding agreement with Waka Kotahi being in place for the physical works.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023/24.

8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.

8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.

8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

8.5 There is no other legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.






9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. Delays in approval of the projects would impact on the timeframe for delivery.

9.3 Funding security - the Transport Choices funding agreement between Council and Waka Kotahi presently covers this project for design only, and a further stage gate approval is

required to gain funding approval for construction. The instruction of physical works will be withheld until an implementation agreement is in place.

- 9.4 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Slow Speed Neighbourhood Linwood - Armagh/Trent	23/1248055	590
B 	Slow Speed Neighbourhood Linwood - Woodham/Brittan	23/1248063	591
C 	Slow Speed Neighbourhood Linwood - Buckleys/McLean	23/1248074	592
D 	Slow Speed Neighbourhood Linwood - Linwood/Worcester	23/1248087	593
E 	School Safety Linwood and Slow Speed Neighbourhoods - Submission Table (Public)	23/1374183	594

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

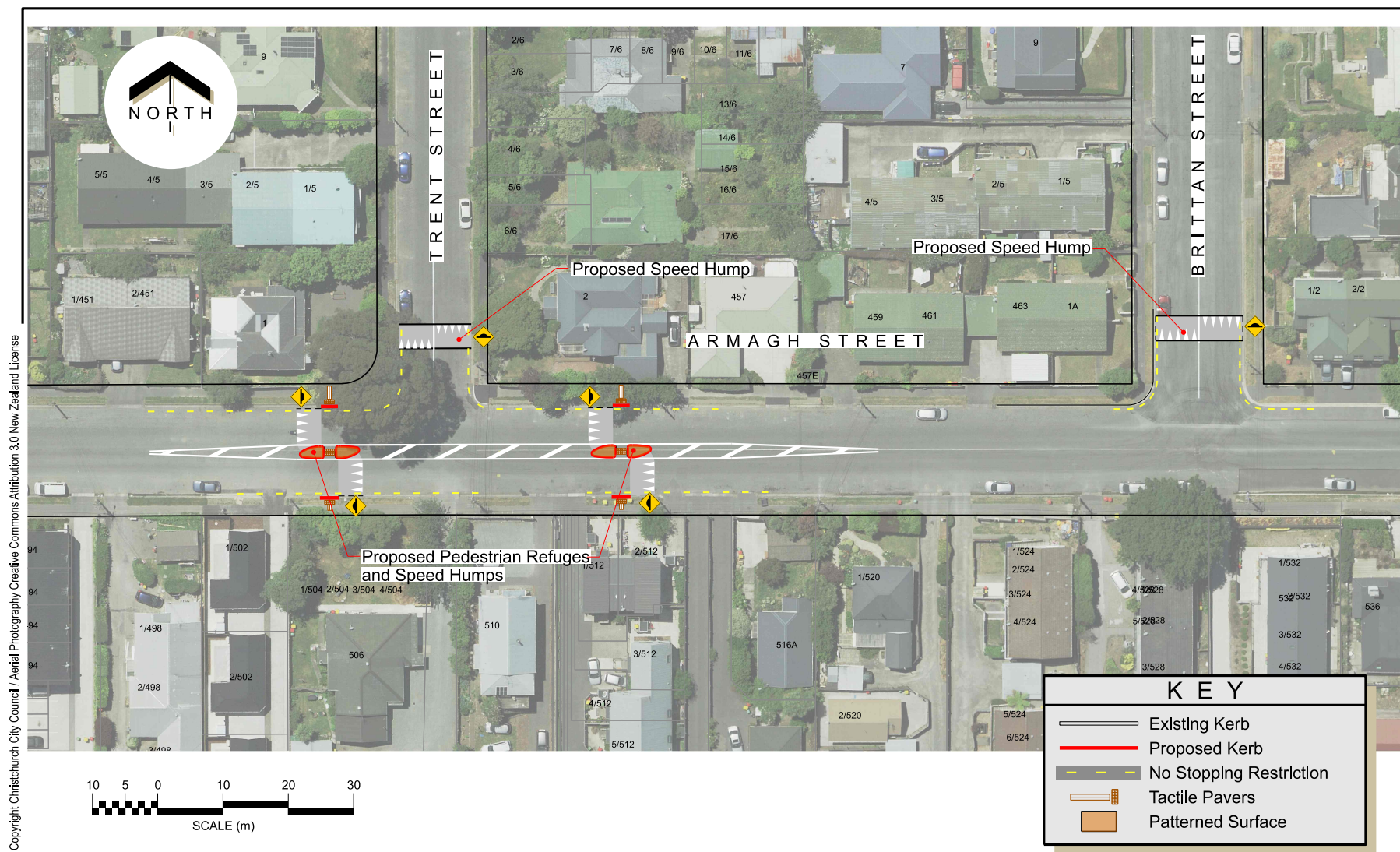
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

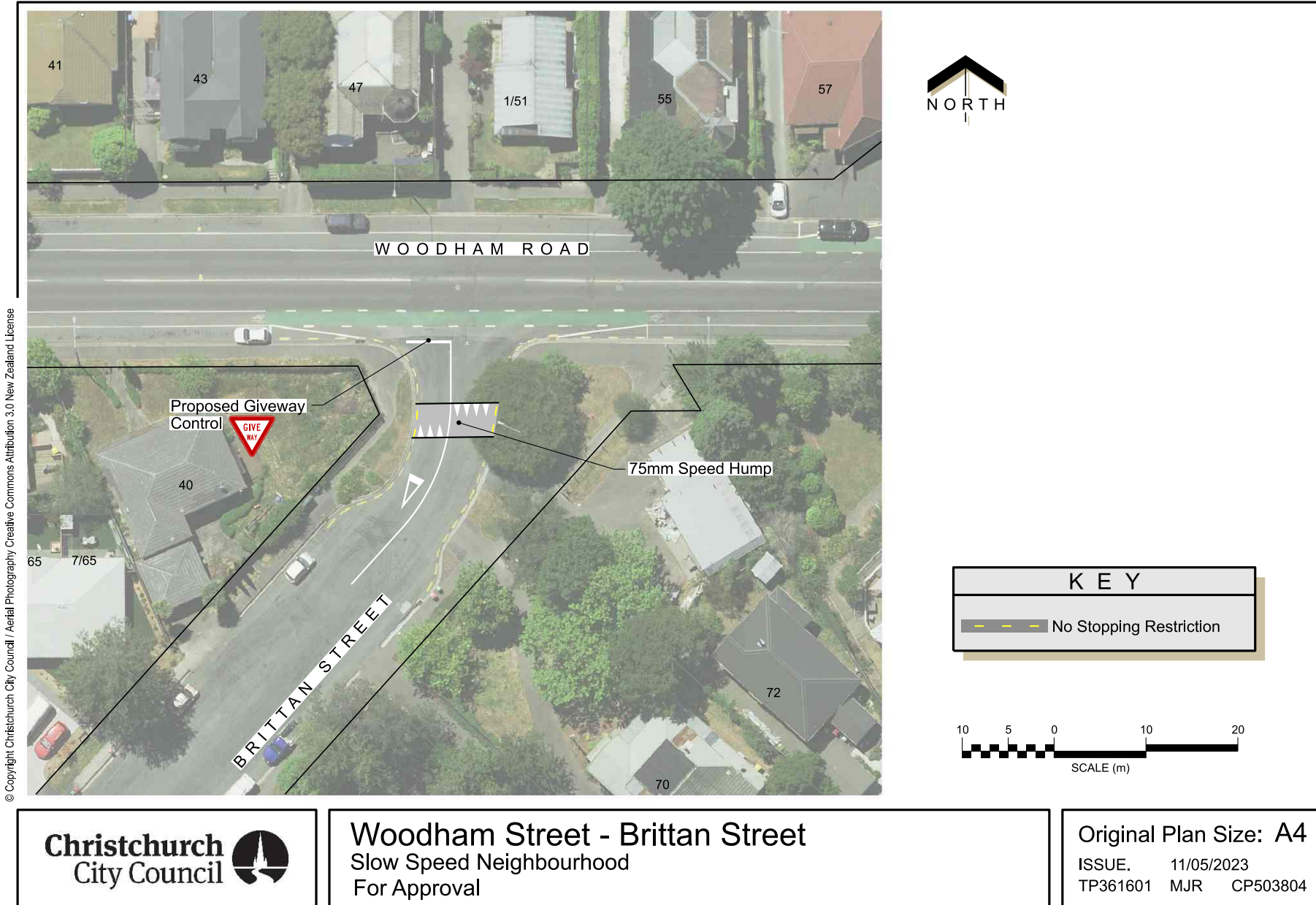
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Chris Strydom - Project Manager Gemma Dioni - Senior Transportation Engineer Samantha Smith - Engagement Advisor Ann Tomlinson - Project Manager Wayne Gallot - Senior Transportation Engineer Sharon O'Neill - Programme Manager Transport Capital Programme
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

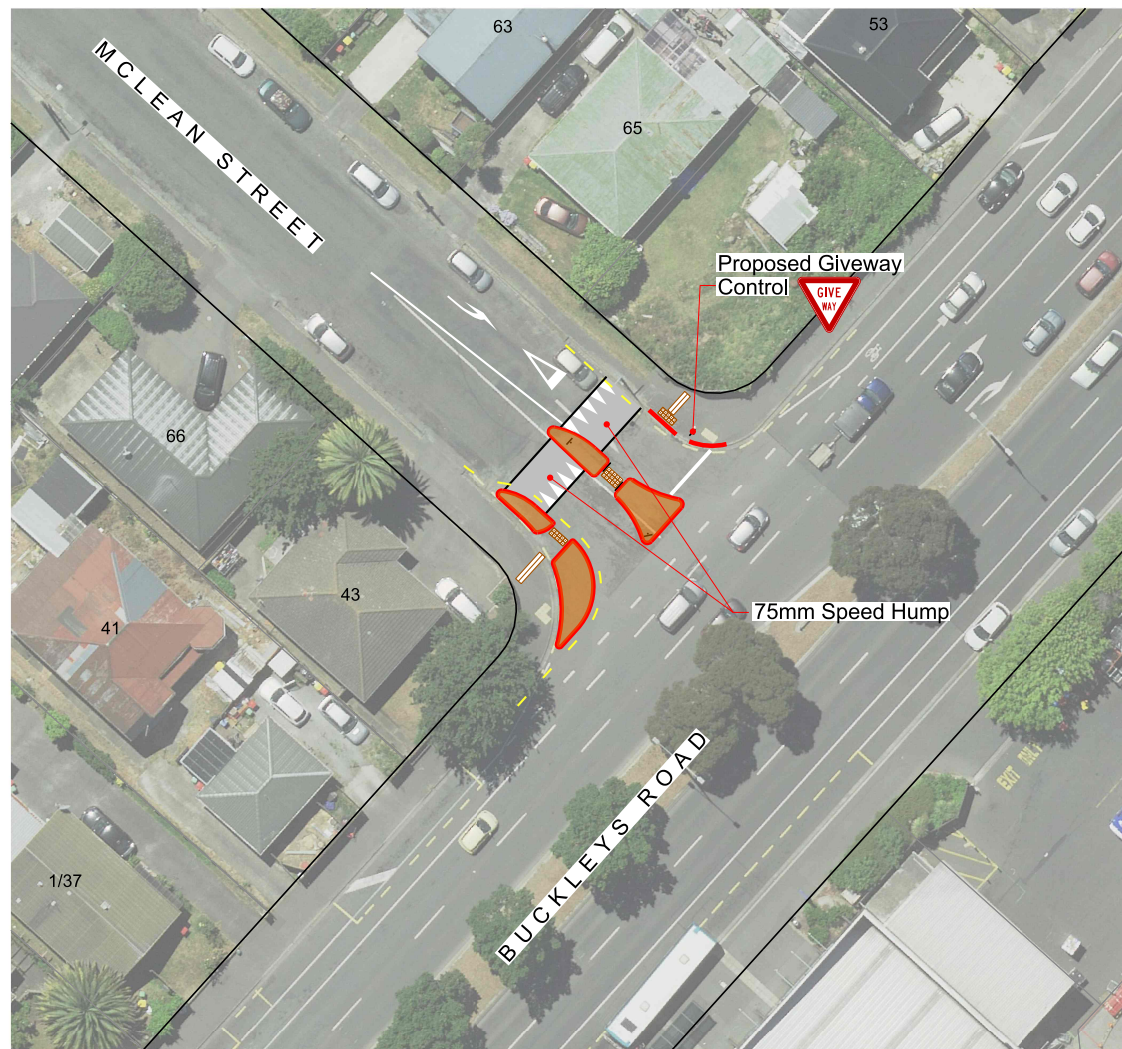






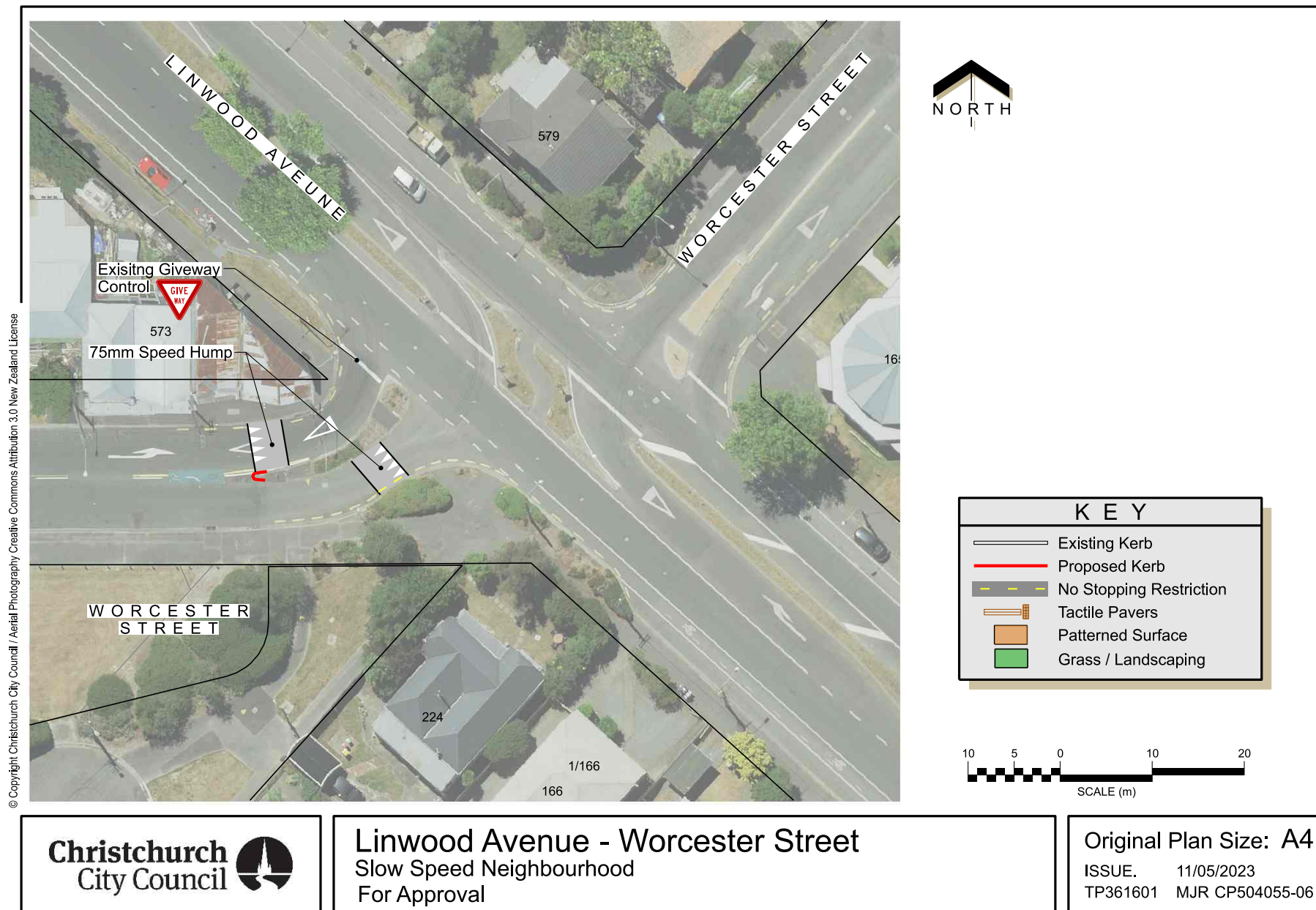


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KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping Restriction
	Tactile Pavers
	Patterned Surface





Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
10005	N/A		See submission attachment 10005	Emma Norrish - Waipapa Papanui-Innes-Central Community Board
10014	Yes	<ul style="list-style-type: none"><li>• The Board would like to support option 2, the compromise option for pedestrian refuge island and bus stops outside Woodham Park (presented by staff to local residents).</li><li>• Support Whitau school crossing as long as time-limited parking is provided for the dairy.</li><li>• Strongly support speed cushions on Ngarimu Street.</li></ul>	<ul style="list-style-type: none"><li>• The Board supports all of the additional proposed changes.</li></ul>	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board
10015	Somewhat	The area i am talking about is the school at the top of Worcester street and woodham road , commuters use Worcester street as a thoroughfare and “hoon “ around the Worcester corner down Worcester street and often just miss the cars hooning out of Dacre street corner . I have often seen children wandering across Worcester on the way home and nearly collected by a car . Also the children playing on the berms in Dacre street so often nearly get hit by the 5-7 pm boy racers who live around this part and wheely around the corner . Very concerning for children , no respect for speed limits . I have nearly been hit several times coming out of my drive on the intersection ofDacre and Worcester . This issue is aggravated as lots of tradies park right up to the driveways on both sides and its very difficult to get good visibility .	Worcester street is now classed as high density housing and is undergoing a major demolition rebuild program up the east end . This is a big contribution to the safety issues .	Rene Cochrane



Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
10016	Yes	<p>It has been a concern for me and our family how few trees there are and how some fast people drive in our area. In North Linwood we have very wide streets that encourage some drivers to be extremely reckless and push their cars to their limit....which is far beyond the speed limit shall I say. We have 9 children within 60m of road on Woodhouse St, so road safety is important to our neighbourhood. More than a sign is needed and we strongly hope that this plan incorporates street trees &amp; narrower roads to confine &amp; prevent drivers' perception of openness and ability to speed. This driving attitude is well documented.</p> <p>In addition -&amp; global warming, then there is no technology or system yet other than trees that can reverse the effects of CO2 emissions. We must plant more trees. Finally, it's disappointing to see new areas like Wigam having nicely present roads &amp; street trees, and Linwood only has Linwood Ave, which was planted decades ago. However, ratepayers of Linwood have been rates for many many decades and the streets are generally unchanged. I must add with the new developments in the North Linwood area, the development contributions would be in the millions of dollars, yet to see this being spent on improving the infrastructure or presentation of neighborhoods for which contribution was sourced. It is a very discriminative distribution of council funding where Linwood has seen so little funding.</p> <p>In saying this, I hope CCC prioritises road safety &amp; street trees in the North Linwood area as it is a matter of children's lives &amp; the funding has been sourced.</p>		Aaron Ghattas
10017	Somewhat	<p>Given the post earthquake construction of MANY NEW government and privately built multi-unit dwellings and the corresponding increase in the number of families with young children in this area, there is ample justification for pedestrian crossings on Armagh street before and/or after where it merges into England street, just prior to intersecting with Linwood Avenue. Currently there are none!</p>	<p>Vehicular access to Trent street is restricted to the Armagh street end but only the south bound entrance from Avonside drive. Thus it is proportionately less used as a thoroughfare since it goes nowhere other than into the south bound lane of Avonside drive. However, both Brittan and England streets are much busier since they both intersect with and traverse Linwood avenue. During busy times of day, Avonside drive is often congested at intersections and as a result, traffic traveling into the city on Linwood and/or Woodham is using both England and Brittan streets as a bypass to avoid that congestion. There's nothing really concerning about that except that both of these "short-cuts" egress onto Armagh street with the bonus that there are currently no speed impediments, no pedestrian crossings and no policing to prevent some drivers from using that part of Armagh as a practice run for straights at Ruapuna raceway. Sadly I don't currently have any video or photos of the donut rubber burns on the Brittan/Armagh intersection</p>	Colin Maxwell

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
			but I assure you that they are frequently laid down. I respectfully submit that the improvements proposed for the Trent/Armagh intersection be moved or repeated at the Brittan/Armagh intersection and/or the Linwood/England (Armagh) intersection.	
10021	No	Move the crossing further away from the corner of Worcester street than it is now and further away from the proposed nw site	<p>Once again it seems the council have not taken into account the business interests that are effected in their plans. Local business depend on customers being able to access the business from nearby parking. A prime example is the corner diary that currently has 3 car parks outside their buisness. They rely on customer being able to use the parks out side the shop on Woodham Road to a axcess their shop. The current plan removes these. There will be no parks within a short distance of the shop. Economical this will make the business unviable. There have already hbeen dramatic reductions due to changes to cigarette sales. If customers can't get access to parks then they will simply not attend the business but go elsewhere. Foot traffic is not enough to sustain the economy viability of the business. The loss of the business's will be a loss to the community as a whole.</p> <p>If the change to the crossing is required then moving it further still along the road to be outside residential properties would achieve the same safety factor without producing the disastrous economic effects of destroying the car parks outside the business. The loss of parking outside residential properties where visitors can park up driveways or further form an intended vist away would have a far less ranging effect than removing parking from outside a business. We all know people are lazy and will drive past a business if there are no car parks available rather than park further away and walk back. Service stations now sell similar goods and many people would just call in to one of those for the simplicity of availability.</p>	Graham Coumbe



Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Organisations / Businesses

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name - Organisation
10018	N/A		See submission attachment 10018	Chris Ford - Disabled Persons Assembly

Individuals

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
10001	Yes			Cody Cooper
10002	Yes		<p>Re the Buckleys/McLean intersection: By sheer coincidence, I was crossing Buckleys Road just north of this intersection at 6:45 this morning when two cars came hooning out McLean St at such a speed I instinctively made a dash for the median strip in case they didn't see me in the dark (or didn't care). This was an anomaly - usually it's the evening when this sort of driver starts showing off to their mates - but it still makes me inclined to favour traffic calming measures.</p> <p>The other proposed changes to the McLean/Buckleys intersection of tactile pavers and a pedestrian refuge island will also be extremely valuable both for schoolchildren and general foot traffic in the area. Lots of people walk along this way to/from Eastgate Mall, and there are a number of people with physical disabilities so it will be important to ensure that this crossing is both smooth and wide to accommodate a range of mobility devices.</p>	Deborah Fitchett
10003	Yes	No, looks awesome.	Just go for it. Great that we're getting funding for this. Totally support.	Craig Martin
10004	Somewhat	Accommodate cyclists to some degree at the intersection of Rowcliffe crescent and Woodham Rd, to enable safe crossing over Woodham Road to Worcester Street. Cyclists using Rowcliffe Crescent will now need to negotiate pedestrians crossing to and from the school, while vehicles parking and making U-turns at the blocked off end of Rowcliffe Crescent during school drop-off/pick-up periods will also make it more dangerous for pedestrians as well.	As a cyclist, it'd be good to have a way to get across Woodham road near the corner of Rowcliffe Cres from/to Worcester Street (a recommended route into the city), or a means of sharing the the pedestrian crossing (eg. shared pedestrian/cycle path to crossing to/from Worcester) via the current footpath (in front of the shop or school opposite.) Thanks very much :-)	Margaret Hunt

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
10006	Yes	Nothing new, but really want to say the Tancred St pedestrian refuge is way overdue and I welcome it with open arms. Many, many people cross here either getting on/off a bus, or walking dogs through Woodham Park, and this is sorely needed. Thank you!	There are very few safe pedestrian crossings in Woodham Rd, I'm glad to see you are putting more in known crossing areas to make this busy thoroughfare safer for pedestrians.	Ashley Campbell
10007	Yes	You really need to resurface Worcester St and smaller streets like Surrey St. They are still uneven after the earthquakes.	Please consider resurfacing streets.	Ali Plunket
10009	Somewhat	Fix the pot holes and remove piles of wet leaves and lichen on footpaths. Basic maintenance isn't kept up with. Fix what's broken before adding new infrastructure	Fix the roads in the east!!! Before you spend millions on adding more infrastructure	Rachel Brownie
10010	Yes			Cecile Bourguignon
10011	No	Install redlight cameras that snap on red light and speed. That is you biggest problem, 2nd change the time between 1 light going red and the other going green to 3 seconds not 1. I always coun to 2 before going through green. It has saved me many times. The problem is the drivers, not the road or its layout.		Hans Smeets
10013	Somewhat	Worcester street is so bad from the earthquake damage 12 years ago now and still hasn't been fixed and is a really health and safety issue. I often see cars having to avoid the potholes and bumps in order to drive on this road. I have submitted snap send and solve reports in order to get things fixed but still only temporary jobs have done. I think if the council wants to improve pedestrian crossings they also need to look at the main use for which the roads main purpose is for, which is cars and bikes. If the council only chooses only to do the pedestrian crossings and not fix the entire road to make the roads as safe as possible then I imagine the council will receive a lot of negative comments regarding this issues. In short do the job right and do it once, this goes for all the road in the eastern suburbs around Linwood.	Worcester street is so bad from the earthquake damage 12 years ago now and still hasn't been fixed and is a really health and safety issue. I often see cars having to avoid the potholes and bumps in order to drive on this road. I have submitted snap send and solve reports in order to get things fixed but still only temporary jobs have done. I think if the council wants to improve pedestrian crossings they also need to look at the main use for which the roads main purpose is for, which is cars and bikes. If the council only chooses only to do the pedestrian crossings and not fix the entire road to make the roads as safe as possible then I imagine the council will receive a lot of negative comments regarding this issues. In short do the job right and do it once, this goes for all the road in the eastern suburbs around Linwood.	Brett Fellows
10019	N/A (written submission)		I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a>  There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.	Cameron Bradley
10020	N/A (written submission)		Hello  I wish to make a submission on your safer streets for linwood plan.	Richard William Rowe

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
			<p>My subject is what the CCC call the shared path from Hargood Street to Smith st at the back of linwood pool and linwood park. The locals all laughed at the insult of a cycleway as a new never been before linwood cycleway on linwood Ave.</p> <p>Because your shared path that connects with the official cycleway via linwood park and now also connects people to linwood pool has been the subject of major neglect for over 45 years since it was built and saw none of the big splash out for linwood Ave official cycleway.</p> <p>The bureaucratic irony that people walk on that cycleway in the trees but our 1st cycleway must be call a shared path and not a cycleway because people walk on it is just crazy.</p> <p>I have been cleaning up weeding and planting all along the out fall drain cycleway for the last 14 years. During this time I have only seen 2 repairs to this section of path. With the very dangerous path fall away by the gow place Arron crescent bridge needing a partition from the local labour MP to get anything more than the safety tape that was put up weeks after the damage.</p> <p>My submission to you is that the current state of this path needs a lot of fixing.</p> <p>With iusses such as</p> <p>major cracks that grow weeds and I keep spraying</p> <p>Hollow sections in the path that leaves gather in and rot creating a trip hazard until I clean it out</p> <p>Tree roots rasing sections of the path creating trip hazard and so sloped it is hard for wheel chairs.</p> <p>Not all of this path has lighting. The section between Smith st and Tilford st only has 1 light</p> <p>Yet this path didn't even get a mention in the CCC safer street for linwood plain even when it connects to</p>	

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

ID	Do you think this proposal will improve safety for pedestrians?	Is there anything else we could do to improve pedestrian safety in this area?	Is there anything else we need to know?	Name
			linwood pool on Smith street. Regards Richard	

Comments

Comment	Upvotes	Downvotes	Relevant information marker
Im pleased to see improvements proposed at the Worcester/Surrey, the speeds are high, sightlines are poor leaving my property on Surrey Street. I note that its even worse for the Surrey/Gloucester intersection, I frequently experience cars travelling at up to 70km/h heading in both directions, I have had several near misses while turning right out. I would highly appreciate works to be proposed at both Surrey Street intersections. There are also no safe crossing points along Gloucester Street.	3	0	Information Marker: School Safety Linwood
I totally support the proposed improvement for people on foot as, while this includes tamariki and rangatahi, it is also often those with visual and mobility impairments and the very elderly and frail who often have less choice in their transport options. Thank you for this move towards a more equitable road network!	2	0	Information Marker: School Safety Linwood
We support the effort to address the safety of school children and locals crossing Worcester street, however the proposal of a roundabout on the Worcester/Mclean Street intersection will severely impact access to our property and remove our off-street parking. The primary issue on our street is the speed of traffic and regular visits from boy racers who pose a huge threat to pedestrians. Instead of a roundabout here we would suggest the addition of speed bumps and safe crossings with islands.	0	2	Information Marker: School Safety Linwood
Where cycle on/off ramps are installed directional tgsi are required at the kerb line to provide guidance for those who are blind, deafblind or have low vision to stay on the footpath and not enter the road inadvertently.  Shared footpaths are not safe for vulnerable pedestrians and road space allocation should be considered for all users before this option is determined to be the solution in a busy residential commuter street.	1	1	Information Marker: School Safety Linwood
The streets around Woodhouse, Tancred, Rochester & Surrey need to be made safer. It's like a figure 8 race track for some. More than a sign is needed and we strongly hope that this plan incorporates street trees & narrower roads to confine & prevent drivers' perception of openness and ability to speed. Many families and a preschool are in the area. Some cars are driving far too fast and using the road a short cut to avoid intersections.	2	0	Information Marker: School Safety Linwood
Why not make peds cross over the raised platform? Seems odd to have them crossing adjacent to it.	0	0	Information Marker: Site 1 - Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Definitely support this. There should be safe pedestrian crossing points at every intersection on Woodham Rd . This is long overdue.	1	0	Information Marker: Site 1 - Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps
even though this is listed as a pedestrian project, it benefits cyclists as well. This crossing is a usefull route to get from the Worcester St cycle route up to the river corridor	2	0	Information Marker: Site 2 - Linwood Ave / Tancred Street Pedestrian Crossing
Great idea. Much safer option for crossing the road.	2	0	Information Marker: Site 2 - Linwood Ave / Tancred Street Pedestrian Crossing
Our bike groups regularly use this route to get from the Red Zone areas down to the Under the Red Verandah Cafe. Thanks for proposing this, it will be most helpful.	0	0	Information Marker: Site 2 - Linwood Ave / Tancred Street Pedestrian Crossing
Great idea. Wish you didn't have to consult, wastes time when you could just do it.	3	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
For the south refuge, wouldn't having the cycleway south of the south refuge be safer for everyone? I worry that cars will just drive straight onto the cycle path to cut between the centre refuge and the south one to avoid hitting them, which puts cyclists in their path. It would also mean that pedestrains are only ever crossing one lane of traffic at a time.	1	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
This refuge is sorely needed! So many cross to go into Woodham Rd here, or cross after getting off the bus, and in rush hour it can be a long wait for a clear road both ways. I walk with my dogs here every weekday, and this is a busy crossing point. This will make it much safer.	3	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
I mean Woodham Park in the previous comment!	0	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
Great idea for the pedestrian refuge on woodham road. I cross that road most days with my dog to walk through woodham park to the red zone so it would be very handy.	3	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
Yes please! We try to cross with my 3-year-old and 1-year-old every few days to go to the park. It is very difficult at the moment with cars continuously coming from both directions and a pram / kids bike or just walking.	1	0	Information Marker: Site 3 - Woodham Road / Tancred Street Pedestrian Refuge Island
Yes, definitely increase the visibility of the crossing at this intersection. There is a school & shops there! Busy with cars parked etc. Too many distractions, don't want a child be 'not seen'.	2	0	Information Marker: Site 4 - Woodham Road / Worcester Street Street zebra crossing upgrade
There is a visibility problem when turning right from worcester to woodham. By narrowing this intersection will create more traffic due to right turn.	0	1	Information Marker: Site 4 - Woodham Road / Worcester Street Street zebra crossing upgrade



## Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
Such a great idea. People drive like maniacs down this street. Would be great to see these on Gloucester Street too. Would stop the hoons and keep kids and the rest of us safe.	2	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Good to see some safer crossing points along Worcester St, especially near the playground/school. Drivers down this stretch can get a bit "hoony" at times.	2	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Wouldn't it be safer to push the top and middle crossing points a bit further away from the intersections like the bottom one? Then kids don't need to check behind their left shoulder for traffic which might be turning right out of the side roads (when leaving refuge)? If moved a bit further away, they only need to check left for cars, turning or straight	1	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
We live in Worcesterstreet opposite Macleans street. We would like to see a zebra crossing and more speed bumps there. NOT a roundabout , that seems overkill to me . speed bumps will slow down the boy races down as well	1	1	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
People drive so fast down here so any improvements will be appreciated. It was terrifying crossing on foot or bike with our kids from Playcentre. Like another commentor, I had assumed a zebra crossing would be the way to go.	2	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
We support the effort to address the safety of school children and locals crossing Worcester street, however the proposal of a roundabout on the Worcester/Mclean Street intersection will severely impact access to our property and remove our off-street parking. The primary issue on our street is the speed of traffic and regular visits from boy racers who pose a huge threat to pedestrians. Instead of a roundabout here we would suggest the addition of speed bumps and safe crossings with islands.	0	1	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Wonderful! Can the cross at Surrey be moved closer to the playground. 1. Away from the intersection, 2. To service the playground for crossing childing / families.	1	0	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Im all for speed bumps, however the proposed no parking restriction is a bit over the top. There are a few people that park there cars on the road where they plan to put them. Turning left from McClean street there is no parking for about 4 houses down heading towards linwood Ave. Did the Council take into consideration how this will effect people who have to park on the road. I have already had my car tampered with, this makes me worried now I will have to park several houses down the street.	1	1	Information Marker: Site 5 - McLean, Surrey and Wyon - Pedestrian refuge islands and speed cushions
Does Rowcliffe Cres need another speed cushion closer to main intersection to keep speeds lower from Woodham end?	1	0	Information Marker: Site 6 - Ngarimu Street, Holland Street Speed Cushions and no stopping restrictions
This really needs to happen throughout the residential areas of the central city as well. I would like to have speed cushions and traffic chicanes extend the length of Armagh street, especially between Madras and Fitzgerald since cars fly through here very often (both day and night). Armagh is covered with potholes, which makes cycling more	0	0	Information Marker: Site 7 - Armagh Street, Trent Street, Brittan Street - Pedestrian refuge islands and speed cushions

Submissions table – School Safety Linwood and Slow Speed Neighbourhoods, June/July 2023

Comment	Upvotes	Downvotes	Relevant information marker
difficult as you have to weave around them which is particularly stressful as cars speed down this street.			
Why not a raised platform for peds to cross over on?	1	0	Information Marker: Site 8 - Woodham / Brittan Speed Hump and painted markings
As this area is often where I move across lanes when biking to join the cycle path I'm happy to have some slowing of traffic turning into Worcester from Linwood Ave.	1	0	Information Marker: Site 10 - Worcester Street / Linwood Ave speed hump
Whilst helping slow traffic, wouldn't the better thing be to have the peds walking over the raised platforms of they were better positioned and connected to footpaths?	1	0	Information Marker: Site 10 - Worcester Street / Linwood Ave speed hump
i support the raised platform idea that has been suggested. highlights pedestrain saftey which the proposed layout doesnt address.	0	0	Information Marker: Site 10 - Worcester Street / Linwood Ave speed hump

Submission attachment 10018



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

Submission attachment 10018

## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

Submission attachment 10018

## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>



Submission attachment 10018

## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

Submission attachment 10018

The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## **Pedestrian/road improvements**

### **Footpaths and pedestrian infrastructure**

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

Submission attachment 10018

- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

Submission attachment 10018

Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

Submission attachment 10018

A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant



Submission attachment 10018

difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

Submission attachment 10018

**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

Submission attachment 10018

**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*“There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious.”*

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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.



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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

Submission attachment 10005

13 July 2023

Christchurch City Council

By email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

Christchurch  
City Council 

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Christchurch 8013

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Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Way Safer Streets

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

### 2. Submission

The Board, focusing on the Way Safer Streets projects in its area, is supportive of the proposed projects, particularly in respect of supporting safety near schools, and in respect of advancing its Board Plan Priority for 'A Connected Transport Network in Waipapa Papanui-Innes-Central (roads, cycleways, paths)'.

The Board wishes to ensure that community safety is at the forefront of all transport recommendations, including the need for safe speeds and safe streets for all of our residents.

The Board is also committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, and wishes to ensure that the Strategy is being considered.

The Board also asks the Council to consider any other bigger picture issues when considering these proposed projects, including the impacts of intensification in the Board area.

The Board notes its fundamental support for active transport initiatives that promote walking, cycling and using public transport, and offers the following feedback in response to consultation questions on particular proposed projects in the Board area:

#### 2.1. Richmond Neighbourhood Greenway Cycle Connection

Firstly, the Board continues to support the greenway cycleway to link Richmond to the central city.

The Board also supports the submission of the Richmond Residents and

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Business Association (RRBA) recognising their understanding of the area and local viewpoints.

The Board notes the indications of the RRBA that many residents are already using the proposed Greenway Cycle Route, justifying, as they put it, the immediate installation of this cycle route. Also noted is RRBA's suggestion to connect the cycleway to the central city by installing a cycle crossing at the exit point of Alexander Street across Fitzgerald Avenue to meet up with the existing cycle path on the left bank of the Avon River in Cambridge Terrace.

Further to this, the Board highlights RRBA's suggestion of combining this project with the current Richmond road rebuild/repair programme and a longer term proposal of linking this cycleway with the current one in Cambridge Terrace with another route through Heywood Street, Draper Street, Swanns Road to Retreat Road (which would provide many young cyclists using the Rowing Complex facilities at Kerrs Reach a safer route through the city and Richmond).

It is insightful that the RRBA indicates these projects would collectively provide safer travelling for Richmond residents and those travelling through Richmond by bicycle, skateboards, scooters.

## 2.2. Te Aratai College Cycle Connection

The Board supports this proposed project in general, perceiving general community support for it, but is sympathetic to small businesses near the intersection with Ferry Road.

The Board, accordingly, urges that consideration is given to endeavouring to find ways to mitigate adverse effects on affected businesses (such as loss of navigability and parking for existing customer bases) – solutions could be either permanent or for a decent transitional period that gives time for these businesses to adapt. Consideration may be given in this context to e.g. alternative parking, better signage rights, design changes in the plan, and/or added features that make the situation "better off" for them.

The Board would also be encouraged to see Te Aratai College students involved in design elements in the area, such as into bus stops so as to have a sense of ownership in the space and provide some uniqueness for the area – reflecting that the youth have an embraced place in the community.

Finally, the Board has some reservation around bus stops interacting with cycle lanes in respect of safety considerations, suggesting it be made clear whether the interactions have been fully explored with all options considered, and safety appropriately weighted.

## 2.3. Linwood Bus Stop Improvements

The Board is broadly supportive of the improvements where and as they sit within the Board area, where members are more familiar with their community, welcoming that public transport is being supported through this project as importantly connecting residents into their

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spaces and destinations in a mode that is considerate of our Climate Goals.

#### 2.4. School Safety Linwood

With particular reference to the sites within the Board area as listed below, the Board is supportive of the emphasis on school safety in this project, which appears to have been carefully considered for these locations, duly balancing relevant factors that the Board appreciates.

*Site 1 – Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps*

*Site 2 – Linwood Ave/Tancred Street Pedestrian Crossing*

*Site 7 – Armagh, Trent, Brittan Streets – Pedestrian Refuge Islands and Speed Cushions*

*Site 10 – Worcester Street/Linwood Ave Speed Hump*

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish  
Chairperson  
Waipapa Papanui-Innes-Central Community Board

## 15. Transport Choices - Linwood Village Streetscape Scheme Amendments

Reference / Te Tohutoro: 23/1213005

Report of / Te Pou  
Matua: Alanna Warhurst, Project Manager Transport,  
Alanna.warhurst@ccc.govt.nz;  
Jacob Bradbury, Manager Planning & Delivery Transport  
Jacob.bradbury@ccc.govt.nz

Senior Manager /  
Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management  
(Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to seek approval for minor changes to the Linwood Village Streetscape Enhancements scheme.
- 1.2 Council approved the Linwood Village Streetscapes Enhancements project on 8 September 2022 (CNCL/2022/00111), refer Attachment A. During the detailed design phase several minor design issues were identified that this report seeks to address.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined on the basis of the low number of people affected by the minor amendments to the scheme.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

#### General

1. Approves that construction of the Transport Choices - Linwood Village Streetscape Scheme project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves that the traffic controls, stopping and/or parking restrictions described in resolutions 4 to 8 take effect when infrastructure, signage and/or road markings that evidence the controls and restrictions are in place.

#### Revocations

3. Approves that any previously approved resolutions, pertaining to traffic controls, made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in recommendations 4 to 8 below, are revoked.

#### Stanmore Road/ Hereford Street Intersection

4. Approves all kerb alignments, islands, road surface treatments and road markings at the intersection of Stanmore Road and Hereford Street, as detailed on plan TP359201, sheet 1, and attached to this report as **Attachment B**.

#### Gloucester Street Bus Stops

5. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Gloucester



Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 10 metres.

6. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Gloucester Street, commencing at a point 10 metres west of its intersection with Stanmore Road, and extending in a westerly direction for a distance of 14 metres.
7. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 11 metres.
8. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Stanmore Road commencing at a point 11 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 14 metres.

#### Tree Removal

9. Approves the removal of one street tree as detailed on plan TP359201, sheet 1, dated 23/08/2022 and attached to this report as Attachment B.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 To address several minor design issues identified during detailed design.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Council approved the Linwood Village Streetscapes Enhancements project on 8 September 2022 (CNCL/2022/00111). The approved scheme is provided for reference as Attachment A. The amendments recommended in this report reduces implementation costs and improves functionality of the design.

### 5. Detail Te Whakamahuki

#### Bus Stops

- 5.1 It is proposed to make refinements to the position of Gloucester Street bus stops each side of Stanmore Road. The reason is to locate the bus stops for better kerb height at boarding / alighting areas which improves accessibility. There are presently bus stops at these locations.
  - 5.1.1 The proposed location differs by approximately 5m from the existing bus stop location and differs by approximately 10 metres from the approved location from the original Linwood Village Streetscape Enhancements scheme.
  - 5.1.2 The proposed amendment has not been consulted on as the change in position of the bus stop is insignificant.

#### Tree Removal

- 5.2 An existing cabbage tree on the south-western side of the Gloucester Street / Stanmore Road intersection is proposed to be removed. The reason is the tree obstructs visibility of pedestrians and the traffic signals.
  - 5.2.1 The approved scheme removes five trees and introduces 23 new trees.
  - 5.2.2 The proposed revision means that six street trees will be removed and 23 trees introduced.

Hereford Street / Stanmore Road Raised Safety Platforms

- 5.3 A modification to the approved raised safety platforms at the Hereford Street / Stanmore Road intersection is proposed. The modification has less of an impact on drainage and reduces associated implementation costs, whilst providing the same outcomes and intent of the original design.
- 5.3.1 The proposed revision shifts the raised platform to the approach side of the crossing points and removes the platform for vehicles exiting the roundabout.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
- 6.2.1 Activity: Transport
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 585 kilometres (total combined length)

### Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report relating to minor scheme design changes are likely to:
- 6.7.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.7.2 Contribute neutrally to emissions reductions.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 Proposed amendments to bus stop locations support Councils Equity and Access for People with Disabilities Policy.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – revisions to the raised safety platforms at the Hereford Street / Stanmore Road intersection reduce the implementation cost by approximately \$110,000 in comparison to the approved scheme.
- 7.2 Maintenance/Ongoing costs – not affected by proposed amendments to the scheme.
- 7.3 Funding Source – Councils capital programme:

- 7.3.1 ID 34094, Transport Choices 2022 – Linwood Village Streetscape Enhancements (S1), \$6,363,286.
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.
- 8.3 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.



### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Not removing the cabbage tree as recommended creates the risk of a crash resulting from lack of visibility of the traffic signals.
- 9.2 Not amending the Hereford Street / Stanmore Road raised safety platforms as recommended will either incur costs, or pose increased flooding risk to adjacent properties.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Approved Linwood Village Streetscape Scheme Design	22/547572	626
B 	Amended Linwood Village Streetscape Scheme Design (for approval)	23/1354146	627

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

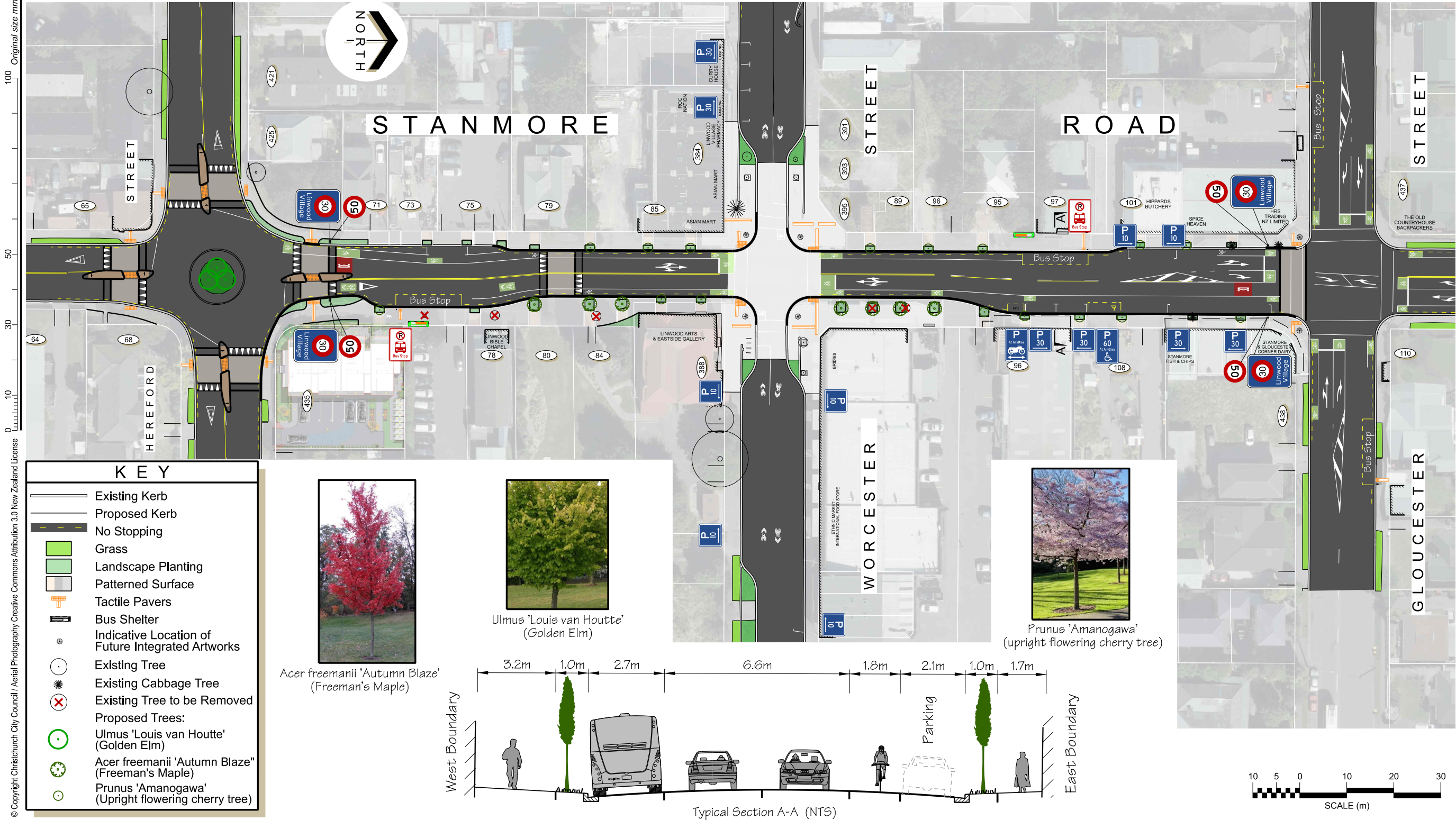
## Confirmation of Statutory Compliance Te Whakatūtuturutanga ā-Ture

- Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
- (a) This report contains:
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Samantha Smith - Engagement Advisor Ryan Rolston - Programme Manager Wayne Gallot - Senior Transportation Engineer Sharon O'Neill - Programme Manager Transport Capital Programme Barry Hayes - Team Leader Transport Design Alanna Warhurst - Project Manager Ann Tomlinson - Project Manager
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management









## 16. Transport Choices - Little River Link Cycle Connections (Nga Puna Wai)

Reference / Te Tohutoro: 23/1192836

Report of / Te Pou  
Matua: Andrew Cameron, Project Manager Transport,  
andrew.cameron@ccc.govt.nz  
Jacob Bradbury, Manager Planning & Delivery Transport,  
jacob.bradbury@ccc.govt.nz  
Senior Manager /  
Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management  
(Lynette.Ellis@ccc.govt.nz)

### 1. Nature of Issue and Report Origin

- 1.1 The purpose of this report is to inform the Council of feedback received, and for the Council to approve the street lighting design to proceed to construction for the Transport Choices - Little River Link Cycle Connections (Nga Puna Wai) project.
- 1.2 The origin of this report is the Climate Emergency Response Fund (CERF) Transport Choices programme.
- 1.3 The decisions in this report are of medium significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by potential benefits and opportunities to the council/community, the number of people affected and/or with an interest, and that these projects span multiple community board areas, as set out in the criteria of the policy (Page 2). This evaluation has considered the Transport Choices projects as a cohesive programme of work. This is consistent with how community engagement has been undertaken, with all work packages being presented concurrently on Have your Say under the banner of Way Safer Streets.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Approves that construction of the Transport Choices – Little River Link Cycle Connections (Nga Puna Wai) project is conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council.
2. Approves the changes, including widening and surfacing plus associated signage and markings, to paths and internal roadways within Nga Puna Wai Sports Hub as generally shown on the plan TP362201 ('Little River Cycle Connections: Nga Puna Wai Sports Hub', Sheets 1 and 2, Issue 1, dated 08/2023) included within this report as **Attachments A**.
3. Approves the installation of roadway and path lighting within the Nga Puna Wai Sports Hub as detailed on plans prepared by Connetics ('Road Lighting Upgrade: Nga Puna Wai Cycle Connection', Sheets 2 and 3, Issue A, dated 12-06-23) included within this report as **Attachment B**.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This project is funded by the Central Government Transport Choices programme – a \$348 million national programme made available from the Climate Emergency Response Fund.
- 3.2 The Transport Choices programme is important because transport makes up almost half of New Zealand’s carbon emissions. In May 2022, government released its first Emissions Reduction Plan and transport has a significant role to play, targeting a 20 percent reduction in light vehicle travel by 2035. Reducing reliance on cars and supporting people to walk, cycle and use public transport is one of three focus points of the Emissions Reduction Plan.
- 3.3 The Little River Link Cycle Connections project was included within the Transport Choices programme due to alignment with the “deliver strategic cycling/micro mobility networks” investment category of the programme.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### The Transport Choices Programme

- 4.1 Transport Choices funding was allocated to Local Authorities through an Expression of Interest process administered by Waka Kotahi. Through that process Christchurch City Council submitted a package of projects that was developed by consideration of:
  - 4.1.1 Project alignment with the four investment criteria for Transport Choices funding: deliver strategic cycling/micro mobility networks; create walkable neighbourhoods; support safe, green, and healthy school travel; make public transport more reliable and easier to use;
  - 4.1.2 Achieving diversity across the four investment categories for Transport Choices funding;
  - 4.1.3 Focusing investments in certain suburbs;
  - 4.1.4 Community requests for infrastructure improvements aligned with the Transport Choices programme outcomes;
  - 4.1.5 Complimenting existing programmes, such as the Major Cycleway Routes programme;
  - 4.1.6 Project complexity and ability to deliver prior to June 2024.
- 4.2 All 14 projects submitted for Transport Choices funding were accepted by Waka Kotahi. However, in deciding to include the Transport Choices programme in the Draft Annual Plan, Council decided to include 11 projects in the programme and defer a number of business-as-usual projects by 12 months to enable the Transport Choices programme to be adequately resourced.

#### Project Options Considered

- 4.3 Alternative routes through the wetland area were considered however were dismissed due to the propensity for flooding in this area, with the paths being under water during heavy rain events. Raising the level of these paths was considered cost prohibitive.

### 5. Detail Te Whakamahuki

- 5.1 The decision affects the following wards/Community Board areas:
  - 5.1.1 Halswell Ward
  - 5.1.2 Waipuna Halswell-Hornby-Riccarton Community Board



- 5.2 The Nga Puna Wai sports Hub currently has a sealed shared path cycle connection extending southeast to Haswell Road. To the north of the complex is the Little River Major Cycleway Route link which is currently connected by unsealed paths through the wetland area and on the main access road that leads from the Wigram Road underpass. The underpass is currently only open to motorised vehicles during large events such as show day. Pedestrian, cycle, and scooter counts were taken just south of the underpass in February 2023 between 7:00 am and 6:30 pm providing the following data.

Northbound			Southbound		
Scooter	Bicycle	Pedestrian	Scooter	Bicycle	Pedestrian
0	49	27	1	48	29

- 5.3 Of the 49 north bound cyclists 47% occurred between 7am and 8:30am with 56% of the south bound cyclist between 3:30pm and 6:30pm. This suggests that this route is currently being used as a commuter route.
- 5.4 This project will be delivered as an addition to a separate parks project reconstructing the unsealed access road from the Wigram Road under pass through to the Hub.
- 5.5 The scope of the Transport Choices - Little River Link Cycle Connections (Nga Puna Wai) following additional elements (refer **Attachment A**):
- Seal the stretch of road from the Wigram Road underpass to the first intersection in the Hub.
  - Formalise a 3m sealed cycle path from the access road linking to the shared path in the Hub.
  - Provide wayfinding and road markings for cyclists.
  - Provide street lighting from the Wigram Road underpass to the Hub which then completes a lit cycle route from the Little River MCR through to Halswell Road
- 5.6 The cycle way project does not add additional roading infrastructure within the Hub instead it is raising the level of service for cyclists on existing routes by providing a sealed finish. The street lighting that is being included lights a section of road previously not lit and can be seen in **Attachment B**.

### Response to consultation feedback

#### Current safety concerns

- 5.7 Submitters discussed not letting their children cycle through Ngā Puna Wai alone, and visibility issues, as well as the safety issues with the Wigram/Hayton junction for cyclists. Street lighting will resolve visibility issues currently experienced at night. A project is currently underway to upgrade the Wigram Hayton intersection. This is expected to be constructed early 2024.

#### Extension to the route / investigate other routes

- 5.8 It was requested that the Council investigates further connections for both cyclists and pedestrians, including safer crossing over Wigram Road, a connection to the Templetons Road shared path, McMahon Drive, and Hansons Lane/Blenheim Road/Annex Road. This project will connect to the Templetons Road shared path via the Hub shared path. The crossing of Wigram Road will be signalised as part of another project. The Nga Puna Wai roadway that connects to



McMahon Drive will be sealed by Parks. Hansons Lane/Blenheim Road/Annex Road are all out of scope for this project.

Lighting and visibility

- 5.9 Suggestions were received about needing adequate lighting and addressing visibility issues as part of this plan. Lighting is included in the scheme.

Signage and wayfinding

- 5.10 Requests were received to investigate clear cycle marking and signage, that could continue through to Halswell Road, as it is not currently clear where to cycle and people are getting lost. This is included in the scheme design.

Request to widen path

- 5.11 Requests were made to further separate pedestrians and cyclists by creating a wider path. The path widths proposed are in line with current best practice and will not be widened.

**Public Consultation Te Tukanga Kōrerorero**

- 5.12 Local residents received warm up flyers in their mailboxes from 29 May, indicating we would be seeking feedback on Way Safer Streets projects proposed for their area in June.
- 5.13 Consultation started on 16 June 2023 and ran until 16 July 2023, as part of the wider Way Safer Streets consultation. An email was sent to 150 key stakeholders across the entire Way Safer Streets programme, including emergency services, Spokes, AA, Disabled Persons Assembly, Blind Low Vision, Environment Canterbury, Mahaanui Kurataiao, Halswell Residents Association and local sports groups including Athletics Canterbury and Canterbury Hockey. The consultation was posted on the council Facebook page, as well as local community groups, inviting submissions on the [Social Pinpoint Map](#).
- 5.14 During consultation, flyers were delivered to residents in the local area about the wider Way Safer Streets programme, and emails were sent to those who expressed interest in being updated on Way Safer Streets. Two Newsline stories were published and picked up by local media outlets. Digital screens advertised the consultation in Civic Offices, as well as newspaper advertising in The Star and The Southern View. An online targeted advertising campaign ran for the entire consultation period.
- 5.15 An A3 sign was installed in Ngā Puna Wai near the Templetons Road entrance to capture current pedestrians and cyclists using existing connections, with a QR code which directed local cyclists and pedestrians to the online consultation.
- 5.16 A Christchurch-wide cycling event, "Christchurch Winter Solstice Matariki Night Light Bike Ride" was attended and flyers were distributed to ensure cyclists were aware of the wider Way Safer Streets programme.
- 5.17 Key stakeholder meetings throughout and after consultation, with Spokes, FENZ, St John, NZ Police and Disabled Persons Assembly, further informed projects in the Way Safer Streets program.

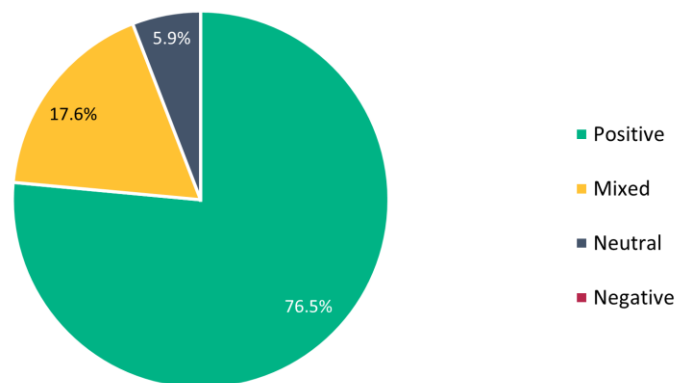
**Summary of Submissions Ngā Tāpaetanga**

- 5.18 Feedback on the plans could be given by posting a comment on the [Social Pinpoint Map](#), by making a submission, or both.
- 5.19 A total of 24 submissions and 17 comments were made on the project. 18 submissions were made in the interactive [Social Pinpoint Map](#), and six submissions were made via email/PDF. Submissions were made by Halswell Residents Association, Disabled Persons Assembly,

Waipuna Halswell-Hornby-Riccarton Community Board, and 21 individuals. All submissions and comments are available in **Attachment C**.

- 5.20 On the [Social Pinpoint Map](#), the project received a total of 63 upvotes, 2 downvotes, and 17 comments.
- 5.21 Comment sentiment was analysed in addition to submissions, where the majority of comments were positive (76.5%):

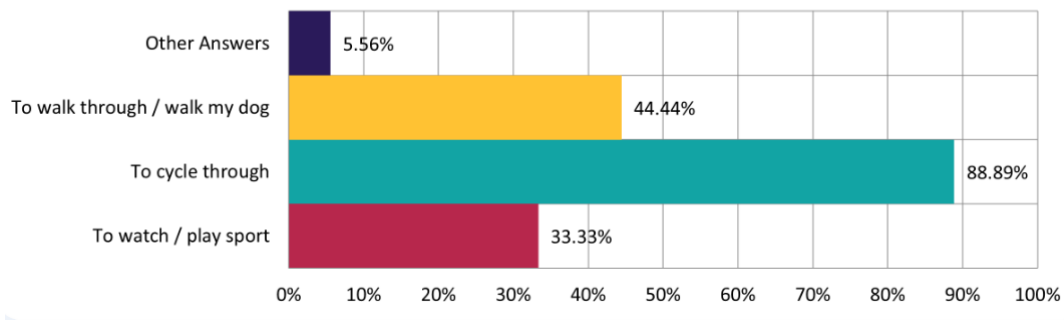
**Comment sentiment (17 comments)**



- 5.22 Submitters were asked for their reason for visiting Ngā Puna Wai. The majority (88.9%) of submitters cycle through this area, and the 'other answer' was running:

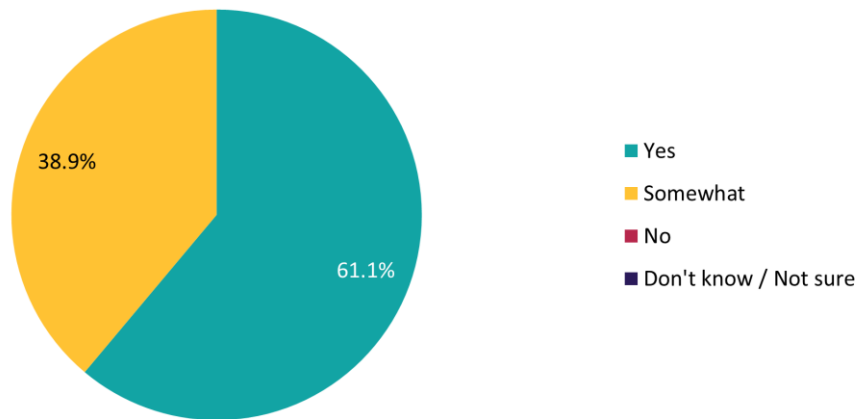
**Why do you currently visit Ngā Puna Wai? (N=18)**

*(Respondents could select multiple responses)*



- 5.23 The majority of submitters (61.1%) felt this proposal will improve safety for cycling:

Do you think this proposal will improve safety for cycling? (N=18)



5.24 Key themes and requests from both comments and submissions are summarised below. Note that there could be cross-over between those making comments and making submissions:

Key themes on outcomes of the proposal	Number of comments	Number of submissions	Total mentions
<b>Support for the cycle connection</b> <ul style="list-style-type: none"> <li>General support for the idea, and how it will address existing safety hazards</li> </ul>	13	8	21
<b>Current safety concerns</b> <ul style="list-style-type: none"> <li>Discussed not letting their children cycle through Ngā Puna Wai alone, and visibility issues, as well as the safety issues with the Wigram/Hayton junction for cyclists</li> </ul>	1	2	3
<b>Current access issues</b> <ul style="list-style-type: none"> <li>These submitters spoke of a lack of a safe cycling connection to link existing cycleways and intersections to Ngā Puna Wai generally, as well as through Hayton Basin and Aidanfield Drive.</li> </ul>	0	2	2

Requests	Number of comments	Number of submissions	Total mentions
<b>Extension to the route / investigate other routes</b> <ul style="list-style-type: none"> <li>Requests to investigate further connections for both cyclists and pedestrians, including safer crossing over Wigram Road, a connection to the Templetons Road shared path, McMahon Drive, and Hansons Lane/Blenheim Road/Annex Road</li> </ul>	5	8	13
<b>Lighting and visibility</b> <ul style="list-style-type: none"> <li>Suggestions about needing adequate lighting and addressing visibility issues as part of this plan</li> </ul>	0	4	4

Requests	Number of comments	Number of submissions	Total mentions
<b>Signage and wayfinding</b> <ul style="list-style-type: none"> <li>Requests to investigate clear cycle marking and signage, that could continue through to Halswell Road, as it is not currently clear where to cycle and people are getting lost</li> </ul>	1	3	4
<b>Request to widen path</b> <ul style="list-style-type: none"> <li>Requests to further separate pedestrians and cyclists by creating a wider path</li> </ul>	2	0	2

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
- 6.2.1 Activity: Transport
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
  - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
  - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
  - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
  - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction
  - Level of Service: 10.5.3 More people are choosing to travel by cycling -  $\geq 12,500$  average daily cyclist detections

### Policy Consistency Te Whai Kaupapa here

- 6.1 The recommendations of this report are consistent with Council's Plans and Policies, in particular:
- 6.1.1 The changes proposed align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- 6.2 The changes proposed align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.4 The decision does not involve a matter of interest to Mana Whenua and should not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga

- 6.5 The projects are based on minor changes to, or re-allocation of, existing road spaces, so are not anticipated to have a significant impact on Mana Whenua.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.6 The decisions in this report are likely to:
- 6.6.1 Contribute neutrally to adaptation to the impacts of climate change.
  - 6.6.2 Contribute positively to emissions reductions.
- 6.7 The emission reductions associated with this project have not been estimated.
- 6.8 New Zealander has the 5<sup>th</sup> highest transport emissions rate per capita among the 43 OECD countries. Petrol or diesel car use is typically the single-biggest contributor to an individual's carbon footprint within New Zealand.
- 6.9 From the 2022 Life in Christchurch Transport Survey, 96 percent of respondents travel by car. Respondents find car travel the least difficult means of travel: "We use car travel as it is easier. Christchurch is very spread out and to have several buses is not convenient." Inconsiderate and dangerous behaviour from other road users and sharing the road with cars were the main reasons respondents found it difficult to bike.
- 6.10 The Transport Choices programme addresses barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from Transport.

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.11 Waka Kotahi developed a set of Project Design Parameters to ensure all projects work to collectively meet the programme objectives. The Project Design Parameters require that "the infrastructure should be designed for children and people with visual, mobility, or cognitive impairments. If the infrastructure works for them, it will work for a wider spectrum of the population who are interested in walking and cycling but concerned for their safety." Transport Choices projects have been designed in accordance with these requirements.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - the estimate to implement the project inclusive of all elements is \$450,000.
- 7.2 Maintenance/Ongoing costs – The additional ongoing maintenance cost for street lighting has been calculated at \$286 per annum. The net maintenance cost for the total Transport Choices programme will have an ongoing rates impact of approximately 0.01%, which will be included in the draft Long Term Plan proposed budgets.
- 7.3 Funding Source – Councils capital programme:
- 7.3.1 ID 72760, Transport Choices 2022 – Little River Link Cycle Connections \$4,303,242
- 7.4 Waka Kotahi through the Transport Choices programme will be funding the project up to an agreed value which is calculated as 90% of the expected implementation cost. The remaining 10% is Council's share.
- 7.5 Under the cost share agreement with Waka Kotahi, funding approvals for individual Transport Choices projects are approved through two stage gates: design and physical works. Funding approvals for this project are in place for both design and physical works.



## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Council resolved the Transport Choices programme as Metropolitan Significance when the programme was included in the draft Annual Plan in February 2023/24.
- 8.2 Council retains decision-making responsibilities that might otherwise be delegated in accordance with the Delegations Register when a project is determined as Metropolitan Significance.




### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.3 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Scope – Waka Kotahi has governed the scope and design of the project to align with programme KPI's and consistency with Transport Choices design parameters. Departing from the recommendations of this report creates a risk that Waka Kotahi would not agree to fund the physical works phase of the project.
- 9.2 Delivery – Transport Choices funding is subject to delivery being complete by June 2024. Waka Kotahi has established additional milestones to track progress. This project is presently on track in compliance with all milestones.
- 9.3 Implementation cost uncertainty – the funding agreement with Waka Kotahi places the risk of cost variations with Council. This risk is being managed by minimising price uncertainty and building contingency into the funding agreement.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Scheme plan	23/1382836	639
B 	Lighting design	23/1382839	641
C 	Ngā Puna Wai - Submission Table (Public)	23/1371039	643

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūtututanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

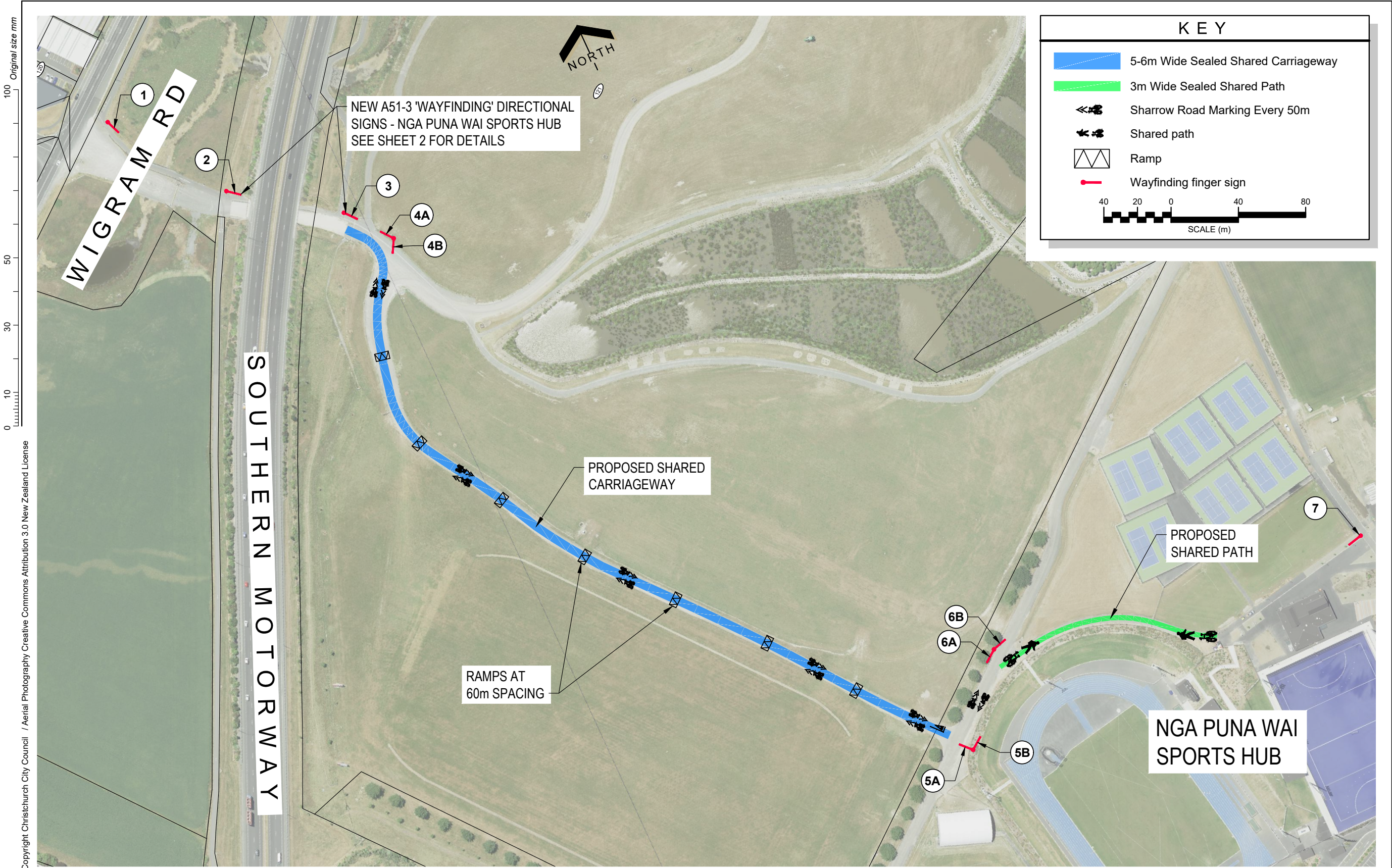
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ryan Rolston - Programme Manager Andrew Cameron - Project Manager Samantha Smith - Engagement Advisor Ann Tomlinson - Project Manager
<b>Approved By</b>	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management









EXAMPLE OF WAYFINDING FINGER SIGN

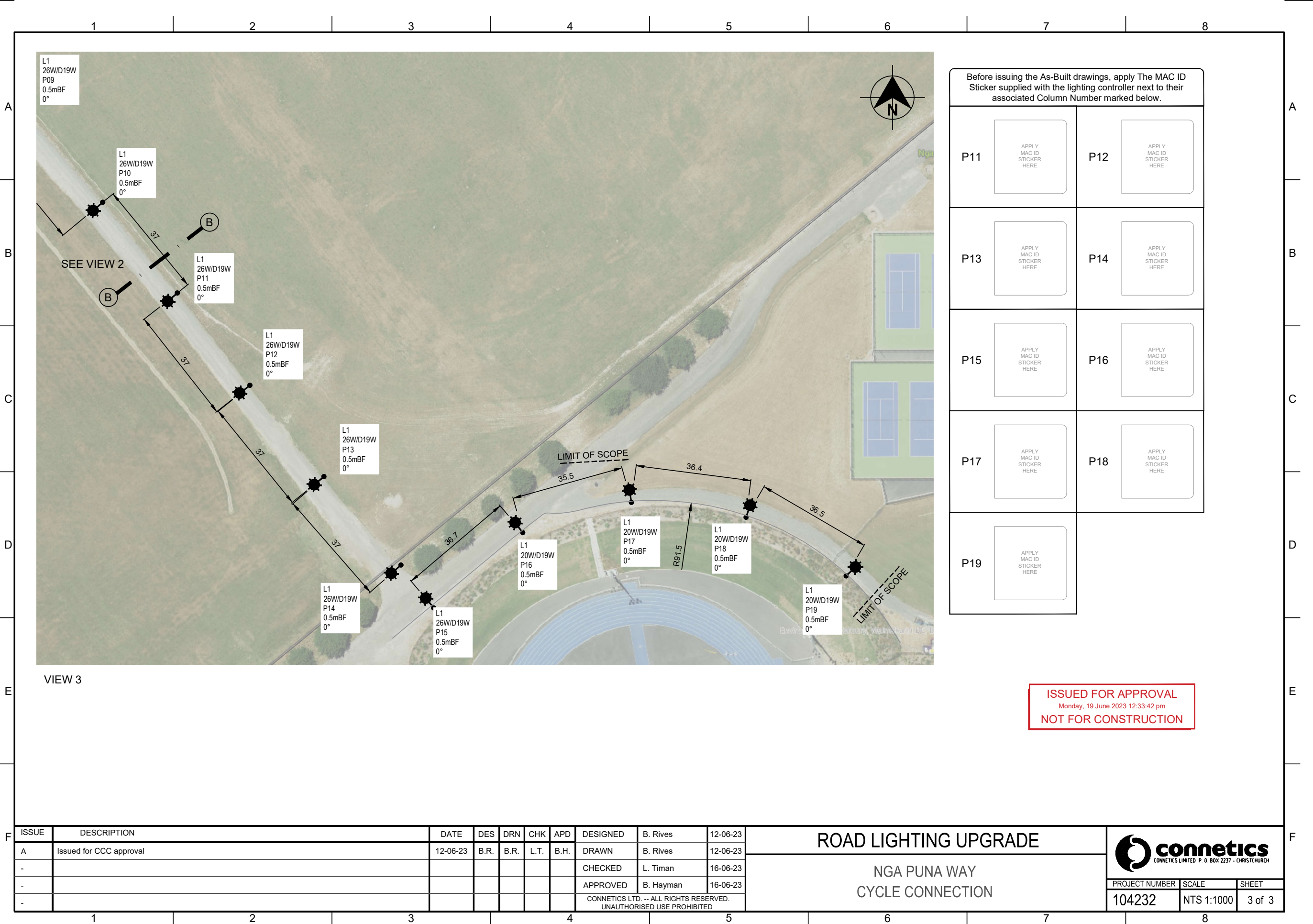


WAYFINDING SIGNS		
SIGN LOCATION	DESCRIPTION	DISTANCE
1	LITTLE RIVER LINK CYCLEWAY	100m
	NGA PUNA WAI SPORTS HUB	800m
2	NGA PUNA WAI SPORTS HUB	700m
3	NGA PUNA WAI SPORTS HUB	650m
4A	LITTLE RIVER LINK CYCLEWAY	50m
4B	NGA PUNA WAI SPORTS HUB	600m
5A	LITTLE RIVER LINK CYCLEWAY	500m
5B	NGA PUNA WAI SPORTS HUB	300m
6A	LITTLE RIVER LINK CYCLEWAY	600m
6B	NGA PUNA WAI SPORTS HUB	250m
7	LITTLE RIVER LINK CYCLEWAY	650m
8A	LITTLE RIVER LINK CYCLEWAY	1.4km
	NGA PUNA WAI SPORTS HUB	600m
8B	CHRISTCHURCH CITY CENTRE	6.4km









Submissions table – Ngā Puna Wai cycle connection, June/July 2023

Would like to speak to the hearings panel

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10023	N/A		See submission attachment 10023	Helen Broughton - Waipuna Halswell-Hornby-Riccarton
10022	N/A		See submission attachment 10022	David Hawke - Halswell Residents Association
10011	Somewhat	I think it would be a much better improvement to provide a shoulder/shared path along Wigram Road between Haytons Road and Aidanfield drive, and to complete the path from the shared path along the Hayton stream reserve between The Runway and Wigram Road. This section of Wigram road is a dangerous piece of road for cyclists and I have had two near misses in the last year.	I'm not opposed to installing a paved track through Nga Puna Wai, I just think that the funds would be better spent separating transport modes along Wigram Road.	Hayden Wright

Organisations / Businesses

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name - Organisation
10019	N/A		See submission attachment 10019	Chris Ford - Disabled Persons Assembly NZ

Individuals

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
10001	Somewhat	While the paving is excellent (given the current condition), ideally the cyclepath / shared path could span the entire length and be separated (even if this meant that it needed to be a smaller width).		Cody Cooper
10002	Yes	I think the proposed cycleway will be great for cyclist safety from traffic hazards. However, personal safety is also an important aspect of safety in places like this, even during daylight hours. In this location, personal safety could be the deciding factor in whether I		Eline Thomson

## Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
		would let my children bike to sports at Nga Puna Wai by themselves. To me, visibility is a major factor in personal safety. E.g., paths that go further away from roads and paths surrounded by a lot of vegetation feel less safe, because if something happened you would be less visible to other people passing by. I love vegetation but not when it impairs visibility around a cycleway that is an important connection.		
10003	Somewhat	The biggest thing that stops (much) more use of Ngā Puna Wai from a cycling point of view is access to it. The lack of an easy cycle connection from the Hansons Lane/Blenheim Road/Annex Road intersections is preventing access to, and further use of Ngā Puna Wai. The new intersection layout itself is fantastic, but extending the changes to include a link to Ngā Puna Wai would be amazing. For example, a separated cycle way the length of Annex Road would be amazing.		Lui Holder-Pearson
10004	Yes	Just improved signage through Nga Puna Wai - I was very lost last time I biked through there.		Saskia Wilson
10005	Somewhat	a paved connector to McMahon drive, the direction from which many Halswell residents will access nga puna wai. also maybe pave the track around the back (south) of the netball shed		Robert Braun
10006	Yes	Including a safe link to the shared path through Hayton basin. Otherwise the access is significantly restricted for pedestrians and inexperienced people on bikes coming from residential areas northwest of Wigram road which would be a major contributor of users to this path. The alternative route can be a significant increase in distance (via Aidenfield drive) which still requires crossing a two lane roundabout, or walking along the unkempt grass berm if Wigram road (often ponded with water when wet). Paving the gravel area at the little river link intersection with the underpass would also stop the path being covered in stones which are a safety hazard and puncture risk in a highly used bike path.	The existing gritted paths around the adjacent SW treatment wetlands often flood for extended periods in the winter and after heavy rain (assume this is due to poor selection of design levels for the paths, or outlets hydraulic controls). This should be taken into account when setting the path design levels.	Jeffrey Tuck
10007	Somewhat	Well separated from pedestrians and vehicles - some lights at knee level would assist sports people leaving in darkness	No	Stephen Rodda
10008	Yes	Please sign post where it is appropriate to cycling through the sports stadium areas. It is not clear from current signage where you are meant to go or are allowed to go. Especially important if there are sporting events on as don't want to endanger the pedestrians, spectators and sports people.	Please update google map to show this as a cycle way when it's completed. Ensure that the track connects to other clear cycle ways. Consider the exit onto Wigram road as you get dumped onto muddy road siding on exiting this track if heading West at its exit to Wigram road after going under the culvert. Currently there is no linkage. Especially if heading west.	Sarah Norton
10009	Yes			Mark Christensen
10010	Yes		I think this would be a great benefit for the area to help utilise existing cycle paths	Craig Thornton
10012	Somewhat	Lighting - especially during winter as it is dark through here when I leave for work and return home. My daughter rides her bike through here to the gym (City Fitness) at night, this needs to be lit to be safe.	This is great because it is a weather proof route. Currently, during heavy rain the current path through the wetlands to the underpass is covered in puddles or fully flooded. While this is what is meant to happen for stormwater management it does mean I have to turn around, back track to find an alternative route.	Jodi Enright

### Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
10013	Yes	Better access for cyclists and prams etc off McMahon drive.		Emily Thornton
10014	Somewhat	Need clear pathway route marked, which proposal seems to be going to do, but lacks any detail about the route from Templetons road, through the high pedestrian areas around the hockey and League section. Also note: For any future planning initiatives, the wigram rd / Hayton Rd junction is very dangerous for cyclist trying to cross over during peak morning and afternoon times so may require some resources to mitigate safety issues.	Is the route to be lit? What happens during Show week or any major event at Nga Puna Wai with the route?	Brian Aitken
10015	Yes			Ainara Scott
10016	Yes			Chris Abbott
10017	Yes			Glen Koorey
10018	Yes	It would be nice to also pave between the Nga Puna Wai end of this cycleway to the end of McMahon drive, to provide a sealed link from Aidanfield to the cycleway by the motorway		Liam Byrne
10020			<p>I have been looking at the projects and have put likes beside the 2 that especially appealed to me and are on my side of the city. I simply do not have the time to explore every project in detail despite wanting to support any that make people 'way safer'.</p> <p>I do, however, want to make some general comments about the need for safer cycling - around the Linwood, Bromley and Richmond areas in particular.</p> <p>I have been really concerned at the number of cyclists knocked off bicycles on the Eastern side of the central city. One of the people I have known knocked off was hit 2 weeks ago near his home in East Linwood. No one stopped to help him as he spent 15 minutes collecting himself and his groceries to continue his cycle home. This was the second time he had been hit - previously it was a bus knocked him off. My husband in the course of one week just under a year ago saw a middle aged man knocked off his bike near Little Poms and an elderly woman off hers on the corner of Stanmore Rd and Avonside Dr. People I know who cycle regularly talk about the frequent number of near misses they have.</p> <p>There are a number of people (including my friend hit by a car 2 weeks ago) who do not have cycling as a choice but instead it is a necessity. This makes it especially offensive to me when some local politicians and others (e.g on talk back radio) treat cycling as something of a political punching bag. Doing this is legitimising in some peoples' heads their aggression and inconsiderate behaviour toward cyclists. This must stop. It is dangerous.</p>	Colleen Philip



Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			<p>An elderly friend after listening to talk back radio recently said “ ‘they’ are trying to make me cycle and I don’t want to!” We reassured him that this was not true, that he had exposed himself to politicised misinformation, and that the more people who are able to choose to cycle because it is made safer for them to do so the better his driving experience will be.</p> <p>We need to make our infrastructure as safe as possible for all users. So, cycleways separated from other vehicles are essential. Please build these as fast as you can.</p> <p>Reducing speed limits in areas where this will improve the safety of all has my support too. I drive through town often and while I have taken time to adjust to the 30 km zones I find they are not an inconvenience at all now and my smooth transition is unaffected by reducing my speed and I know from cyclists I speak to that it has made a huge difference to them.</p> <p>All the improvements in these plans for safer use by cyclists, pedestrians and others has my full support. Please do this work as fast as possible. Lives depend on it.</p> <p>Thank you</p>	
10021			<p>I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a></p> <p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>	Cameron Bradley
10024			<p>Dear Christchurch City Council,</p> <p>This consultation is advertised as being for Cyclists only for Cashmere Road, Simeon Street, Aidanfield and Nga Puna Wai, yet in each of these you are taking from pedestrians for cycling. How can you have that you are proposing a "shared" path but have only put a cycling logo on the map? Why no pedestrian logo?</p> <p>It would appear that the only reason for proposing these works are, 'We've received Government funding to create safer cycle connections'. Is this a worthy reason? So only cyclists count,</p>	Mary O'Connor



Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			<p>and you only want the views of cyclists, regardless that you are proposing "shared" paths or "shared" spaces at intersections. The only consideration is cycling, with no consideration for children at playgrounds, pedestrians, and other road users.</p> <p>So-called "shared" paths are no longer safe for all pedestrians. The arrival of e-bikes and e-scooters has resulted in faster speeds and heavier bikes. Cargo bikes take up most of the room on "shared" paths. On roads, pedestrians are to go on the right so they can face oncoming traffic. But on shared paths, pedestrians are expected to be on the left, like all traffic. That's scary when the vehicle coming behind you may be travelling 6 times faster than you!</p> <p>Pedestrians interact with a surface by foot-strike, whereas wheels roll over a surface, having tyres for cushioning, and now some bikes have suspension too. Whereas pedestrians, particularly those who run or jog, on impact with a surface have impact forces through the person. The harder the surface, the harder the force. Hence, building asphalt "shared" paths are negative outcomes for pedestrians.</p> <p>From the NZTA website</p> <p>The Transport Agency recommends:</p> <ul style="list-style-type: none"><li>• E-bikes with a maximum speed cut out of 25km/h for those new to riding, or 32km/h for experienced riders who spend most of their time on the road</li></ul> <p>Clearly e-bikes can travel over 30kph. Those walking might manage around 5 kph, with faster speeds to about 15kph for those running.</p> <p>Aidenfield Cycle Connection</p> <p>The present situation ensures that no cyclist travels at fast speeds. It is a quiet space where children can wander and explore. Bronco playground is away from traffic. Grass has a softer impact than asphalt.</p> <p>Building the proposed "shared" path will replace grass, a softer more pedestrian-friendly surface than asphalt and result in wheels travelling at faster speeds. It will be very close to Bronco playground - are there no concerns that a child may be hit by a cyclist, especially if on an e-bike? The intersection with the Little</p>	

Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			<p>River Link will be very dangerous as there is little visibility. It is not sufficient to trim the greenery, as it will grow back. As it is downhill from both directions on the Little River Link, bikes will be travelling faster than the normal at this point, increasing the probability of an accident.</p> <p>There has been insufficient information given with this consultation. And nothing regarding the surrounding area and the impact building this "shared" path might have. Bronco playground will have traffic that could travel 30+ kms only meters from it - how is this safe and acceptable?</p> <p>The close options of Aidenfield Drive and Awatea Road are already adequate.</p> <p>Nga Puna Wai</p> <p>Again this is taking a pedestrian path for a cycleway, without regard for pedestrians or the semi-natural area. We need non-traffic spaces and this includes cycleways. And to add lights to an area away from other traffic and houses would not seem a good option for personal safety. The Aidenfield Drive overpass, with marked cycle lanes is close by and a safer option. Again no pros and cons or safety assessment.</p> <p>Simeon Street</p> <p>This proposal really needs to consider the wider area and other factors like intensification. The decisions Waka Kotare make regarding Brougham Street will have a large impact on Simeon Street, yet no mention of this possible impact. If Waka Kotare removes the right-turn into Selwyn Street more traffic will be forced to use Coronation Street. Intensification is having a large impact on the area, and with no longer a requirement for developers to provide on-site parking, congestion will get worse.</p> <p>The street plan's key has the symbols a blur and it's difficult to see what's "shared". The shading appears to indicate that at intersections footpaths are replaced with "shared" space. Why? This might leave pedestrians in a dangerous position of a cyclists coming fast around the corner with no visibility. Any greenery or building that could reduce visibility will be on</p>	

Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			<p>private property. If a corner section gets redeveloped by developers building will be built much closer to the footpath. Why do you think it's okay to have cyclists on footpaths at intersections?</p> <p>Will passengers alight the bus straight onto the cycleway. There is something written on the plan but it's illegible. Have you thought about the different passengers - those in wheelchairs, parents with young children in buggies, those with a full shopping basket on wheels having been to Barrington Mall. Who will give way? The passengers wanting to get on the bus/leave the bus or the cyclists whose path they will be on?</p> <p>I cross Milton Street in both directions most days at Selwyn Street and have no trouble crossing. I sometimes cross at Simeon Street and no problems. This is due to the lights on Colombo, Selwyn and Barrington Streets creating gaps in the traffic at other places. The island in the middle may need enlarging and a sign on Simeon Street for left-turning traffic to give way to pedestrians and cyclists, but traffic lights are unnecessary. Slowing cyclists down by causing them to dismount will be less time than them having to wait for the lights to turn in their favour. Traffic lights on Barrington/Coronation Street intersection are more necessary than for cyclists to cross Milton Street.</p> <p>Cashmere Road</p> <p>Again, pedestrians are ignored. But by the comments it also seems that residents and businesses are too.</p> <p>There needs to be more information for everyone when these are put out to consultation - pros and cons, impact on different means of travel, materials to be used and more detailed plans unless there is to be a further consultation, effect on the neighbourhood, cost v's benefit, consideration of the wider area, ...</p> <p>A new approach is needed that considers pedestrians and acknowledges that pedestrian paths are necessary for health and well-being as a means of getting from one place to another.</p>	

Submissions table – Ngā Puna Wai cycle connection, June/July 2023

ID	Do you think this proposal will improve safety for cyclists?	Is there anything else we could do to improve cycling safety in this area?	Is there anything else we need to know?	Name
			<p>Also all pedestrians need to be considered. All walkers are pedestrians but not all pedestrians are walkers. Yet so often pedestrians are referred to as walkers and councils and government only consider walkers. Those that run and jog are not mentioned and their specific needs, particularly the impact on hard surfaces and camber, not considered. If pedestrian infrastructure considered all pedestrians - those that run, jog and walk, and have areas for pedestrians-only, away from all traffic, including cyclists and those on wheeled recreational devices, it would improve liveability in Christchurch.</p> <p>There needs to be a separation between active travel and green travel, and the health benefits of each. Pedestrian activities are the most active. How can riding an e-scooter be considered active travel? It may be green travel with reduced emissions but is not active. Priority needs to be given to active travel for the health and well-being benefits.</p> <p>Your proposals do not give "Way Safer Streets" for pedestrians, rather the opposite!</p> <p>Please consider more than cycling.</p> <p>Mary O'Connor</p>	

Comments

Comment	Upvotes	Downvotes
This would be great as a connection between the path beside the Southern Motorway and the sports grounds.	10	0
Would this be a shared path the entire way or a road? It's unclear.	3	0
Great. Good idea.	10	0
Great idea. As a runner and cyclist in this area I would certainly use it!	8	0
As long as this is a cycle way and footpath and NOT a road it is good.	7	0
Great initial concept offering a much needed connection for cycling. There are existing alternative options for walking adjacent to this route, so unlikely to be treated as a 'slow' zone by people riding bikes. I support this being a shared use route, however, would suggest that signage emphasizing the users should keep left and maintain control of dogs.	4	1
The utility of this proposed shared use path is reduced by the lack of a suitable and safe connection for pedestrians and cyclists to Wigram via the existing path in Hayton SW basin. There is currently no footpath along wigram rd or safe crossing to the little river	13	0

Submissions table – Ngā Puna Wai cycle connection, June/July 2023

link and it is unusable in winter due to mud and unsafe for less confident cyclists. Improving this connection as part of the project would encourage uptake.		
There is no clear way this hooks up with the Templetons Road shared path.	3	0
What's not to like! connecting things up enable more flexible journeys	9	0
Make it safer to cross over from Wigram road, currently it is so hard to cross with the traffic and the speed they travel at whether at busy or non busy periods	13	0
Can't see any reason for this not to go ahead. Anything that makes it easier for people to get to where they need to go by bike has to be a good thing	8	0
3m is a bit narrow for a shared path. Closer to 4m is more comfortable for pedestrians. Otherwise, I'm all for more cycling infrastructure	8	0
Looks great, like that more signage is part of the plan, I got totally lost around here on the bike once!	7	0
Well done and absolutely support this. Can be done as part of the Wigram Haytons Road intersection upgrade	3	0
I support this. Maybe make wider to allow for more foot and bike traffic	2	0
Looks useful . What's also been missing for a long time is a connection from the cycleway entrance at Hayton/Wigram to the Wigram Skies pathways just 200m away to the west.	3	0
This connection is great. Hopefully will see a few more connections in the area in future. It is quite nice biking around Ngā Puna Wai.		
Some wayfinding signs could be helpful (e.g. can continue through to Halswell Road)	1	0



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**Way Safer Streets**

**Waipuna Halswell Hornby Riccarton Community Board**

**1. Introduction**

- 1.1. The Waipuna Halswell-Hornby-Riccarton Community Board (“the Board”) appreciates the opportunity to make a submission on Way Safer Streets proposals.
- 1.2. The Board wishes to be heard in support of its submission.

**2. Submission**

- 2.1. The Board agrees that everyone should be able to safely travel where they want to go in the city, whether walking, scootering, busing, cycling or driving. That's why we're making several Ōtautahi Christchurch areas safer for travellers – way safer.
- 2.2. The Board supports the Council’s proposed use of Government funding for the proposed range of improvements to make it safer to walk, scooter, cycle and bus and which help reduce congestion, lower emissions and make it easier for everyone to get around.
- 2.3. In particular, the Board supports the following cycleway connection projects:

**Aidanfield cycle connection**

Provision of a sealed shared path through Nash Reserve to connect the Little River Link cycleway to Date Crescent, via the Southern Motorway Heathcote River underpass and upgrading the bridge over the Ōpāwaho Heathcote River.

This will formalise a route that is currently being used but has a low level of service. The Board considers that the proposed work will raise the level of service and encourage more users of this route, connecting the Little River Major Cycle Route with the residential area of Aidanfield.

**Ngā Puna Wai**

Creation of a shared and lit low speed accessway into Nga Puna Wai that connects the Little River Cycle way via the Wigram Hayton underpass and that incorporates Wayfinding paint and signs along the path to help travellers find their way.

The project aims to use the existing main accessway from the Wigram Hayton underpass and connect around the back of the sports Hub.

The Board considers that this connection of the Little River Major Cycleway Route with the Ngā Puna Wai Sports Hub and through to the area South and East with the inclusion of cycle markings, wayfinding and street lighting will make this route more conducive to those using the sports Hub at night and increase the current usage. The Board understands that this shared accessway will include speed humps to ensure a low-speed environment is maintained at all times providing an environment conducive to cyclists with all levels of experience.

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Conclusion

The Board requests that its submission be taken into consideration.  
The Board would like to speak to its submission.



Helen Broughton

CHAIRPERSON Waipuna Halswell-Hornby-Riccarton Community Board

Dated 13 July 2023.

Submission attachment 10019



**Disabled Persons** Assembly nz

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

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## Introducing Disabled Persons Assembly NZ

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

### We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

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## **UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

### **Article 3 – General principles**

### **Article 9 – Accessibility**

### **Article 19 – Living independently and being included in the community**

Article 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

### **Outcome 5 – Accessibility**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>



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## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

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The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## **Pedestrian/road improvements**

### **Footpaths and pedestrian infrastructure**

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

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- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

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Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

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A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant



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difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

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The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

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**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## Public transport

### Bus stops

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

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**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*"There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious."*

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That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

### Bus interchanges

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

### Involving disabled people in planning processes

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.



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That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

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*Halswell*  
**RESIDENTS ASSOCIATION** (inc)

The Chairman:  
1 McDermott Place,  
CHRISTCHURCH, 8025

**Submission:** Way Safer Streets (Christchurch City Council); Halswell projects

**Date:** 14 July 2023

**Standing:** Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 9 members, and we hold monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting.

The Association Chairperson is John Bennett; David Hawke is Secretary; Adele Geradts is Treasurer. The Association can be contacted by email at [secretary.HRA@gmail.com](mailto:secretary.HRA@gmail.com)

Our Submission focuses on the two projects proposed for Halswell. We are somewhat disappointed that more could not have been done to improve connectivity in Halswell to public transport and with Quarrymans Trail, but maybe next time.

Nevertheless, taking the two projects in turn:

1. Ngā Puna Wai connection to Little River Cycleway ("the motorway cycle path"): We support the proposal.
  - a. The project will provide an alternative for people to get to events at Ngā Puna Wai that doesn't involve parking their cars in the residential streets of Aidanfield.
    - i. Although we don't expect that huge numbers will take advantage of the project for attending Ngā Puna Wai events, every little bit helps.
  - b. The project will improve cycling connectivity for people living in Halswell.
    - i. This will be especially important once the PT priority project for SH 75 (Halswell Road) is completed, noting that the PT priority project includes separated cycling infrastructure from Dunbars Road to the central city. For example, this connectivity will provide a way to get to and from Wigram that allows people on bikes to avoid Dunbars Road.
    - ii. The proposed work will complement the proposed upgrade of the Wigram Road – Haytons Road intersection.
  - c. Key points for City Council to bear in mind:
    - i. There must be a simple, easy to use interface in the area of the underpass with the Little River Cycleway.

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- ii. There must be a simple, easy to use interface with the upgraded Wigram Road – Haytons Road intersection and the proposed extension of the cycle path along Wigram Road.
  - iii. Good signage is really important, as finding one's way through the multitude of paths in Ngā Puna Wai is presently challenging.
- 2. Aidanfield cycle connection from Date Crescent to Little River Cycleway: We support the proposal.
  - a. The project upgrades and extends an existing path, and will improve access for people in the western part of Aidanfield to access to cycleway network.
  - b. Key points for City Council to bear in mind:
    - i. The intersection with the motorway cyclepath is challenging ("dangerous and unsafe" in the words of one of our Committee), with difficult visibility. We don't think "cutting back the vegetation" is sufficient. Design of the intersection needs to ensure that people coming from Aidanfield can't rush out onto the motorway cyclepath. One of our members has had this happen with the current path, and he suffered significant injuries. We think an independent safety audit of both the final design and its implementation would be a good idea.

## **Karakia Whakamutunga**

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi e. Hui e. Tāiki e