

Cumnor Terrace – proposed one-way between Chapmans Road and Maunsell Street

Consultation was undertaken from Thursday 13 February 2020 and closed on Monday 9 March 2020. We delivered approximately 300 booklets to businesses and residential properties in the area (all businesses who received a booklet signed they had received one), 152 were sent to absentee owners with 30 sent to libraries, service centres and Civic Offices.

A drop in session was held on the corner of Cumnor Terrace and Chapmans Road on Wednesday 26 February (between 10am and 2pm) and was attended by 31 people. This was a great opportunity to answer a number of questions but also for the team to get a better understanding on the impact of the proposed one-way system would have on the local businesses.

We received 140 submissions with the following result:

- **104** submitters did not support the proposed-one way
- **36** submitters did support the proposed one-way

The submissions were well considered and clearly outlined concerns, issues and impacts of this proposal on businesses in the area, and also a number of residents. Submitters who supported the proposal considered the one-way option to be safer for both pedestrians and cyclists though this area.

Feedback

Submissions received raising these concerns included feedback from Road Transport Association of New Zealand, Lyttelton Port Company, Resource Recycling Technologies (NZ) Ltd (who operate the weigh bridge), New Zealand Express Transport, LiquiGas, New Zealand Fire Service, and numerous other businesses in the area.

Feedback theme – opposed to one-way option	Number of submissions
<p>This proposal would severely compromise numerous businesses in the area including:</p> <ul style="list-style-type: none"> • <i>access for both business activities and customers</i> • <i>financial cost to the business due to either time delays or increase in fuel costs and other associated costs</i> 	55
<p>Impact on people who work in this area</p> <p><i>Numerous submitters (including a petition signed by 78 people) work in this area and their feedback included:</i></p> <ul style="list-style-type: none"> • <i>Extra kilometres to travel to get to work (with some staff working 6/7 day weeks and/or shift work) and the associated fuel costs</i> • <i>The increase in fuels costs will affect livelihoods with increased financial pressure</i> • <i>Time pressure of getting to work by having to travel on far busier roads and major intersections to navigate</i> 	33

Feedback theme – opposed to one-way option	Number of submissions
<p>This is an industrial area/safety</p> <ul style="list-style-type: none"> • <i>High volumes of heavy vehicles in the area</i> • <i>Trucks in and out of driveways</i> • <i>Questions whether having the cycleway through this area was a good idea</i> • <i>Lot of industrial activity and vehicle movements throughout the day</i> 	31
<p>Increase traffic volume on Chapmans Road/Port Hills Road and Curries Road/Port Hills Road</p> <ul style="list-style-type: none"> • <i>Numerous concerns were raised about the increase in traffic at the Chapmans Road/Port Hills Road intersection and the associated back up of traffic along Chapmans Road</i> • <i>A number of concerns were also raised about the number of vehicles that would use the Curries Road/Port Hills Road intersection which already has had a number of accidents occur</i> • <i>Both intersections connect with Port Hill Road which already carries a high volume of traffic, especially heavy vehicles</i> 	31
<p>Two way works fine (support previously approved plan)</p> <ul style="list-style-type: none"> • <i>31 submitters specifically wrote in their submission that they supported the two way option that was originally proposed or stated that the existing two way works fine how it is</i> 	31
<p>Impact of heavy vehicles on residential area in Curries Road and other residential properties in the area</p> <ul style="list-style-type: none"> • <i>Concerns were raised by both residents and other submitters about the impact of those people living in Curries Road as the one-way option would cause an increase in traffic (especially heavy vehicles) onto this street which already has vibration issues. There was also safety concerns related to this traffic going through a residential area.</i> 	13
<p>Increase in greenhouse gases/more fuel emissions as vehicles will need to travel further</p> <ul style="list-style-type: none"> • <i>Submitters raised the issues of more fuel emissions caused by the extra travel and how this related to the Councils Climate Change direction – it was seen as going against what the Council is trying to achieve through changes made to address climate change</i> 	13
<p>Safer to have cyclists and pedestrians all on one side of the road (not that many pedestrians)</p> <ul style="list-style-type: none"> • <i>It was stated by some submitters that it would be safer for everyone to keep the proposed shared path on the river side and that for all cyclists and pedestrians to share this space (as originally proposed)</i> • <i>We also received feedback suggesting that there are not that many pedestrians in this area – therefore not needing a second footpath (just used the shared path)</i> 	11

Feedback theme – opposed to one-way option	Number of submissions
<p>Weigh bridge access</p> <ul style="list-style-type: none"> • <i>There are many heavy vehicles that require access to the weigh bridge on Chapmans Road. With the proposed one-way, these vehicles would need to access this area from the south which would create a dangerous manoeuvre into this area.</i> • <i>The proposed one-way would also have a significant impact on access to this weigh bridge therefore impacting on the ability for this business to operate</i> 	8
<p>Emergency vehicle access (fuel tanks in the area)</p> <ul style="list-style-type: none"> • <i>How the one-way would affect emergency procedures, particularly around the evacuation of the area and emergency service access to the site</i> • <i>Specific concerns raised by LiquiGas and New Zealand Fire Service</i> 	7
<p>More delays/safety because of trains shunting</p> <ul style="list-style-type: none"> • <i>The plan does not consider the train access on 2 of your proposed access routes.</i> • <i>Chapmans Road and Curries Road are both routinely cut off by trains, especially when loading/unloading (this often occurs throughout the day, and between 4:00pm - 6:00pm on most days).</i> • <i>This could add to more bottle necking/traffic volume as there would be no way to avoid delays when commuting to this area from the North</i> 	6
<p>Alternative route idea/not ideal to go through industrial area</p> <ul style="list-style-type: none"> • <i>Two submitters provided alternative route options</i> • <i>Not ideal to put a cycleway through such a busy industrial area</i> 	4
<p>Impact on traffic volume and movements on Garlands Road</p>	1
Feedback theme – support for one-way proposal	Number of submissions
<p>Support one-way - safer for cyclists and pedestrians</p> <ul style="list-style-type: none"> • <i>29 submitters specifically wrote in their submission that they supported the one way option</i> 	29