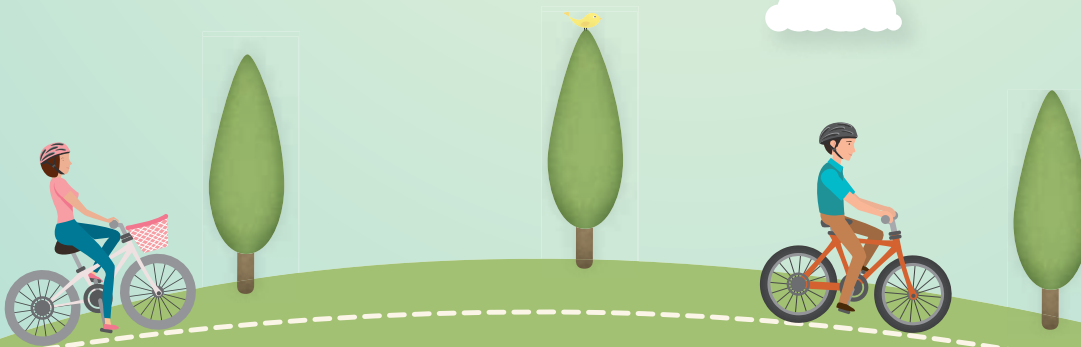


# Major Cycle Routes

## *Little River Link — Puari ki Wairewa*

### *Addington, Spreydon and Middleton*

*Consultation Friday 16 October – Tuesday 10 November 2015*



Major Cycle Routes  
*Getting you there*



NZTRANSPORT  
AGENCY  
WAKA KOTAHU

Christchurch  
City Council





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# Little River Link – Addington, Spreydon and Middleton

### Christchurch City Council is building 13 new Major Cycle Routes over seven years.

It is estimated this will cost \$156 million in 2015 terms. Building the network will require changes to the way the transport system operates. Because this affects how people get around the city, the Council wants your feedback on plans before a final decision is made on specific designs.

In this booklet you will find plans for the city end of the Little River Link, which connects to the existing cycleway alongside the Southern Motorway. This links to the Central City via the south-east of South Hagley Park. When completed, this route will give people living in new developments in the south-west of the city a complete link into the Central City as well as the business areas at Middleton and Addington.

### What the work involves

The Council plans to improve the connection from South Hagley Park and the Central City to Edinburgh Street where the existing shared pedestrian and cycle path starts and finishes.

The Council will install new traffic lights to provide a safe crossing for riders and walkers where the existing shared path crosses Lincoln Road and Wrights Road at the Southern Motorway overbridges. The existing pathway through Marylands Reserve will also be upgraded and widened.

### The proposed work includes:

- A new cycleway on Grove Road, Collins Street and Jerrold Street South
- New traffic lights to help people walking and cycling to cross Lincoln Road and Wrights Road.
- Path upgrade at Marylands Reserve
- Removal of the left vehicle turn into Simeon Street from Brougham Street.

### The Major Cycle Routes network

The Major Cycle Routes network is part of a 30-year approach to transport in our changing city. These changes mean we have to consider how people and things move about. We cannot simply build more roads. We need other options and the network of cycleways will provide people with more choice in how they get around.

### Little River Link

The Little River Link is three kilometres long at the Central City end, with an additional connection into the Little River Township, and will cost \$6.38 million to build based on 2015 figures.

This first section is expected to be finished in 2017 with the whole route due to be completed in 2019.

When completed it is anticipated up to 750 trips a day will be made on the Little River Link, including commuters and recreational users.

The remaining section to complete the city end of the link will be built as part of the Wigram-Magdala overbridge project. It will connect cyclists back on the existing shared path that runs alongside the Southern Motorway to Halswell Junction Road.

### Funding

The work on the city end of the Little River Link is being funded as part of the Urban Cycleways Programme (UCP). This comprises shared investment from the Urban Cycleways Fund, the National Land Transport Fund and local councils. The UCP enables key, high-value urban cycling projects to get underway around the country over the next three years, while improving cycle safety and supporting more connected cycle networks.

### Have Your Say

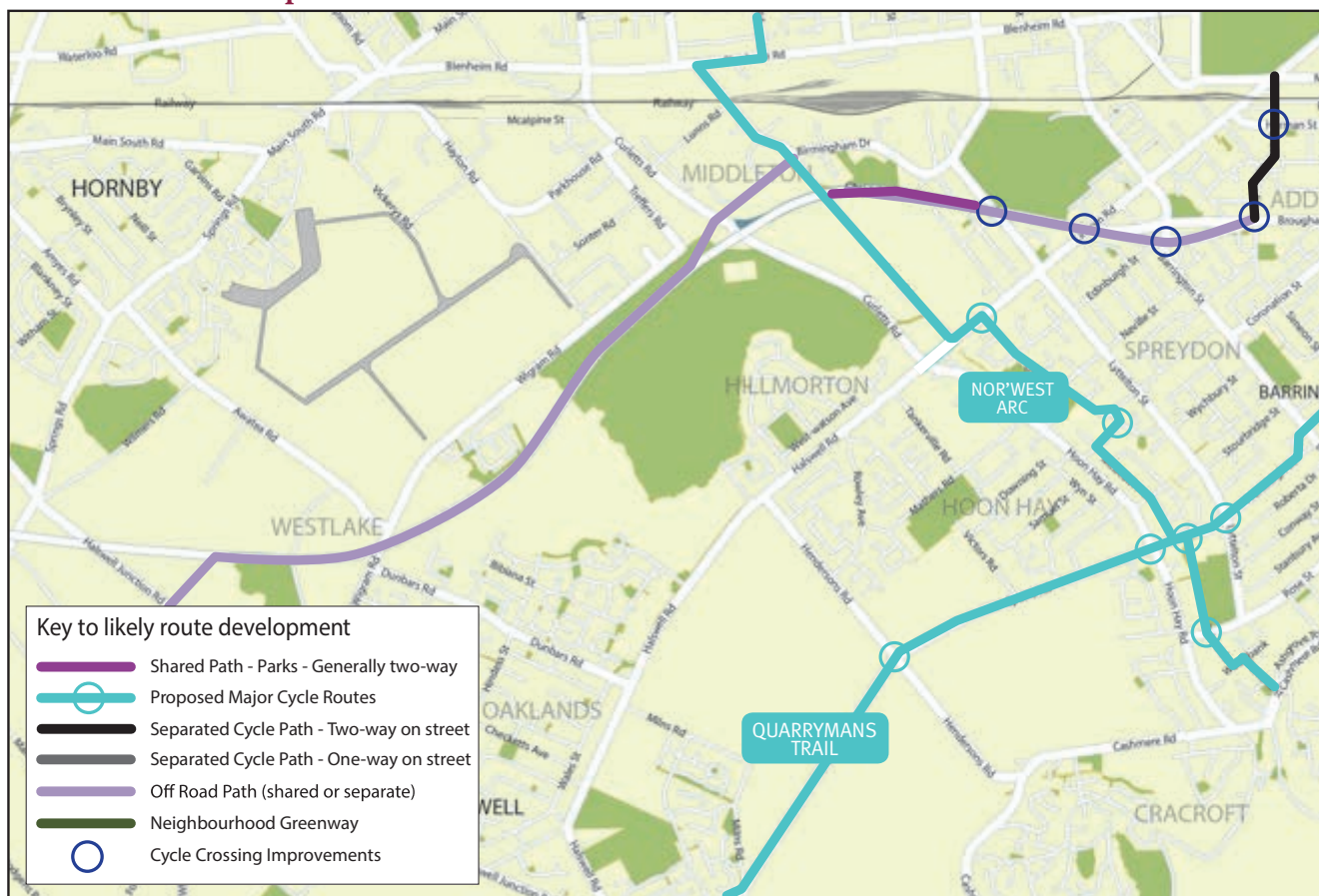
We want your help to build the best routes possible so more people than ever choose to travel by bike. We are now seeking your feedback. You will find more detail on the proposed work along with a submission form in the following pages.





# How to give us your feedback

## Little River Link Map



A submission form is included at the end of this booklet. However, you can provide your feedback in a number of ways:

### Online:

Fill out the submission form at [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

Email: Send your feedback and any attachments to [cycleways@ccc.govt.nz](mailto:cycleways@ccc.govt.nz) with Little River Link in the subject line. Please make sure you include your full name and address with your submission.

### Mail:

Postage is free (you don't need a stamp), if you send your comments to:

Freepost 178  
Attn: Ann Campbell  
Major Cycle Routes: Little River Link consultation  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73013  
Christchurch 8154

### Deliver to:

Civic Offices, 53 Hereford Street; or at the drop-in session below.  
*Submissions must reach the Council before consultation closes at 5pm on Tuesday 10 November 2015.*

### Drop-in session:

Tuesday 27 October  
St Marys Church, Church Square, 4pm – 7pm.

### Consultation Leader contact details:

Ann Campbell  
Phone: (03) 941 8717  
Mobile: 027 479 1586  
Email: [ann.campbell@ccc.govt.nz](mailto:ann.campbell@ccc.govt.nz) (or [cycleways@ccc.govt.nz](mailto:cycleways@ccc.govt.nz))



# The Major Cycle Routes

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### What is the Council doing?

Christchurch City Council is building 13 new cycleways. We want your help to build the best routes possible so more people than ever choose to travel by bike.

### Why we are investing in cycleways

The city is changing. There will be thousands more people living and working in the Central City. Our roads can not cope if they all choose to travel in vehicles so other methods need to be explored such as better public transport and support for people who walk and cycle.

Investment in the Major Cycle Routes (MCRs) is one of the key strategies that will lead to greater choice in travel options.

Building the network will provide better options for people and the benefits will transfer to everyone. This includes reduced building and maintenance of roads, less congestion as well as health and well-being benefits.

### About the Major Cycle Routes

The MCR network will link the Central City to suburbs, education facilities, business and shopping areas as well as popular recreational destinations.

They will be different to what has previously been built and will be designed to enable a new group of people to try riding because they can see it is a safe, convenient option to get where they want to go. This is necessary to get the number of people to change the way they travel as outlined in the Christchurch Transport Strategic Plan, adopted in 2012.

**Find out more:** For information about the routes and their development visit the Council's website, [www.ccc.govt.nz/cycleways](http://www.ccc.govt.nz/cycleways)



# How the cycle network was developed



## May 2011

People said they wanted the Council to invest in cycle paths to provide more choice and safer routes for people travelling to work, study or play.

## November 2012

The Christchurch Transport Strategic Plan set out a 30-year vision for transport in the city, including a range of transport options to meet the needs of the community. It proposed a network of 13 cycleways to provide safe, convenient connections between the Central City, suburbs, business and shopping centres as well as popular recreational areas.

## April 2013

To help determine the look, feel and function of the new cycleways, Cycle Design Guidelines were developed.



## October 2014

Funding for the work was included as part of the Urban Cycleways Programme, a three-year shared investment from the Government's Urban Cycleways Fund, the National Land Transport Fund and local councils. Christchurch City Council committed to fund its share of the Major Cycle Routes in the Christchurch City 10 Year Plan 2015-25.



## The 13 Major Cycle Routes

### 1 Uni-Cycle: (Puari ki Pū-taringa-motu)

This runs from Canterbury University (and College of Education) to the Central City. The route is expected to attract many new cyclists to commute to work or education and for recreational purposes. The route passes near a number of major high schools and several intermediate schools in addition to the tertiary locations. This route connects with the Nor'West Arc at Ilam Road and the Northern Line Cycleway at Mona Vale. It is expected to be finished in 2017.

### 2 Papanui Parallel: (Puari ki Papanui)

Connecting Northlands and the Northern Line Cycleway to the Central City. A safer option for cyclists travelling into the city centre from Papanui and the northern suburbs, this cycleway offers a direct alternative to the arterial roads. It is expected to attract many new commuters, shoppers and recreational cyclists alongside those attracted to it for its level of service. There is also a connection to the Northern Line Cycleway at Papanui. It is expected to be finished in mid – 2018.



### 3 Little River Link: (Puari ki Wairewa)

The Little River Link is in three sections. The first two are delivered within the Major Cycle Routes programme. The first will link the start of the Southern Motorway to the Central City via the south-east of South Hagley Park. People living in new developments in the south-west of the city will have a complete link into the Central City as well as the business areas at Middleton and Addington. The second section completes the Little River Rail Trail into the Little River township. There is a proposed connection to the Nor'West Arc at Middleton. The third section is part of the NZTA's Stage 2 Southern Motorway development. This first section is expected to be finished in 2017 with the whole route due to be completed in 2019.

### 4 Northern Line Cycleway: (Puari ki Pū-harakeke-nui)

From Belfast to South Hagley Park and the Central City. The extension of this route will provide a connection from Belfast Road in Belfast to South Hagley Park and the Central City. Expected to be finished in 2019, it will provide a facility for those living in the north, connecting with schools and local centres. There are connections to Papanui Parallel, Nor'West Arc, Wheels to Wings and Uni-Cycle routes.

### 5 Avon – Ōtakaro Route: (Puari ki Te Karoro)

New Brighton will be connected to the Central City via the Avon River corridor. A natural extension of the Central City river pathway, it will primarily provide a high-quality route for recreation and tourists and in sections, commuter cycling. It is expected to be finished in 2022.

### 6 Rapanui – Shag Rock Cycleway: (Puari ki Rapanui)

Starting at the Ferrymead Bridge, this route leads into the Central City via Linwood. It is expected to be finished in 2018. It is primarily aimed at attracting more commuter cyclists. It will also appeal to people accessing local destinations as well as weekend recreational cyclists heading to Sumner via the Coastal Pathway. There is a connection to the Ōpāwaho River Route at Ferrymead. The Coastal Pathway, which will run from Sumner to Ferrymead Bridge, is funded separately to the Major Cycle Routes programme.

### 7 Nor'West Arc: (Te Ara O-Rakipaoa)

From Hoon Hay through Middleton, Upper Riccarton, Bryndwr and Papanui. This route is expected to be used primarily by commuters and students. It is scheduled to be finished in 2018 and will help provide for post-earthquake travel patterns that have followed development and employment re-locations. The Nor'West Arc connects to a number of existing and proposed cycle routes. There are connections to Uni-Cycle, Little River Link, the Ōpāwaho River Route and the Northern Line Cycleway.





### 8 South Express: (Puari ki Niho-toto\*)

The edge of the city's western boundary in Templeton will connect through the suburbs of Hornby, Sockburn and Middleton to Riccarton and Addington finishing with a link to the Northern Line Cycleway, Nor'West Arc and the shared paths in South Hagley Park. It is expected the route will be completed in 2019.

\* Niho-toto is a name for Rolleston

### 9 Quarryman's Trail: (Puari ki Otūmatua\*)

The route will help support the residential growth areas around the south-west of the city by offering another attractive transport option for commuters and for utility cyclists to access the many local roadside shops and businesses. It will connect the Halswell suburb to the existing shared pathways in South Hagley Park and the Central City via Hoon Hay and Somerfield. There is a connection to Southern Lights and Nor'West Arc. The route is expected to be finished during 2018.

\* Otūmatua (a peak on the Port Hills) is the outstanding feature of the south-west

### 10 Ōpāwaho River Route: (Ōpāwaho ki Ihutai)

Following the Heathcote River from Princess Margaret Hospital to the estuary at Ferryhead, this route will provide an ideal option for local trips to shops and libraries as well as schools, such as Cashmere High School. It will also be popular with recreational riders. Due for completion in 2022, it will also provide useful links for local commuter cyclists as it connects with the Nor'West Arc and the Rapanui – Shag Rock Cycleway.

### 11 Southern Lights: (Puari ki Waimōkihi)

This route will connect the southern suburbs around Beckenham to the Central City. It is due for completion in 2019. It will appeal for commuting and utility purposes as well as recreational cyclists because of the increased comfort and separation from motor vehicles. It connects with Quarryman's Trail at Milton Street.

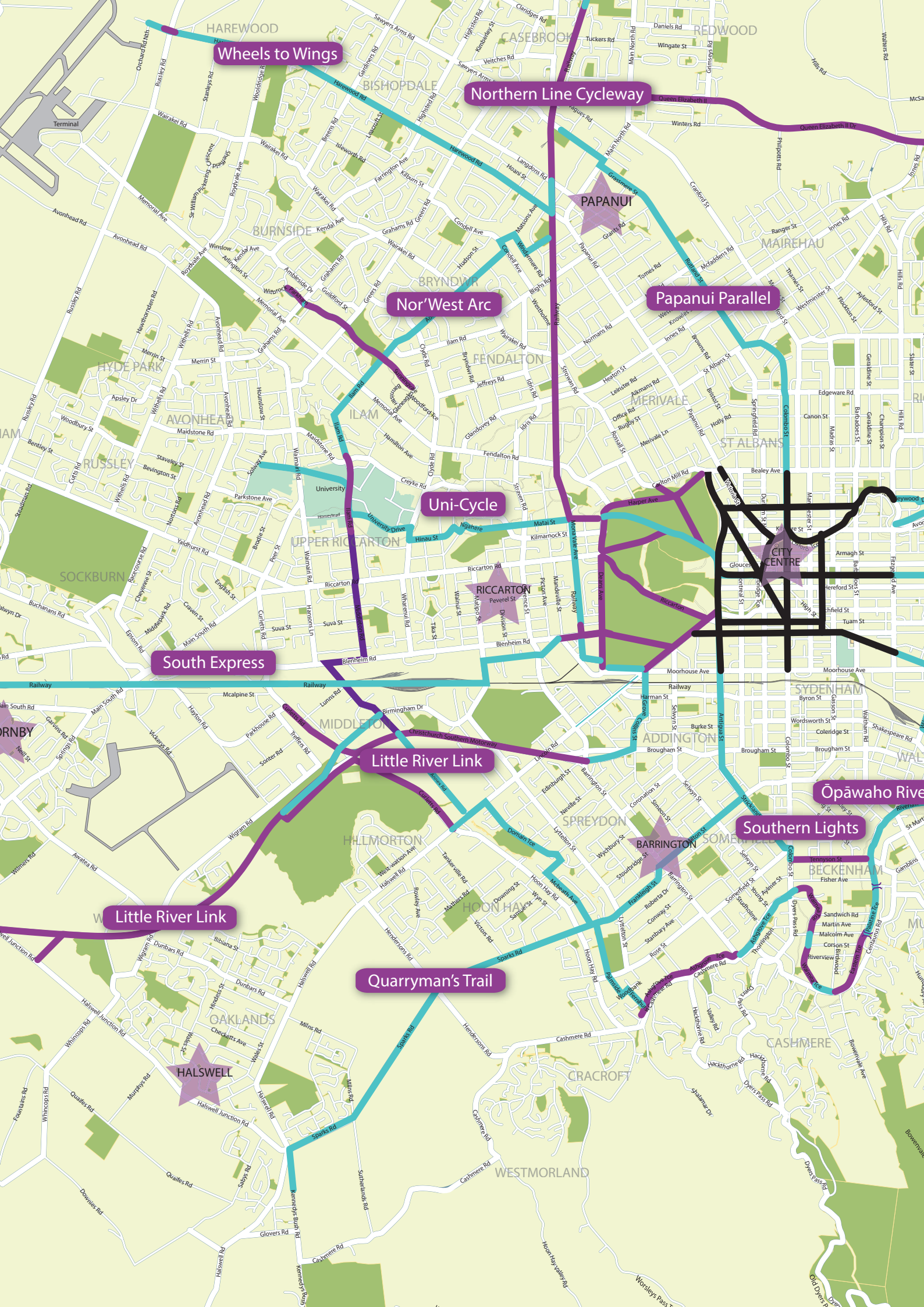
### 12 Heathcote Expressway: (Puari ki Kahukura)

From Heathcote through Woolston, Opawa, Waltham and Sydenham into the Central City along large sections of the rail corridor. With an expected completion date of 2018, it will be both a commuter and recreational route with connections to Ōpāwaho River Route and therefore the Rapanui – Shag Rock Cycleway and Coastal Pathway.

### 13 Wheels to Wings: (Papanui ki Waiwhetū)

Wheels to Wings connects with the Northern Line Cycleway at Papanui. While mainly residential, there are several schools on or near the route and it is predicted to attract students along with shoppers to Bishopdale Mall and Papanui. Expected to be completed in 2022, this route will utilise the New Zealand Transport Agency's planned major crossing facilities under Russley Road.





Wheels to Wings

Northern Line Cycleway

Nor'West Arc

Papanui Parallel

Uni-Cycle

South Express

Little River Link

Little River Link

Opāwaho River

Southern Lights

Quarryman's Trail



## Major Cycleways Network



## Moorhouse Avenue to Edinburgh Street

### Features of the new cycle facilities from Moorhouse Avenue to Edinburgh Street

#### Grove Road

- 1 Short section of shared path connecting the cycle crossing at Moorhouse Avenue to the start of the separated cycleway.
  - New three-metre-wide, two-way cycle path on the west side of Grove Road separated from the roadway.
- 2 Grass berm provided between the two-way cycleway and the kerb from Moorhouse Avenue to Harman Street. For safety, parking is restricted at driveways and on the approach to intersections alongside the cycleway.
- 3 It is proposed that one small street tree located on the Grove Road berm outside 410 Lincoln Road is to be removed and replaced.
- 4 Give-way markings installed on the cycleway at the rail crossing and the Hazeldean Road intersection for safety.
- 5 Changes to the Grove Road/Harman Road intersection to provide space for a cycle crossing on Harman Street (west). Traffic calming is proposed on all approaches to reduce vehicle speeds when entering the roundabout.
- 6 To allow space for the cycleway, parking will need to be removed on the west side of Grove Road from Harman Street to Church Square.

### Overview map







## Moorhouse Avenue to Edinburgh Street (Continued)

### Features of the new cycle facilities from Moorhouse Avenue to Edinburgh Street

#### Church Square

- 7 Church Square is a heritage setting. It is proposed to widen the existing pathway around Church Square to 3.5 metres for pedestrians and cyclists to use.
- 8 A shared crossing at the end of Church Square will give priority for pedestrians and cyclists crossing the minor arm of the intersection. A raised platform is proposed to keep motor vehicle speeds slow at this location.
- 9 It is proposed that one small kowhai tree located in a shrub border within the road reserve is to be removed.

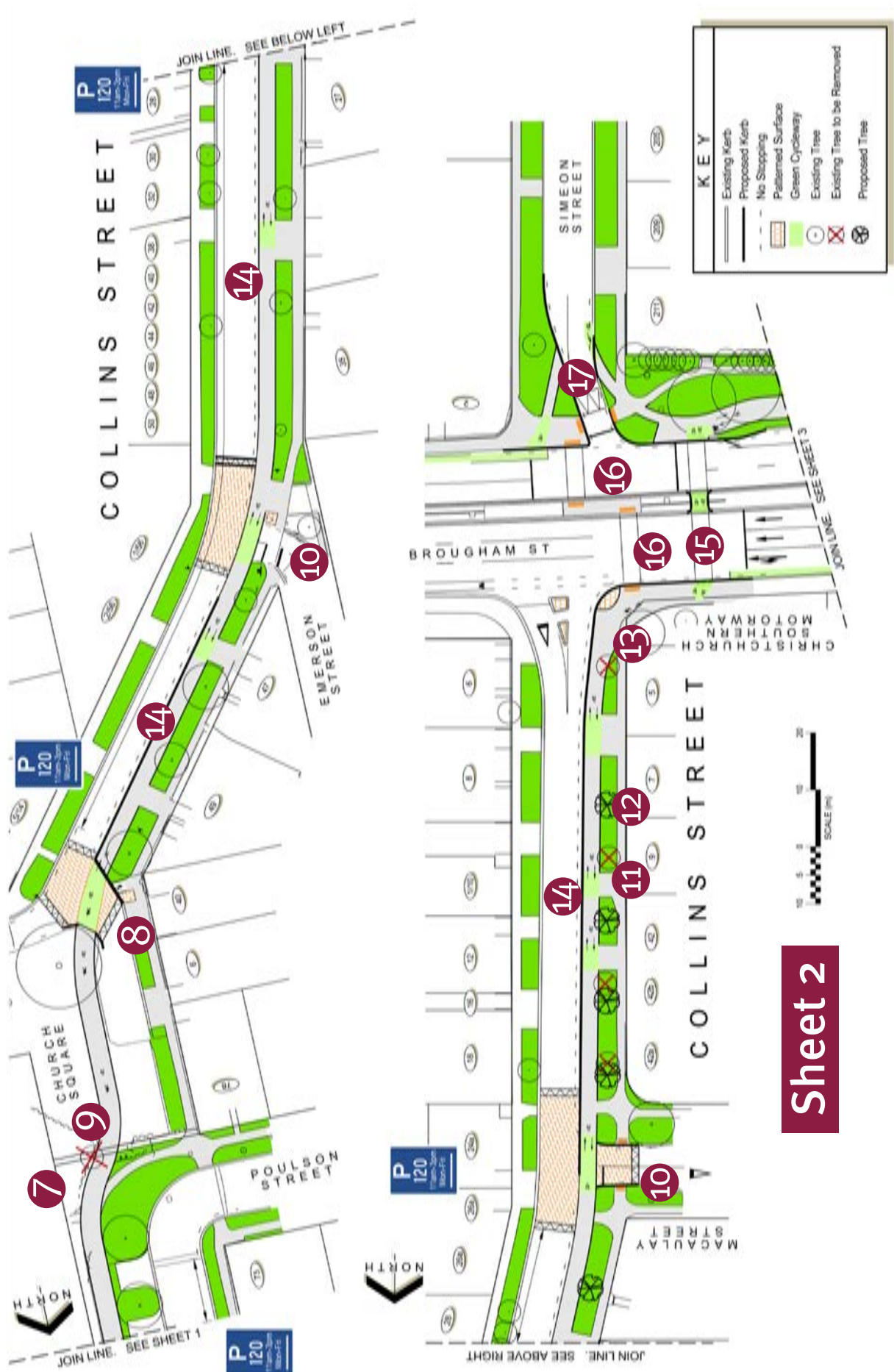
#### Collins Street

- New three-metre-wide, two-way cycle path on the west side of Collins Street separated from the roadway.
- 10 At Emerson Street and Macaulay Street, cyclists will have priority on the minor arm when travelling along Collins Street. Raised platforms are proposed over the intersections to slow motor vehicle traffic.
- 11 It is proposed that four street trees be removed on the western side of Collins Street between Macaulay Street and Brougham Street.
- 12 Four replacement trees are proposed to be planted between Macaulay Street and Brougham Street.
- 13 A short section of shared path is proposed on the approach to the Brougham Street crossing.
- 14 To provide space for the cycleway, parking would not be allowed on the west side of Collins Street.

#### Brougham Street Crossing

- 15 The current layout will be changed to give people on bikes a dedicated crossing so they can cross in a single phase of the lights.
- 16 People travelling on foot will still cross in two stages at the lights.
- 17 To improve safety at the crossing on Brougham Street, Simeon Street vehicles will only be able to exit to Brougham Street. Those turning left from Brougham Street will need to do this at Selwyn Street.





## Moorhouse Avenue to Edinburgh Street (Continued)

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### Addressing transport issues at the intersection of Brougham Street and Collins Street

The project team have been made aware of traffic issues including rat-running and speeding on Collins and Ward streets.

It is proposed to install traffic calming on Collins Street which can deter traffic. However a further measure to reduce traffic volumes would be to remove the left turn from Brougham into Collins Street or make Collins Street a cul-de-sac as outlined below.

We are seeking feedback and comments on three options for the Brougham/Collins intersection:

- **Option A**, Retain the current left-in/left-out access; (See plan on page 17)

or

- **Option B**, Remove the motor vehicle left turn from Brougham Street onto Collins Street; (See plan on page 17)

or

- **Option C**, Turn Collins Street into a cul-de-sac at Brougham Street. This will remove motor vehicle access to and from Collins Street at the intersection with Brougham Street. (No plan provided).

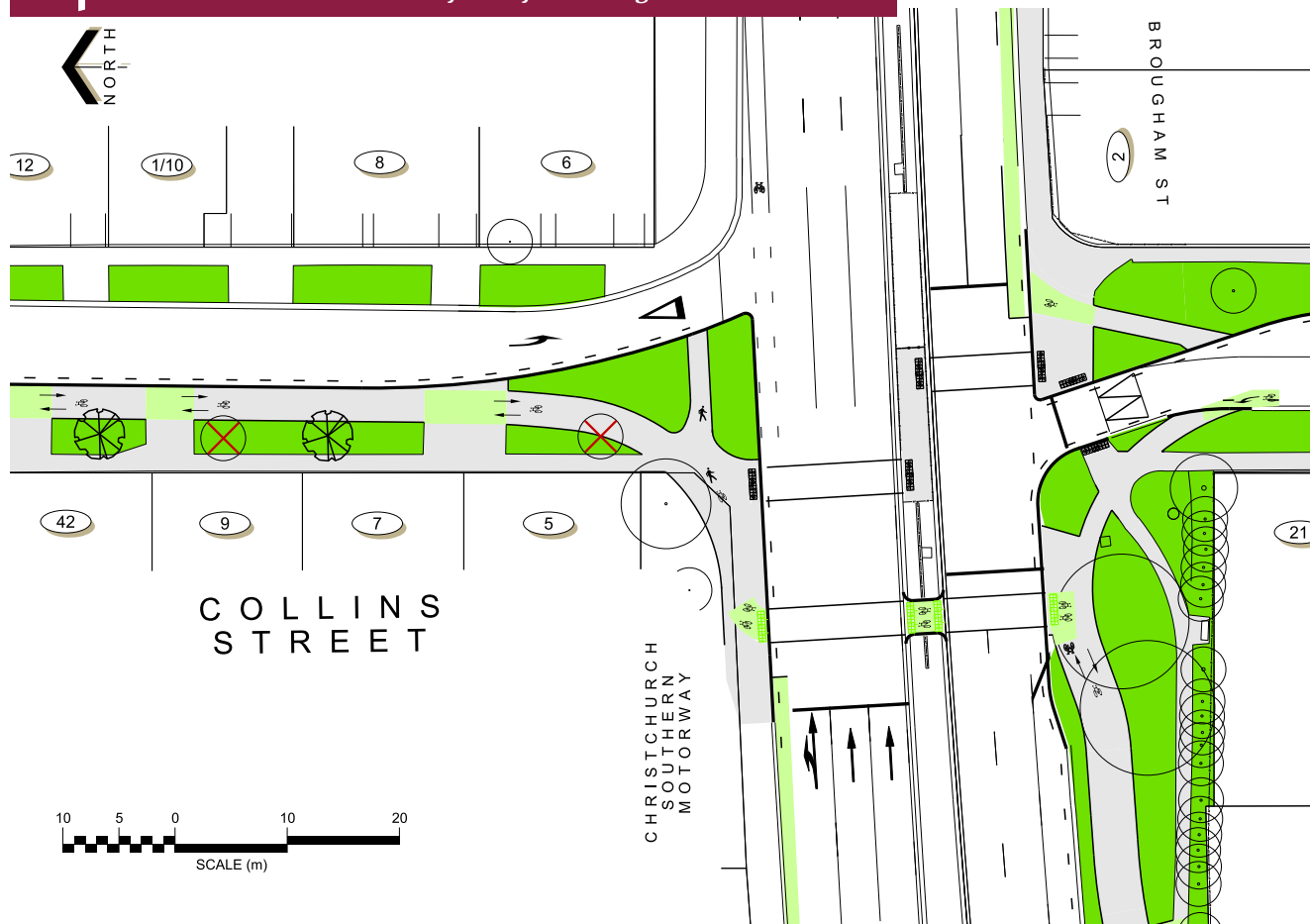




## Option A – Retain left turn from Brougham to Collins Street



## Option B – Remove left turn from Brougham to Collins Street



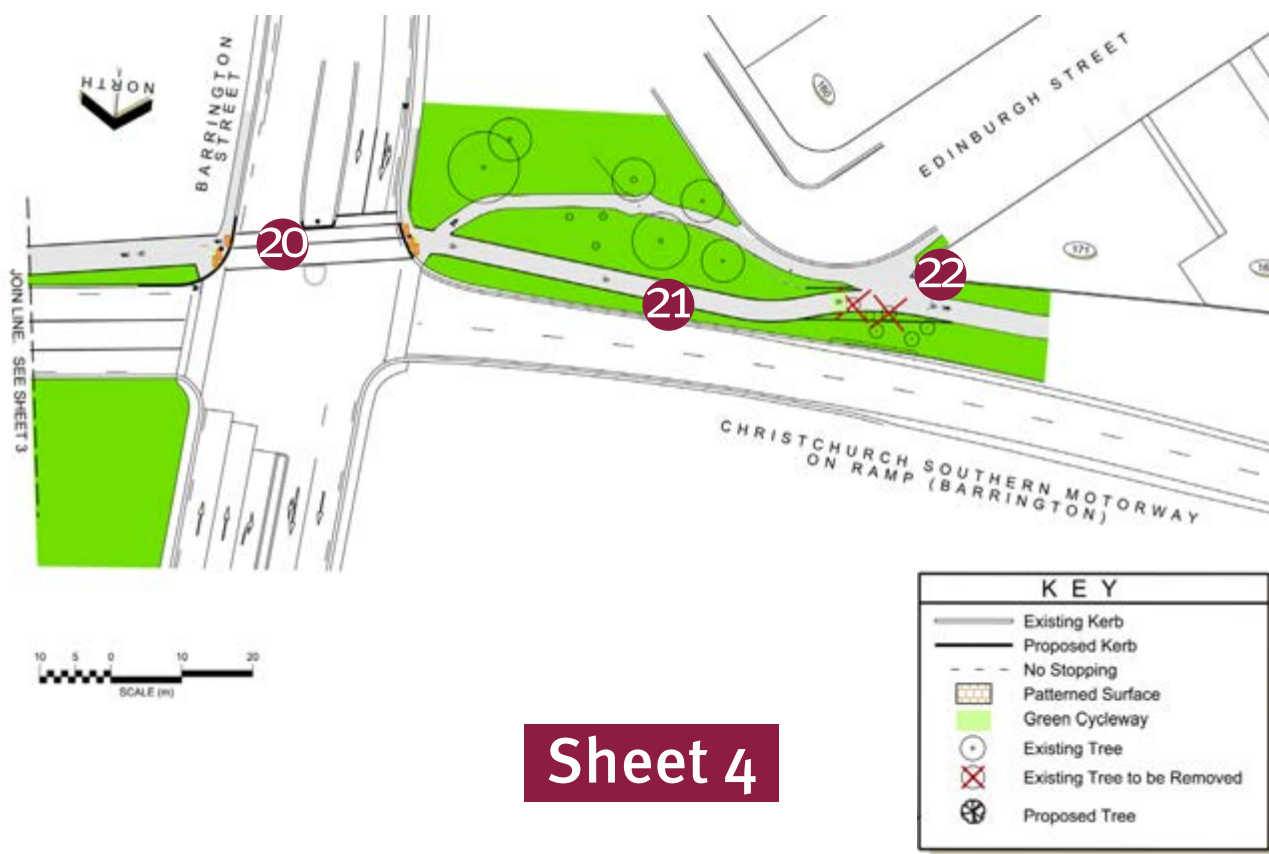


## Moorhouse Avenue to Edinburgh Street (Continued)

### Features of the new cycle facilities from Moorhouse Avenue to Edinburgh Street

#### Jerrold Street South

- 18** There will be a short section of cycleway from the new crossing over Brougham Street. The existing footpath will stay for people travelling on foot. To the west of the crossing, the two paths meet and a shared pedestrian and cycle path is provided to the Barrington Street intersection.
- 19** Parking is removed from the off-ramp alongside the motorway.
- 20** The existing pedestrian crossing with traffic lights on the Barrington Street southern approach will be upgraded to a combined pedestrian and cycle crossing with lights.
- 21** A new three-metre-wide cycleway will lead from the Barrington Street intersection to the west of Edingburgh Street. It will connect with the existing shared pathway that runs adjacent to the Southern Motorway.
- 22** It is proposed that two trees be removed near Edinburgh Street.



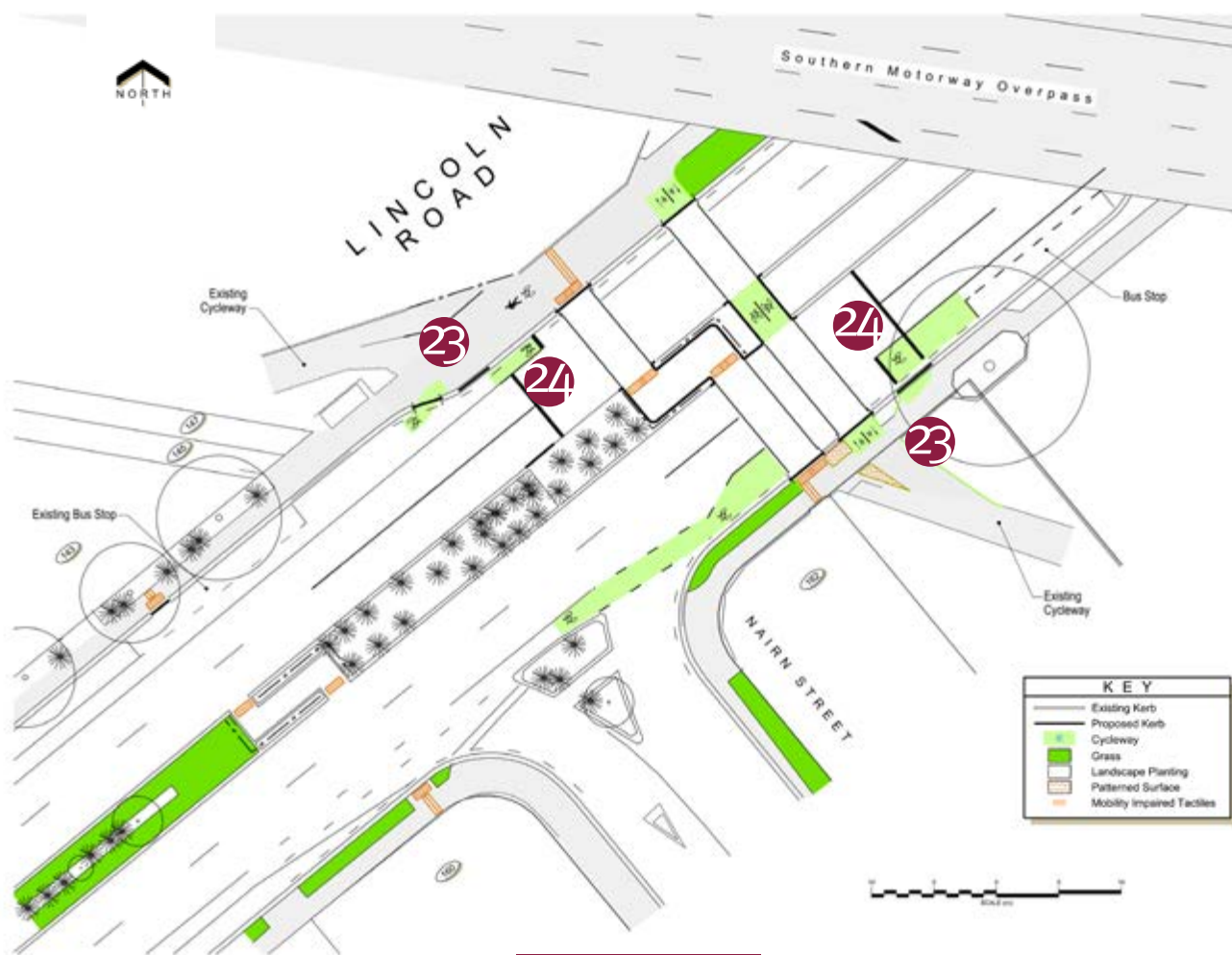
Sheet 4



# Lincoln Road

## Features of the new crossing at Lincoln Road

- A new crossing with traffic lights will improve safety for people on bikes or on foot.
  - Because this is a four-lane road, cyclists will cross in a single stage and pedestrians in two stages.
- 23** Short sections of shared path along Lincoln Road will allow riders to connect with the Major Cycle Route.
- 24** The on-road cycle lanes will be marked in green and advanced stop boxes provided at intersections for cyclists using Lincoln Road.



Sheet 5

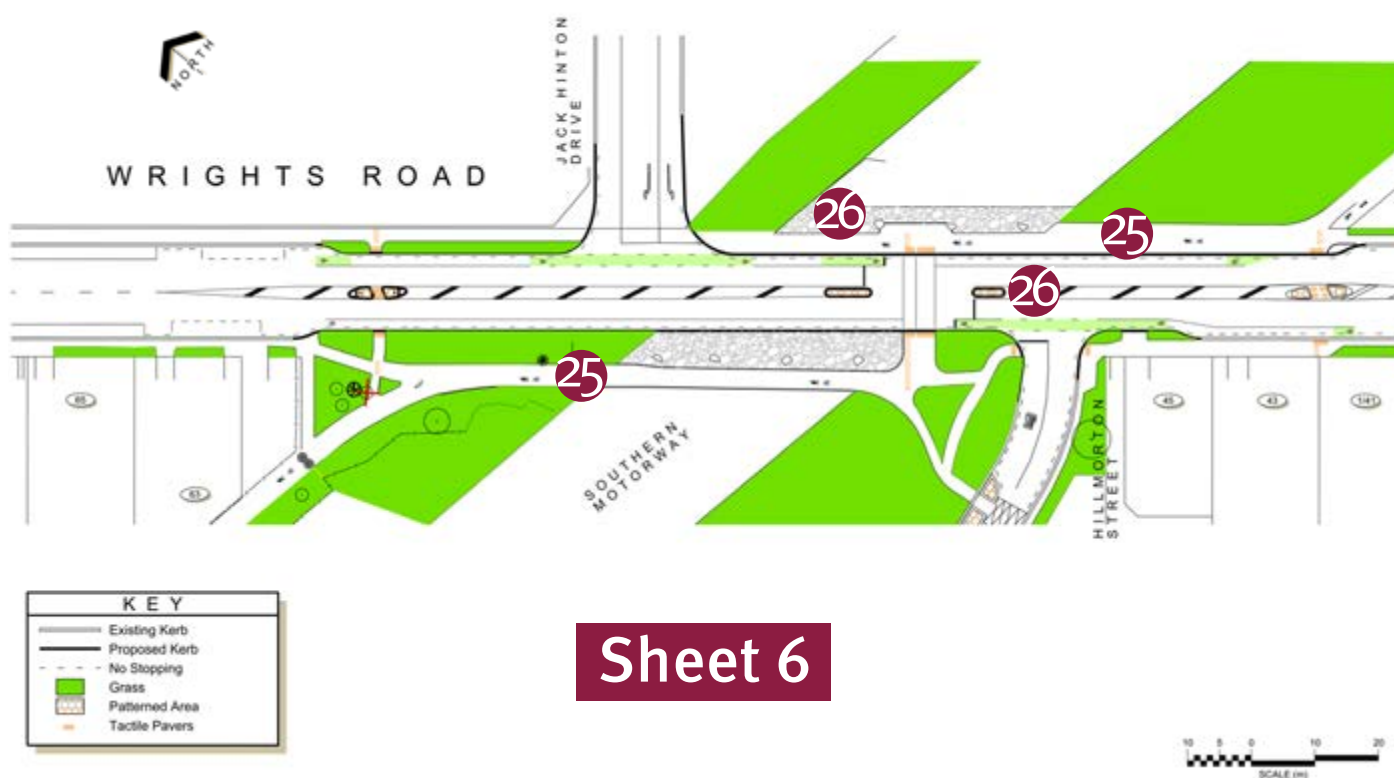




# Wrights Road

## Features of the new crossing at Wrights Road

- A crossing with traffic lights will improve safety for people on bikes or on foot.
  - Because this is a two-lane road, cyclists and pedestrians will cross in a single stage.
- 25** Short sections of shared path along Wrights Road will allow riders to connect with the Major Cycle Route as well as improving access to Marylands Reserve.
- 26** The on-road cycle lanes will be marked in green and advanced stop boxes provided at intersections for cyclists using Wrights Road.



## Marylands Reserve

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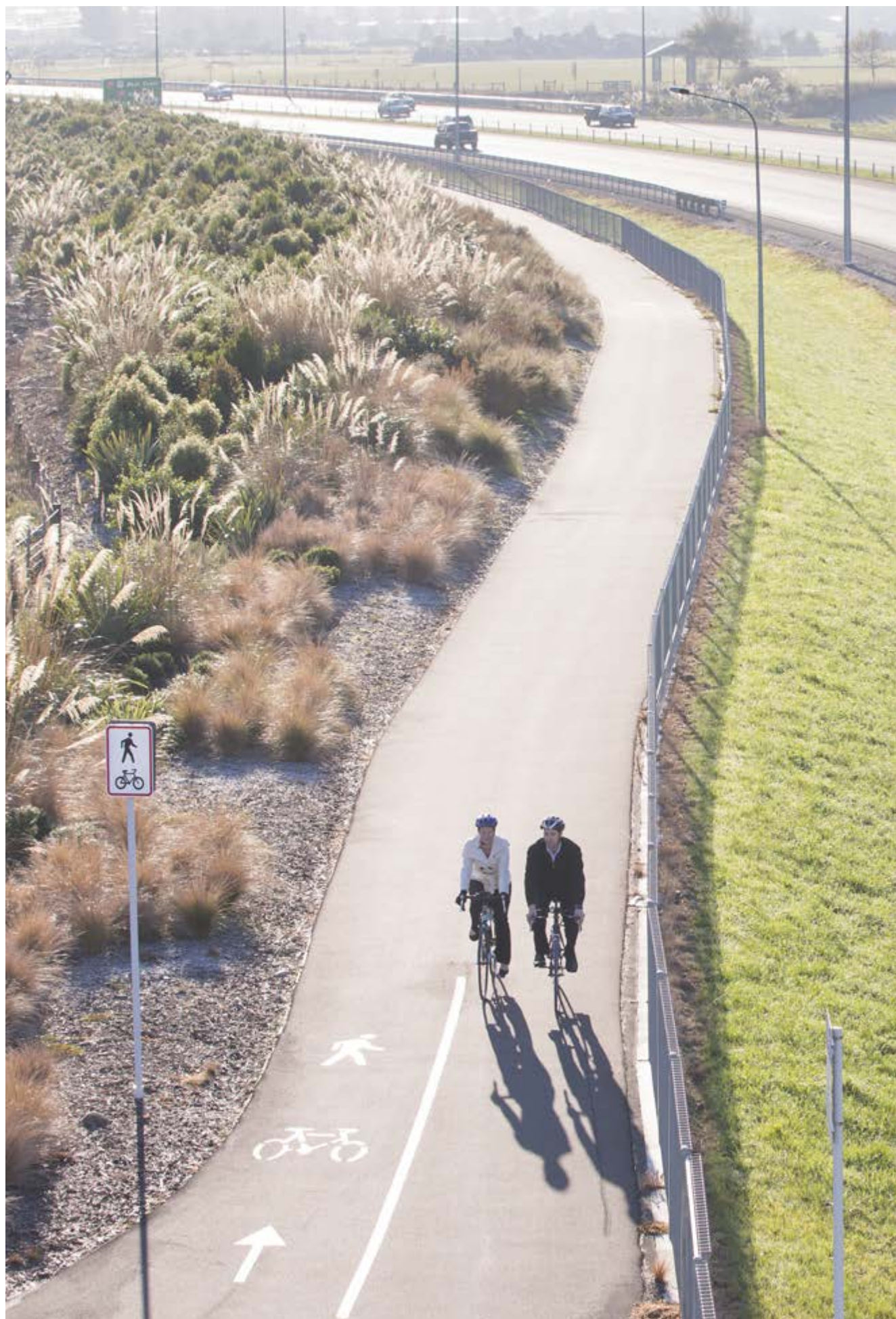
### Features of the pathway improvement from Wrights Road to Annex Road through the Marylands Reserve

- 27 It is proposed that the existing pathway connecting Wrights Road to Annex Road through Marylands Reserve be widened to 3.5 metres.
- Information on the path will encourage appropriate behaviour by all users.
- A lighting upgrade is proposed.
- It is proposed that seven small trees in Marylands Reserve be replaced with up to 14 new ones.













# Response form

## *Little River Link – Puari ki Wairewa*

Christchurch City Council is seeking your views on its plans for improved cycling facilities in Addington, Spreydon and Middleton. The work forms part of the Little River Link, one of a network of 13 planned Major Cycle Routes in the city.

Feedback and comments are being sought during the consultation period from  
**16 October – 10 November 2015**

### **Please indicate your views on the following questions:**

Do you support better facilities for people who want to cycle? ☐ Yes ☐ No

Do you agree in principle with the proposals outlined for Addington, Spreydon and Middleton? ☐ Yes ☐ No

### **Brougham Street and Collins Street intersection**

There are three options for the intersection of Brougham Street and Collins Street (refer Pages 16–17). Which of the following do you prefer?

- ☐ **Option A:** Retain left turn for vehicles from Brougham Street into Collins Street.
- ☐ **Option B:** Remove the motor vehicle left turn from Brougham Street onto Collins Street.
- ☐ **Option C:** Turn Collins Street into a cul-de-sac at Brougham Street. This will remove access to and from Collins Street at the intersection with Brougham Street.

Please provide your feedback and comments on *Little River Link – Puari ki Wairewa* below  
(and use additional paper if required):

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*Thank you for taking the time to respond. Please include your contact details over the page.*

## Contact details

Name: \_\_\_\_\_

Organisation (if representing): \_\_\_\_\_

Organisation role: \_\_\_\_\_

Postal address: \_\_\_\_\_

Post code: \_\_\_\_\_ Phone (home/work/mobile): \_\_\_\_\_

Email (if applicable): \_\_\_\_\_

Date: \_\_\_\_\_

*Note: No anonymous feedback will be accepted.*

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*Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact the Council's Principal Adviser Engagement, telephone 941 8999 or 0800 800 169.*

### Discuss the plans with staff

Council staff will be available to discuss the plans and receive comments at a drop-in session:  
Tuesday 27 October 4pm – 7pm  
St Mary's Church,  
21 Church Square.

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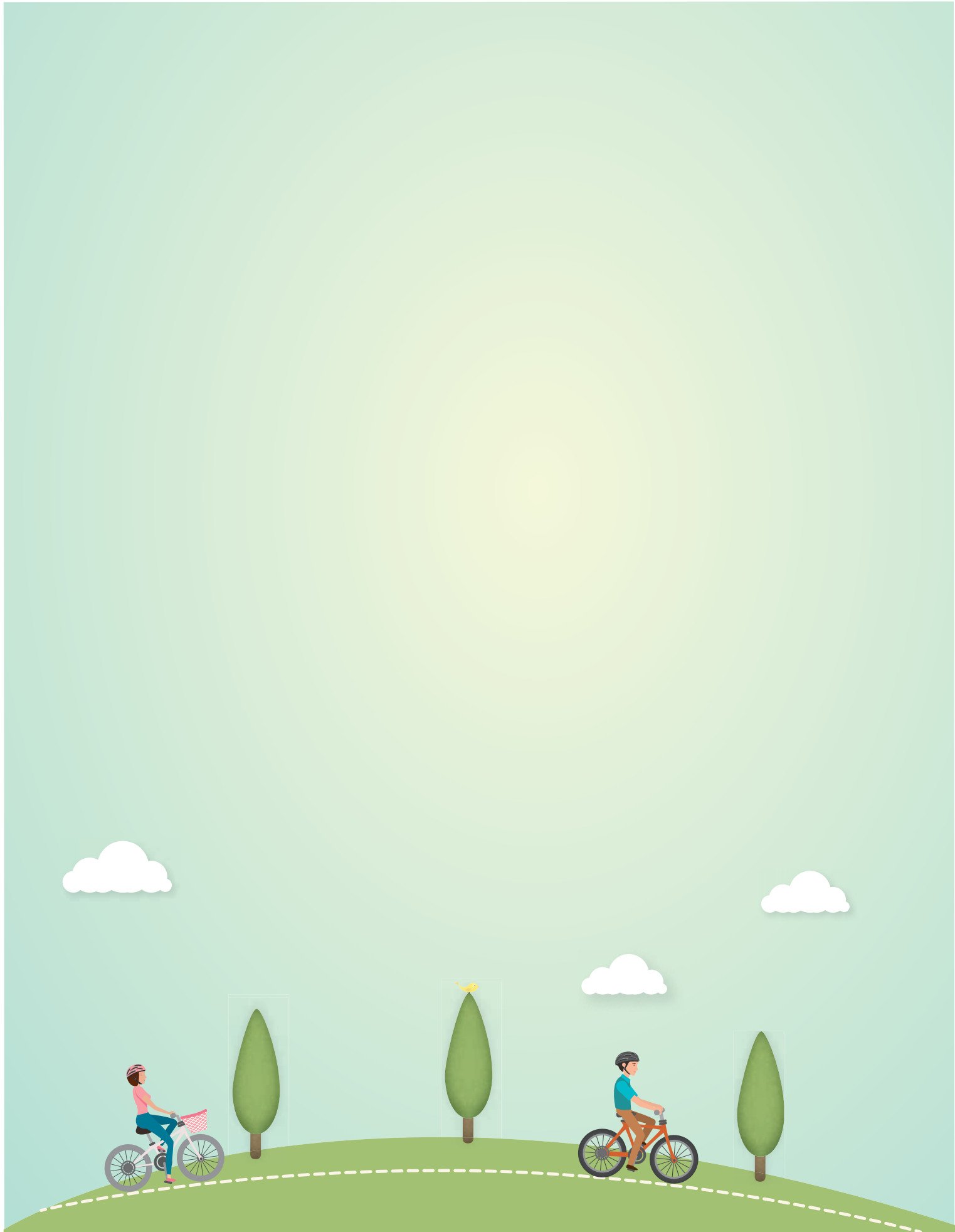
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Christchurch City Council  
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tape here

tape here







**Major Cycle Routes**  
*Getting you there*



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