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| **Before:** | The Transport, Infrastructure and Environment Committee Christchurch City Council |
| **Under:** | The Local Government Act 2002 |
| **In the Matter of:** | The Proposed Changes to the Layout of St Asaph |

**Statement of Anthony Thomas Penny on Behalf of the Central City Business Group Incorporated**


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## MAY IT PLEASE THE COMMITTEE

## Introduction

1. My full name is Anthony Thomas Penny. I am a Fellow of the Institute of Professional Engineers of New Zealand Civil Engineers and I hold a Bachelor Degree in Mathematics and a Bachelor Degree in Civil Engineering from the University of Canterbury. My background of experience includes over 40 years in traffic engineering and transportation planning with the Christchurch City Council, the Department of Transport in the United Kingdom, the MVA Consultancy in Hong Kong and Traffic Design Group (TDG) Limited. I have worked as a traffic engineering specialist on projects throughout New Zealand for over 30 years having been engaged by local authorities and private concerns in many centres to advise on the full range of transportation issues covering safety, management and planning matters.

2. I was on the Blueprint team that recommended the introduction of a slow core for the Christchurch city centre and improved facilities for pedestrians and cyclists. The An Accessible City project of which St Asaph Street is part, evolved after the Blueprint.

3. I have been advising the Central City Business Group (CCBG) regarding its concerns about the existing layout of St Asaph Street for over 6 months.

## Summary

4. I understand that Council staff and their consultants acknowledge that the existing configuration of St Asaph Street between Madras Street and Antigua Street presents some road safety concerns and that some form of mitigation is required albeit within a limited budget. Accordingly the issue facing the Committee is to determine the extent of the mitigation measures to be implemented. Of the two options before the committee, Option 1 includes very minimal changes and does not even adopt all of the recommendations of the latest road safety audit commissioned by the Council. Option 2 supported by the CCBG includes more road safety mitigation measures and accordingly would provide greater benefits but would cost more.

5. The latest road safety audit commissioned by the Council comments that the existing road layout "appears to be operating reasonably well" but goes on to recommend the removal of the kerb extensions (build-outs) on the downstream side of the driveways on the south

side of St Asaph Street and the review of the location of the north side tree pit build-outs. These recommendations are not included in the minor enhancements drawings (Option 1) but are consistent with the Option 2 proposals. Accordingly I question whether Option 1 is a viable option to mitigate the acknowledged road safety concerns. Therefore it is not appropriate in my opinion to compare the costs of the two schemes because the minor enhancements option does not address many of the road safety and efficiency concerns that have been identified.

6. Our initial investigations on behalf of the CCBG identified options that significantly modified the existing design concept. However the Council has made it clear that there is no budget for a major reconfiguration at this time. There have already been two accidents involving cyclists using the cycleway and the Council may need to consider more radical modifications to the scheme at some stage if the future accident record following the current mitigation measures proves to be unacceptable.

7. The only major differences with Option 2 compared with the existing layout and Option 1 is the proposed removal of the kerb build-outs on both sides of driveways on the south side of St Asaph Street and the removal of most build-outs on the north side. I stress that the intention of Option 2 is to improve convenience for all road users and to address existing road safety concerns to the maximum possible extent within a practical budget. It is not aimed at improving the convenience for motorists at the expense of the convenience and safety for cyclists and pedestrians.

8. The submission material indicated that the CCBG scheme recommended the reduction in the width of the northern footpath from 3m to 2m. This is **not** correct. The CCBG were led to believe the Council would be reconstructing the kerb and channel along the north side of St Asaph Street in the near future and accordingly the CCBG raised the possibility of realigning the kerb at that time to create some more road space. The suggestion was to reduce the width of the footpath from 3m to 2.5m **not 2.0m**. Given that the Council have now indicated that the kerb reconstruction is not currently planned, this concept is not part of the short term mitigation measures that comprise Option 2.

9. The removal of kerb build-outs on the downstream side of driveways is supported by the Council safety audit as it becomes easier to access the adjacent car parking spaces in a direct forward manoeuvre. The alternative to this is the existing layout or Option 1 which create potential crash risks by reversing into the spaces after pulling up in the moving traffic

lane and holding up platoons of traffic and/or causing drivers to change into the parallel lane.

10. The removal of the kerb build-outs on the upstream side of driveways similarly enables easier access to the adjacent car parking spaces. Rather than pulling up in the moving traffic lane, drivers will be able to pull up parallel to the kerb in the driveways clear of following traffic and then reverse directly into the parking spaces.

11. With the removal of the build-outs on both sides of driveways, drivers will also be able to pull over more easily clear of the through traffic to drop-off passengers or to make a quick servicing stop. The convenience and safety for these types of activities is part of what makes for a thriving business environment along the street. It is expected that with the existing layout or the Option 1 proposal such activities will become more difficult and dangerous as more redevelopment occurs along the street and empty kerbside car parking spaces become less available and traffic volumes increase.

12. The Council safety audit does not support the removal of the upstream build-outs because, as I understand, they are intended to force drivers turning left into driveways to turn more sharply and to get their vehicle into a position more at right angles to the cycleway where they might be better able to see an approaching cyclist. In my opinion the upstream build-outs are not effective and do not avoid the risk of a collision between vehicles turning into driveways and cyclists because at the critical busy driveways the build-outs are either set back from the driveway and/or the driveways are wider. In this situation drivers can turn less sharply and cross the cycleway faster and at an acute angle.

13. The independent safety audit commissioned by the CCBG does not recommend kerb build-outs either side of driveways.

14. I note that one of the cyclist accidents that have occurred since the opening of the cycleway involved a collision with a car turning into the wide eastern driveway of the police station which has an upstream build-out. In my opinion the inherent risk associated with this conflict is better addressed by narrowing the gap between the separator islands between the cycleway and the adjacent parking at busy driveways and providing speed humps across the gap like those that have now been installed at the police station driveway. These measures can be implemented efficiently as part of the Option 2 works at the same time as the build-outs are removed.

15. The parking spaces upstream of driveways will be set back a minimum of 3m in Option 2 to provide left turning drivers some visibility of approaching cyclists on the cycleway but if this and the other measures recommended are not successful in keeping accidents to a minimum, then it may be necessary to set car parking back further on the upstream side particularly at busy driveways.

16. Other new cycleways such as on Colombo Street north of Bealey Avenue have on-street car parking adjacent to separated cycleways and do not include kerb build-outs. However the driveways are generally narrow and the gaps between the separator islands are similarly narrow which I expect lowers the speed of the critical left turn manoeuvre across the cycleway. I also note that car parking spaces are generally setback only 3m.

17. In my opinion Option 2 goes further than Option 1 in helping to mitigate this conflict and other road safety and efficiency issues associated with the existing configuration along St Asaph Street. Option 2 also increases the number of kerbside car parking spaces currently along both sides of St Asaph Street by some 50 spaces and has the potential to provide more goods vehicle loading zones as well as motorcycle and bicycle parking by replacing some car parking spaces.

18. Accordingly I recommend to the Committee the adoption of Option 2 as the basis for mitigating road safety and efficiency concerns along St Asaph Street.

## Background

19. Since St Asaph Street has been modified to include a cycleway along the southern side of the street, the CCBG have become increasingly concerned regarding the safety and convenience of the transportation environment for pedestrians, cyclists and motorists. There have been 5 mid-block accidents recorded since the construction was completed, 2 of which have involved cyclists and cars colliding at driveways. There have been a further 10 accidents at the intersections along the section of St Asaph Street which has been modified.

20. The fundamental issue in terms of road safety is that the road reserve is a fixed width (20.1m) and the design seeks to fit within that dimension two 3m wide footpaths, a 2m wide cycleway, a raised separator island between the cycleway and adjacent parking spaces (1.1-1.2m) plus two parking lanes and two lanes of through traffic. The 2m wide cycle lane

is provided to allow for cyclists to overtake each other. The separator island is provided to avoid cyclists being hit by car passenger doors opening and to provide an area for car passengers to enter/exit cars clear of the cycleway.

21. The remaining space for parking and the moving traffic lanes varies along the length of St Asaph Street between 11.4 and 11.5m. Accordingly only relatively narrow traffic lanes can be provided (3.2-3.3m). This is less than the desirable lane width of 3.5m specified in the City Council's infrastructure design standards. There are three immediate safety implications with the narrow traffic lanes:

    (i) Higher risk of collisions between vehicles in the adjacent one way lanes particularly with the large number of buses using the street;

    (ii) A risk of car doors being hit by passing vehicles;

    (iii) A risk of cars that are required to reverse into car parking spaces being hit by following cars in platoons of traffic formed by the traffic signals on the one way street.

22. There are still, despite the physical separation of the cycleway, safety risks for cyclists particularly the risk of being in collision with vehicles turning left into driveways across the cycleway. There is also a concern for passengers in cars and other pedestrians crossing St Asaph Street who could be hit by bicycles when crossing the cycleway.

23. My initial instruction from the CCBG was to look at any alternative configurations for the cross sections of road that might involve less road safety risks but which still provided improved convenience for all end users. I have identified a series of options all of which involved segregated cycleways but with alternative ways of widening the road carriageway without affecting the efficiency and safety of the cycleway. Our initial consultation with Council staff indicated that they saw some merit in the alternatives and a preferred scheme was identified for further investigation.

24. However after further consideration the Council staff decided that implementing a radically different scheme would be relatively expensive and that there was insufficient budget to implement such an option. Accordingly it was decided that a lower cost option (Option 2) should be investigated which largely involved retaining the cycleway and separator islands as existing. While the width of the separator islands adjacent to carparking would be

retained, the build-outs adjacent to driveways were identified for removal to ease access to car parking spaces and to provide more space for vehicle drop-off activities.

25. I would like to record at the outset that in my opinion the road safety concerns with the existing layout of St Asaph Street do need to be addressed and appropriately mitigated. Equally I understand that the Council have recognised and accepted that some mitigation is required. The issue being put before the Committee is what extent of mitigation should be adopted.

26. Following the consultation with Council staff to identify an affordable mitigation option, the Council then decided to introduce a new "minor enhancements" proposal and went out to public consultation labelling the minor enhancements scheme Option 1 and the CCBG scheme Option 2. Unfortunately at the time of the request for submissions the CCBG scheme was only schematic and several misrepresentations of Option 2 were included in the request for submissions.

27. For example, it was stated that Option 2 "reduces the width of the northern footpath from 3m to 2m." It has also been separately indicated (at least in newspaper articles) that Option 2 involved widening the islands separating the cycleway from parking from 1.1m to 1.2m. Currently the islands vary from 1.1m to 1.2m at various points along St Asaph Street but in any event the intention of Option 2 is to retain the existing width for all of those sections where there is parking immediately adjacent to the cycleway.

28. Initially the CCBG were given the impression by Council staff that it was proposed to reconstruct the kerb and channel along the north side of St Asaph Street at some stage in the not too distant future. Accordingly Option 2 was determined as allowing for the future realignment with the new kerb and channel and a reduction of the northern footpath from 3m to 2.5m, not 2.0m as set out in the consultation material. However now that we have been informed that there is no immediate plans to reconstruct the kerb and channel along the north side of St Asaph Street, the widening of the road and the narrowing of the footpath is not a practical component of Option 2 because the costs of the reconstruction are too significant to be regarded as mitigation measures in the necessary timeframe and without appropriate Council budget.

29. Option 2 has been costed at $1.2m compared with $200,000 for Option 1. I understand that the estimate for Option 2 does not include realigning the kerb and channel on the north side and narrowing the footpath but it may wrongly include for widening the island

adjacent to the cycleway. In any event I do not believe that the cost comparison is relevant because Option 1 does not effectively mitigate road safety concerns, including not adopting the recommendations of the Council's latest road safety audit.

## Differences Between Option 1 and Option 2

30. I would like to emphasise that Option 2 substantially retains the general configuration that has been constructed in St Asaph Street. It retains the existing 3.0m wide footpaths, the 2.0m wide cycleway, the existing separator island between the cycleway and adjacent car parking, two parking lanes and two traffic lanes. The only major differences between Option 1 and Option 2 are the removal of the kerb build-outs either side of some driveways and the removal of the tree pit build-outs on the northern side.

31. I understand that Option 1 does not adopt the recommendations of the Council's road safety audits for the reconfiguration of the road markings to provide edgelines to provide narrow shoulders on either side of the road adjacent to the car parking. Option 2 does.

32. As indicated in the schematic layout of Option 2, I believe it would be an improvement to provide build-outs adjacent to the new pedestrian and shared use lanes being formed to the north side of St Asaph Street at suitable midblock locations to make it safer and easier for pedestrians to cross St Asaph Street. However I note that the Council's Option 1 drawings do not include these features and the preferred locations. Accordingly they have not all been included in the latest Option 2 drawings attached to my evidence. However they could be added following further consultation with Council's advisors.

33. Option 2 can include the installation of two goods vehicle loading zones as indicated for Option 1. Similarly further cycle parking stands can be provided but it is suggested that they would be better located on the footpath parallel to the kerb as currently positioned outside the Avanti cycle shop on the corner of Colombo Street.

34. The Council report on Option 1 indicates that providing cycle stands on the kerb build-outs will improve the visibility of the build-outs. I would suggest that it increases the chances of the bicycles attached to the stands being damaged in collision with manoeuvring vehicles as has occurred with the stands near the intersection of Durham Street as indicated in the following Photograph 1. Locating the cycle stands on the outside of the footpath does not

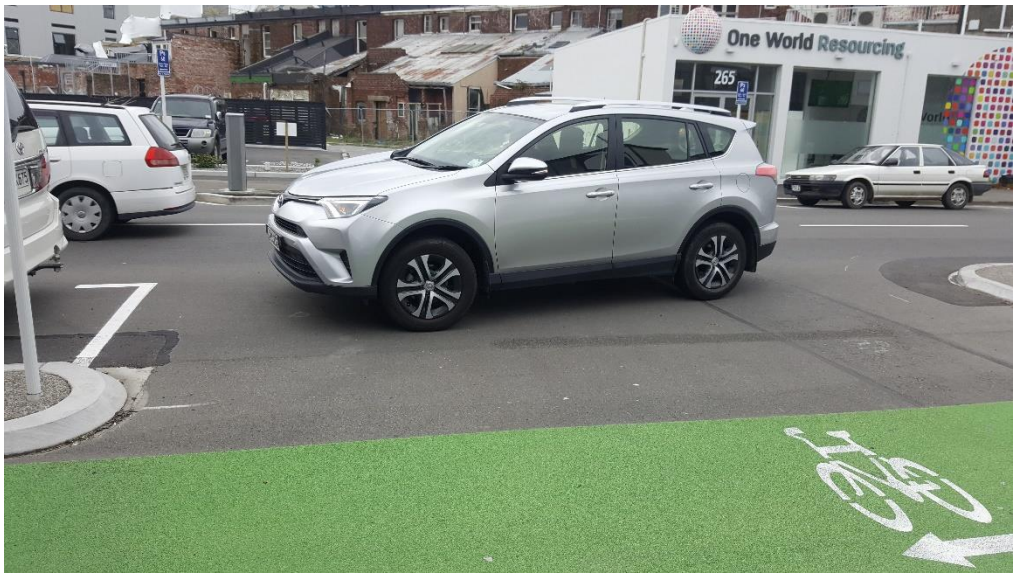
substantially restrict pedestrian space as this area of the footpath is already occupied by street trees, power poles and advertising signs for adjacent businesses.


***Photograph 1: Damaged Cycle Stand***

## Option 2

35. The removal of the kerb build-outs downstream from driveways enables the first car parking space to be accessed directly without the driver having to stop the vehicle in the moving traffic lane and reverse into the space, after holding up traffic and risking nose-to-tail collisions with vehicles or causing vehicles to swerve into the adjacent lane and colliding with parallel vehicles. **Figure 1** indicates these two alternative parking manoeuvres. To date I have not been able to discover the purpose of these downstream build-outs in terms of aiding road safety or convenience. The only possible purpose I can see is to reduce the possibility of a collision between a vehicle turning left out of a driveway and a car parked in the adjacent space. However this appears to be less beneficial than the approved road safety and efficiency effects associated with being able to access the car parking space directly.

36. I also note that there are several driveways already with the existing layout where there are no kerb build-outs as shown in the adjacent Photograph 2. Furthermore, the Council's latest road safety audit recommends the removal of the downstream build-outs.




***Photograph 2: Car Drop-off Intrudes into Traffic Lane (even without downstream build-out)***

37. The removal of the kerb build-outs on the upstream side of the driveways also helps to improve access to the first car park upstream of the driveway. In this situation a driver can pull off the through traffic lane into the parallel space in front of the driveway and then reverse directly into the car parking space. With the existing kerb build-outs drivers are generally required to pull up in the moving traffic lane and reverse into the space with again the potential for vehicle collisions. The respective manoeuvres between the two options is indicated in **Figure 2**.

38. **Figure 3** demonstrates that the removal of kerb build-outs upstream and downstream of driveways creates additional space clear of the main through traffic lanes for vehicles to pull over for drop-off and short term servicing activities. With the build-outs such vehicles partially intrude into the through traffic lane as indicated in Photograph 2. These activities are very much part of the everyday operation of a successfully functioning street in an urban environment. Taxi drivers, for example, will drop off (and pick up) passengers at the nearest location to their destination and will not search for an empty car parking space if there are none nearby.

39. Similarly small trucks making deliveries such as the truck in Photograph 3 delivering food to a restaurant will not park in a goods loading zone at the other end of the block when their delivery could only take 30 seconds. The driveway in Photograph 3 does not have a downstream build-out and the driver was able to pull into the adjacent empty car parking space generally clear of the traffic lane. Without the upstream kerb build-out (and a

downstream build-out) this truck would be able to pull completely out of the through traffic lane as indicated in Figure 3 even if the downstream car parking space were not empty.


***Photograph 3: Short Stay Servicing***

40. It is expected that with the existing layout or the Option 1 proposal such activities will become more difficult and dangerous as more redevelopment occurs along the street and empty kerbside car parking spaces become less available and traffic volumes increase.

41. As part of the work involved with removing the kerb build-outs it would be possible to also extend the separator island at driveways to reduce the gap provided for the driveways in order to encourage slower manoeuvring particularly into the driveway. This could be further enhanced by including speed bumps such as have recently been installed between the build-outs for the eastern driveway to the current Police Station site west of Montreal Street on St Asaph Street. Presumably this was in response to an accident where a cyclist collided with a car turning left into this driveway. I note this occurred in spite of the upstream build-out at this intersection. These changes are expected to be only necessary where a gap is currently wider than it needs to be and where the driveways are heavily utilised.

42. I understand the build-outs on the upstream side of the driveways are intended to encourage drivers turning left into the driveway to make a sharp turn such that the vehicle assumes a position closer to a right angle prior to reaching the cycleway and the driver has a better view of approaching cyclists. However Figure 4 shows that by the time the vehicle reaches the cycleway it is only at an angle of approximately 50$^{o}$ to the cycleway. The driver

needs to be able to observe the cycleway sometime before reaching the cycleway so the vehicle will then be at an even lower angle.

43. Currently the busier driveways tend to be wider and so vehicles are more inclined to sweep a bigger path to the other side of the driveway crossing the cycleway at a higher speed. Therefore the build-outs are not effective in my opinion. Also in many cases such as in the adjacent Photograph 4 the build-outs are set back from the upstream edge of the driveway and therefore are even less effective for the proposed purpose.


***Photograph 4: Upstream Build-out Set Back***

44. I acknowledge that this conflict is the most significant road safety issue with the current configuration of St Asaph Street. Option 2 seeks to mitigate this effect by narrowing the gap between the separator islands, adding speed bumps at busy driveways and by setting back the first car parking space upstream of the driveway by at least 3m.

45. In this regard I note that the existing cycleway schemes installed already in Christchurch, for example, on Colombo Street north of Bealey Avenue, do not have any kerb build-outs and the upstream car parking spaces are generally set back 3m. The utilisation of car parking on certain sections of Colombo Street adjacent to the cycleway is heavy so intervisibility is an issue. However driveways are generally narrow and the gaps between the separator islands are similarly narrow which I expect lowers the speed of the critical left turn manoeuvres across the cycleway. This cycleway also includes a flush concrete strip across the driveways on the line of the kerb adjacent to the parking lane. That could also help to

emphasise the change in environment from the street to the cycleway. In the St Asaph Street case this is emphasised through the use of green paint to highlight the conflict areas.

46. The tree pit build-outs along the north side are clearly the subject of regular hits by motor vehicles as indicated in the adjacent Photograph 5. Option 1 involves a proposal to "modify the tree pit kerb design to mitigate damage to car wheels". This apparently involves making the kerbs mountable whereas at the moment all the reflectors placed on the kerbs have been knocked off not by car wheels but by car fenders, sumps etc. I understand that vehicles regularly straddle the pits.

***Photograph 5: Tree Pit Collision Evidence***

47. The Council's safety auditors have suggested once the trees are located the "verticality" provided will reduce the incidents of collisions. I suspect that the current collisions occur during the day when vehicles are attempting to get into the car parking spaces as quickly as possible to get clear of following traffic and otherwise at night when there are no parked cars and the narrow traffic lanes encourage drivers to travel closer to the side of the road.

48. I note that the build-outs are aligned with the outside of the car parking spaces whereas when I worked for the Council and as witnessed by several locations around the city, the build-outs were recessed or not extended as far as the car parking spaces to allow a buffer between the through traffic lane and the build-outs to reduce the possibility of collisions particularly at night. I do not believe that the addition of trees will assist this night time situation particularly and that during the day trees will probably not survive the collisions that are likely to continue to occur.

49. Accordingly I believe the build-outs on the north side should be removed and replaced with build-outs associated with the lanes on the north side of St Asaph Street which would aid pedestrian crossing visibility. These build-outs should be restricted in width to say 1.8m and then with an edgeline for the traffic lanes and the wider markings of the car parking spaces, there will be less probability of the build-outs being hit.

50. I have currently not included all such build-outs in the Option 2 drawings because we require further consultation with Council staff on the preferred locations for such facilities. I note that currently the Option 1 drawings also do not include such facilities. Currently the Option 1 drawings would, for example, require people using the lane adjacent to the Environment Canterbury building to wait on the footpath in the middle of the lane which is also a driveway, to cross the road to the kerb build-outs on the other side of St Asaph Street.

51. An incidental benefit of the removal of the kerb build-outs is the ability to accommodate more kerbside car parking spaces. In total an extra 50 spaces are expected to be provided although some would be lost if suitable build-outs can be identified for the lanes on the north side of St Asaph Street. In general it is proposed that car parking spaces should be 6.5m long which is longer than the general Council standard (6.1m), to allow for smaller cars at least to enter car parking spaces in a forward motion rather than having to reverse into the spaces in the face of following traffic. For spaces adjacent to driveways the length can be reduced to 5.5 or 5.0m because of the easier manoeuvring and the fact that manoeuvring space does not need to be provided within the space. Also to maximise accessibility it is proposed to mark the spaces as indicated in the attached drawings with hatched areas between the car parking spaces to encourage drivers to park in the middle of the spaces so that access to adjacent spaces is easier.

52. It is proposed to straighten the chicane in the cycleway west of Manchester Street as there is no apparent benefit gained from this chicane. This will enable the addition of six car parking spaces on the street. I also note that the Option 1 drawings show (incorrectly) a driveway in the middle of the chicane that does not have an upstream build-out. This is also the situation to the west of Colombo Street where the cycleway has been realigned. So the Option 2 layout without upstream build-outs has already been accepted in these locations as appropriate for both the existing layout and the Option 1 design.

53. The Council have added a speed bump at the eastern driveway to the Police Station where a collision between a vehicle turning left and a cyclist on the cycleway occurred on 10 February 2017. Photograph 6 shows that this driveway has kerb build-outs both upstream and downstream. I am unclear why the Council propose to increase the radius of the build-outs at this driveway as part of Option 1. The gap between the build-outs is currently wider than the Council maximum standard for a commercial driveway. One accident does not confirm a road safety failure but it appears that the strategy associated with the build-outs may not be sound. I reiterate that narrowing the gap between the separator islands and providing speed bumps may be a better means of reducing the risk associated with the conflict between vehicles turning left into a driveway and cyclists on the cycleway.

***Photograph 6: Speed Humps at Police Station Driveway***

54. The gap between the build-outs for the other driveway to the Police Station is even wider and I have observed a vehicle turning into this driveway at relatively high speed and at an acute angle because the kerb build-out has no effect with such width.

55. There has also been a crash recorded between a cyclist and a vehicle turning left into the driveway immediately west of the bus stop between Colombo Street and Durham Street. (See photograph 7.) I understand there was a bus at the bus stop at the time and therefore there was very limited intervisibility between the cyclist on the cycleway and the driver. Again the driveway involved has a large gap between the separator islands whereas a narrower gap could have pushed the left turn vehicle further away from the front of the bus stop providing better visibility.

56. However this is a case where a speed hump would be useful to slow vehicles even more. It may be possible also to implement detector systems to alert drivers and cyclists of the road safety issues when a bus is stopped. As a more general measure it might be desirable to introduce a new regulation that requires drivers to stop before crossing cycleways.


***Photograph 7: Wide Driveway Gap at Cyclist Accident Site***

57. I note that the Option 1 scheme is associated with a reduction in the speed limit to 30km per hour. There is no reason why a similar restriction should not be applied if the Option 2 mitigation measures were adopted.

## Road Safety Audits

58. The Council commissioned a post construction road safety audit in March 2017 and a concept design road safety audit in August 2017 to "consider the safety aspects of the proposed CBD Business Group Option 3A". (Option 3A has since been labelled Option 2.) Elsewhere it is stated that the safety audit team "has been requested to consider the extent to which Option 3A addresses safety concerns compared to the existing layout." The two safety audits were carried out by the same auditor from Beca and by two different colleagues from MWH Stantec. In my opinion therefore the second audit does not represent "an independent review" of a future road project" which is stated as the definition and purpose for the audit. No matter how professional an auditor may be it is human nature to be influenced by opinions expressed in a previous report and difficult to unbiasedly assess alternatives that were not identified in the first safety audit.

59. To obtain a truly independent road safety audit of the CCBG concept (Option 2), an Australian company with experience of working in New Zealand (O'Brien Traffic) was commissioned to undertake a safety audit by the CCBG. Their audit looked solely at the CCBG scheme and while identifying a concern about the conflict between vehicles turning left into driveways and cyclists on the cycleway, they did not recommend providing kerb build-outs as a means of mitigating this safety risk.

60. They identified as a significant risk with the possibility of pedestrians being hit by cyclists while crossing the cycleway. They suggested "greater sight distances" might need to be provided at peak commuter periods when "cyclist speeds could be expected to be reasonably high." However their recommendation in relation to this issue was to consider providing an alternative scheme called a "protected bicycle lane" which does not involve the physical separation on the cycleway inside car parking but includes a cycle lane separated by painted buffer areas as indicated in Figure 4.5 of the attached road safety audit report. As noted previously the Council is committed to the separated cycleway concept and while deficiencies have been acknowledged by all parties, Council budgets do not allow a radical reconstruction of St Asaph Street and therefore only relatively minor mitigation measures as suggested by Options 1 and 2 can be contemplated at this stage.

## Conclusion

61. Having investigated the road safety and convenience issues associated with the existing configuration of St Asaph Street and having been involved in discussions with the Council staff and their consultants regarding a range of possible mitigation measures including Option 1 and Option 2, I have concluded that Option 2 will be the better option for reducing road safety risks and for improving convenience for all road users (pedestrians, cyclists, motorcyclists and drivers).

Tony Penny
TDG

27 October 2018

The Central City Business Group was formed after a number of very passionate, very dedicated and very invested loyal Christchurch CBD business people shared their experiences, thoughts and tales of what they and their tenants were experiencing with the implementation of An Accessible City plan.

We had hoped to have meaningful consultation and discussion with the CCC. This concern and feedback was coming from a large number of people with "skin in the game". People who had invested a huge amount of money and time into rebuilding our city, and who collectively represent a huge amount of businesses and jobs within our CBD. A CBD still very much trying to re-establish its heart. People who only want success for our city, who only want a thriving, vibrant, accessible, successful CBD.

When it became apparent that our engagement and commitment to the process was not being shown the same respect by CCC, we asked ourselves how do we demonstrate that this is not just a few property owners expressing concern. That this is the general feedback we have been hearing from many people whether it be business owners, tenants, staff or general public.

We made the decision to get a survey from the public asking them how they felt. The common feedback we had been hearing for months was about roading changes across the CBD, St Asaph Street in particular and also a high level of frustration by many towards the CCC public feedback processes with comments such as "why bother - they just do what they want" being all too frequent.

So we made the decision to put a survey out there. I need to state very clearly that CCBG would have accepted the results no matter what they stated. If we were wrong about our perceived perception of how the public felt - we would have backed off. But as you will see the results only re-enforce our position.

I sent out our online survey. I posted it on my personal Facebook page and I sent it to many of my business and personal contacts, for example bank staff, tradesman, building industry people, real estate agents and friends as well as our group members. I asked all the people that I sent it to to share with everybody they knew. We wanted to ensure as larger cross section of people completed the survey as possible so that a true reflection of feeling was gaged.

As I have said, we would have accepted the results no matter what they stated. However the results have overwhelmingly reinforced our position taken from the start of this process.

You have a set of the survey questions and responses attached to my written statement suppliedbut I would like to highlight a few for your reference. The first is on page 4 which shows that infactthe survey was completed by a cross selection of people. The Other respondents were mainly alarge number of suburban dwellers/shoppers/people who frequent our CBD and Bus/Transport/Freight drivers. As you will see Business Operators and Property Owners make up the two smallestgroups. You will also see on page 16 that the age is very widely and evenly spread. So then we getto St Asaph Street specific questions. This section was not compulsory to answer so not everybody chose to. 1,360 people did and the results speak for themselves:-

Road Width - 18% satisfied verses 76% dissatisfied (62% being VERY dissatisfied)

Parking - 15% satisfied verses 77% dissatisfied (again 62% being VERY dissatisfied)

General Usability - 18% satisfied verses 75% dissatisfied

Design of Cycle Lanes - 21% satisfied verses 69% dissatisfied

Beautification was the most favourable with 24% being satisfied verses only 56% being dissatisfied

Concrete Buildouts - 15% satisfied verses 66% dissatisfied

But the BIG result was on page 12 - being the two options presented to this committee with an overwhelming 76% - 988 respondents being in support of Option 2. 214 people or 16% of respondents were cyclists, only 3% were property owners as represented by the graph on page 13.

Now lets talk about the Research First results.

Research First became involved because when we approached a media organisation, they informed us that we needed to have an unbiased, totally independent survey done. So at our expense (despite the results that we were getting on our own survey at the time), we agreed to do this. Again because we only want what is right and good for this city, we would listen to what the people had to say. You have a full copy of this report attached to my statement.

Clause 1.2.2 of their report both states how they collected their data and from what area and under Clause 1.2.3 it states their opening line which is very neutral. As you will see in Sub Section 2 - third paragraph they did reverse the question responses around for half the surveys, again ensuring that the survey was completed in an unbiased, fair way. If you turn towards the back of the survey, under Section 6 - Who Took Part of the Research, you will again see that it has covered a very good mix of age and type of user.

So again just highlighting the responses relating to St Asaph Street, they are very similar to our own survey, with the dissatisfaction results far exceeding the satisfaction results!

| St Asaph Street | Research First | CCBG |
|---|---|---|
| Road Width | 22% Satisfied - 71% Dissatisfied | 18% Satisfied - 76% Dissatisfied |
| Parking | 14% Satisfied - 76% Dissatisfied | 15% Satisfied - 77% Dissatisfied |
| General Usability | 25% Satisfied - 59% Dissatisfied | 18% Satisfied - 75% Dissatisfied |
| Design of Cycle Lanes | 33% Satisfied - 56% Dissatisfied | 21% Satisfied - 69% Dissatisfied |
| Beautification | 31% Satisfied - 43% Dissatisfied | 24% Satisfied - 56% Dissatisfied |
| Concrete Buildouts | 21% Satisfied - 68% Dissatisfied | 15% Satisfied - 66% Dissatisfied |

But I think the most overwhelming result was that under Section 4 - Preference for St Asaph Street Design. Once again the independent survey, carried out by the very same firm that the CCC engages with, provided the result showing an overwhelming 72% of respondents wanted Option 2 - a major change to St Asaph Street. More people living, working, owning, driving, cycling and walking on or near St Asaph Street **want option 2** over option 1. Not one group in their own right favour Option 1 - not any one single user group preferred the CCC option 1 - EVERY type of user wanted Option 2 - an overwhelming 72% WANT OPTION 2. Our survey says 76% wanted option 2. Both surveys EXCEED 70%. More than 70% of your people, of your rate payers and citizens want a major change of St Asaph Street.

We have listened to what the Christchurch residents have had to say - now its your turn to not just listen but HEAR what they have said - look at the results. Option 2 is what 72-76% of people surveyed want. Option 2 is your only decision to make.

| | |
|---|---|
| **Before:** | The Transport, Infrastructure and Environment Committee Christchurch City Council |
| **Under:** | The Local Government Act 2002 |
| **In the Matter of:** | The Proposed Changes to the Layout of St Asaph |

**Statement of Anthony Thomas Penny on Behalf of the Central City Business Group Incorporated**

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## MAY IT PLEASE THE COMMITTEE

## Introduction

1. My full name is Anthony Thomas Penny. I am a Fellow of the Institute of Professional Engineers of New Zealand Civil Engineers and I hold a Bachelor Degree in Mathematics and a Bachelor Degree in Civil Engineering from the University of Canterbury. My background of experience includes over 40 years in traffic engineering and transportation planning with the Christchurch City Council, the Department of Transport in the United Kingdom, the MVA Consultancy in Hong Kong and Traffic Design Group (TDG) Limited. I have worked as a traffic engineering specialist on projects throughout New Zealand for over 30 years having been engaged by local authorities and private concerns in many centres to advise on the full range of transportation issues covering safety, management and planning matters.

2. I was on the Blueprint team that recommended the introduction of a slow core for the Christchurch city centre and improved facilities for pedestrians and cyclists. The An Accessible City project of which St Asaph Street is part, evolved after the Blueprint.

3. I have been advising the Central City Business Group (CCBG) regarding its concerns about the existing layout of St Asaph Street for over 6 months.

## Summary

4. I understand that Council staff and their consultants acknowledge that the existing configuration of St Asaph Street between Madras Street and Antigua Street presents some road safety concerns and that some form of mitigation is required albeit within a limited budget. Accordingly the issue facing the Committee is to determine the extent of the mitigation measures to be implemented. Of the two options before the committee, Option 1 includes very minimal changes and does not even adopt all of the recommendations of the latest road safety audit commissioned by the Council. Option 2 supported by the CCBG includes more road safety mitigation measures and accordingly would provide greater benefits but would cost more.

5. The latest road safety audit commissioned by the Council comments that the existing road layout "appears to be operating reasonably well" but goes on to recommend the removal of the kerb extensions (build-outs) on the downstream side of the driveways on the south

side of St Asaph Street and the review of the location of the north side tree pit build-outs. These recommendations are not included in the minor enhancements drawings (Option 1) but are consistent with the Option 2 proposals. Accordingly I question whether Option 1 is a viable option to mitigate the acknowledged road safety concerns. Therefore it is not appropriate in my opinion to compare the costs of the two schemes because the minor enhancements option does not address many of the road safety and efficiency concerns that have been identified.

6. Our initial investigations on behalf of the CCBG identified options that significantly modified the existing design concept. However the Council has made it clear that there is no budget for a major reconfiguration at this time. There have already been two accidents involving cyclists using the cycleway and the Council may need to consider more radical modifications to the scheme at some stage if the future accident record following the current mitigation measures proves to be unacceptable.

7. The only major differences with Option 2 compared with the existing layout and Option 1 is the proposed removal of the kerb build-outs on both sides of driveways on the south side of St Asaph Street and the removal of most build-outs on the north side. I stress that the intention of Option 2 is to improve convenience for all road users and to address existing road safety concerns to the maximum possible extent within a practical budget. It is not aimed at improving the convenience for motorists at the expense of the convenience and safety for cyclists and pedestrians.

8. The submission material indicated that the CCBG scheme recommended the reduction in the width of the northern footpath from 3m to 2m. This is **not** correct. The CCBG were led to believe the Council would be reconstructing the kerb and channel along the north side of St Asaph Street in the near future and accordingly the CCBG raised the possibility of realigning the kerb at that time to create some more road space. The suggestion was to reduce the width of the footpath from 3m to 2.5m **not 2.0m**. Given that the Council have now indicated that the kerb reconstruction is not currently planned, this concept is not part of the short term mitigation measures that comprise Option 2.

9. The removal of kerb build-outs on the downstream side of driveways is supported by the Council safety audit as it becomes easier to access the adjacent car parking spaces in a direct forward manoeuvre. The alternative to this is the existing layout or Option 1 which create potential crash risks by reversing into the spaces after pulling up in the moving traffic

lane and holding up platoons of traffic and/or causing drivers to change into the parallel lane.

10. The removal of the kerb build-outs on the upstream side of driveways similarly enables easier access to the adjacent car parking spaces. Rather than pulling up in the moving traffic lane, drivers will be able to pull up parallel to the kerb in the driveways clear of following traffic and then reverse directly into the parking spaces.

11. With the removal of the build-outs on both sides of driveways, drivers will also be able to pull over more easily clear of the through traffic to drop-off passengers or to make a quick servicing stop. The convenience and safety for these types of activities is part of what makes for a thriving business environment along the street. It is expected that with the existing layout or the Option 1 proposal such activities will become more difficult and dangerous as more redevelopment occurs along the street and empty kerbside car parking spaces become less available and traffic volumes increase.

12. The Council safety audit does not support the removal of the upstream build-outs because, as I understand, they are intended to force drivers turning left into driveways to turn more sharply and to get their vehicle into a position more at right angles to the cycleway where they might be better able to see an approaching cyclist. In my opinion the upstream build-outs are not effective and do not avoid the risk of a collision between vehicles turning into driveways and cyclists because at the critical busy driveways the build-outs are either set back from the driveway and/or the driveways are wider. In this situation drivers can turn less sharply and cross the cycleway faster and at an acute angle.

13. The independent safety audit commissioned by the CCBG does not recommend kerb build-outs either side of driveways.

14. I note that one of the cyclist accidents that have occurred since the opening of the cycleway involved a collision with a car turning into the wide eastern driveway of the police station which has an upstream build-out. In my opinion the inherent risk associated with this conflict is better addressed by narrowing the gap between the separator islands between the cycleway and the adjacent parking at busy driveways and providing speed humps across the gap like those that have now been installed at the police station driveway. These measures can be implemented efficiently as part of the Option 2 works at the same time as the build-outs are removed.

15. The parking spaces upstream of driveways will be set back a minimum of 3m in Option 2 to provide left turning drivers some visibility of approaching cyclists on the cycleway but if this and the other measures recommended are not successful in keeping accidents to a minimum, then it may be necessary to set car parking back further on the upstream side particularly at busy driveways. I note however that the second cyclist accident occurred at a wide driveway immediately downstream of a bus stop where the visibility of the cycleway is unlimited with the first car parking space set back approximately 30m.

16. Other new cycleways such as on Colombo Street north of Bealey Avenue have on-street car parking adjacent to separated cycleways and do not include kerb build-outs. However the driveways are generally narrow and the gaps between the separator islands are similarly narrow which I expect lowers the speed of the critical left turn manoeuvre across the cycleway. I also note that car parking spaces are generally setback only 3m.

17. In my opinion Option 2 goes further than Option 1 in helping to mitigate this conflict and other road safety and efficiency issues associated with the existing configuration along St Asaph Street. Option 2 also increases the number of kerbside car parking spaces currently along both sides of St Asaph Street by some 50 spaces and has the potential to provide more goods vehicle loading zones as well as motorcycle and bicycle parking by replacing some car parking spaces.

18. Accordingly I recommend to the Committee the adoption of Option 2 as the basis for mitigating road safety and efficiency concerns along St Asaph Street.

## Background

19. Since St Asaph Street has been modified to include a cycleway along the southern side of the street, the CCBG have become increasingly concerned regarding the safety and convenience of the transportation environment for pedestrians, cyclists and motorists. There have been 5 mid-block accidents recorded since the construction was completed, 2 of which have involved cyclists and cars colliding at driveways. There have been a further 10 accidents at the intersections along the section of St Asaph Street which has been modified.

20. The fundamental issue in terms of road safety is that the road reserve is a fixed width (20.1m) and the design seeks to fit within that dimension two 3m wide footpaths, a 2m

wide cycleway, a raised separator island between the cycleway and adjacent parking spaces (1.1-1.2m) plus two parking lanes and two lanes of through traffic. The 2m wide cycle lane is provided to allow for cyclists to overtake each other. The separator island is provided to avoid cyclists being hit by car passenger doors opening and to provide an area for car passengers to enter/exit cars clear of the cycleway.

21. The remaining space for parking and the moving traffic lanes varies along the length of St Asaph Street between 11.4 and 11.5m. Accordingly only relatively narrow traffic lanes can be provided (3.2-3.3m). This is less than the desirable lane width of 3.5m specified in the City Council's infrastructure design standards. There are three immediate safety implications with the narrow traffic lanes:

    (i) Higher risk of collisions between vehicles in the adjacent one way lanes particularly with the large number of buses using the street;

    (ii) A risk of car doors being hit by passing vehicles;

    (iii) A risk of cars that are required to reverse into car parking spaces being hit by following cars in platoons of traffic formed by the traffic signals on the one way street.

22. There are still, despite the physical separation of the cycleway, safety risks for cyclists particularly the risk of being in collision with vehicles turning left into driveways across the cycleway. There is also a concern for passengers in cars and other pedestrians crossing St Asaph Street who could be hit by bicycles when crossing the cycleway.

23. My initial instruction from the CCBG was to look at any alternative configurations for the cross sections of road that might involve less road safety risks but which still provided improved convenience for all end users. I have identified a series of options all of which involved segregated cycleways but with alternative ways of widening the road carriageway without affecting the efficiency and safety of the cycleway. Our initial consultation with Council staff indicated that they saw some merit in the alternatives and a preferred scheme was identified for further investigation.

24. However after further consideration the Council staff decided that implementing a radically different scheme would be relatively expensive and that there was insufficient budget to implement such an option. Accordingly it was decided that a lower cost option (Option 2) should be investigated which largely involved retaining the cycleway and separator islands

as existing. While the width of the separator islands adjacent to carparking would be retained, the build-outs adjacent to driveways were identified for removal to ease access to car parking spaces and to provide more space for vehicle drop-off activities.

25. I would like to record at the outset that in my opinion the road safety concerns with the existing layout of St Asaph Street do need to be addressed and appropriately mitigated. Equally I understand that the Council have recognised and accepted that some mitigation is required. The issue being put before the Committee is what extent of mitigation should be adopted.

26. Following the consultation with Council staff to identify an affordable mitigation option, the Council then decided to introduce a new "minor enhancements" proposal and went out to public consultation labelling the minor enhancements scheme Option 1 and the CCBG scheme Option 2. Unfortunately at the time of the request for submissions the CCBG scheme was only schematic and several misrepresentations of Option 2 were included in the request for submissions.

27. For example, it was stated that Option 2 "reduces the width of the northern footpath from 3m to 2m." It has also been separately indicated (at least in newspaper articles) that Option 2 involved widening the islands separating the cycleway from parking from 1.1m to 1.2m. Currently the islands vary from 1.1m to 1.2m at various points along St Asaph Street but in any event the intention of Option 2 is to retain the existing width for all of those sections where there is parking immediately adjacent to the cycleway.

28. Initially the CCBG were given the impression by Council staff that it was proposed to reconstruct the kerb and channel along the north side of St Asaph Street at some stage in the not too distant future. Accordingly Option 2 was determined as allowing for the future realignment with the new kerb and channel and a reduction of the northern footpath from 3m to 2.5m, not 2.0m as set out in the consultation material. However now that we have been informed that there is no immediate plans to reconstruct the kerb and channel along the north side of St Asaph Street, the widening of the road and the narrowing of the footpath is not a practical component of Option 2 because the costs of the reconstruction are too significant to be regarded as mitigation measures in the necessary timeframe and without appropriate Council budget.

29. Option 2 has been costed at $1.2m compared with $200,000 for Option 1. I understand that the estimate for Option 2 does not include realigning the kerb and channel on the

north side and narrowing the footpath but it may wrongly include for widening the island adjacent to the cycleway. In any event I do not believe that the cost comparison is relevant because Option 1 does not effectively mitigate road safety concerns, including not adopting the recommendations of the Council's latest road safety audit.

## Differences Between Option 1 and Option 2

30. I would like to emphasise that Option 2 substantially retains the general configuration that has been constructed in St Asaph Street. It retains the existing 3.0m wide footpaths, the 2.0m wide cycleway, the existing separator island between the cycleway and adjacent car parking, two parking lanes and two traffic lanes. The only major differences between Option 1 and Option 2 are the removal of the kerb build-outs either side of some driveways and the removal of the tree pit build-outs on the northern side.

31. I understand that Option 1 does not adopt the recommendations of the Council's road safety audits for the reconfiguration of the road markings to provide edgelines to provide narrow shoulders on either side of the road adjacent to the car parking. Option 2 does.

32. As indicated in the schematic layout of Option 2, I believe it would be an improvement to provide build-outs adjacent to the new pedestrian and shared use lanes being formed to the north side of St Asaph Street at suitable midblock locations to make it safer and easier for pedestrians to cross St Asaph Street. However I note that the Council's Option 1 drawings do not include these features and the preferred locations. Accordingly they have not all been included in the latest Option 2 drawings attached to my evidence. However they could be added following further consultation with Council's advisors.

33. Option 2 can include the installation of two goods vehicle loading zones as indicated for Option 1. Similarly further cycle parking stands can be provided but it is suggested that they would be better located on the footpath parallel to the kerb as currently positioned outside the Avanti cycle shop on the corner of Colombo Street.

34. The Council report on Option 1 indicates that providing cycle stands on the kerb build-outs will improve the visibility of the build-outs. I would suggest that it increases the chances of the bicycles attached to the stands being damaged in collision with manoeuvring vehicles as has occurred with the stands near the intersection of Durham Street as indicated in the following Photograph 1. Locating the cycle stands on the outside of the footpath does not

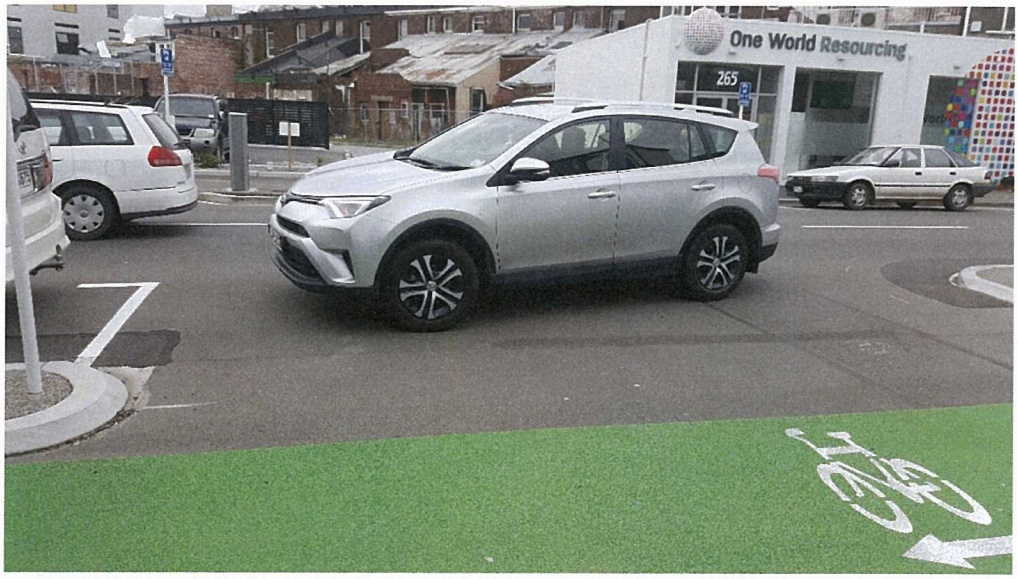
substantially restrict pedestrian space as this area of the footpath is already occupied by street trees, power poles and advertising signs for adjacent businesses.


***Photograph 1: Damaged Cycle Stand***

## Option 2

35. The removal of the kerb build-outs downstream from driveways enables the first car parking space to be accessed directly without the driver having to stop the vehicle in the moving traffic lane and reverse into the space, after holding up traffic and risking nose-to-tail collisions with vehicles or causing vehicles to swerve into the adjacent lane and colliding with parallel vehicles. **Figure 1** indicates these two alternative parking manoeuvres. To date I have not been able to discover the purpose of these downstream build-outs in terms of aiding road safety or convenience. The only possible purpose I can see is to reduce the possibility of a collision between a vehicle turning left out of a driveway and a car parked in the adjacent space. However this appears to be less beneficial than the approved road safety and efficiency effects associated with being able to access the car parking space directly.

36. I also note that there are several driveways already with the existing layout where there are no kerb build-outs as shown in the adjacent Photograph 2. Furthermore, the Council's latest road safety audit recommends the removal of the downstream build-outs.




***Photograph 2: Car Drop-off Intrudes into Traffic Lane (even without downstream build-out)***

37. The removal of the kerb build-outs on the upstream side of the driveways also helps to improve access to the first car park upstream of the driveway. In this situation a driver can pull off the through traffic lane into the parallel space in front of the driveway and then reverse directly into the car parking space. With the existing kerb build-outs drivers are generally required to pull up in the moving traffic lane and reverse into the space with again the potential for vehicle collisions. The respective manoeuvres between the two options is indicated in **Figure 2**.

38. **Figure 3** demonstrates that the removal of kerb build-outs upstream and downstream of driveways creates additional space clear of the main through traffic lanes for vehicles to pull over for drop-off and short term servicing activities. With the build-outs such vehicles partially intrude into the through traffic lane as indicated in Photograph 2. These activities are very much part of the everyday operation of a successfully functioning street in an urban environment. Taxi drivers, for example, will drop off (and pick up) passengers at the nearest location to their destination and will not search for an empty car parking space if there are none nearby.

39. Similarly small trucks making deliveries such as the truck in Photograph 3 delivering food to a restaurant will not park in a goods loading zone at the other end of the block when their delivery could only take 30 seconds. The driveway in Photograph 3 does not have a downstream build-out and the driver was able to pull into the adjacent empty car parking space generally clear of the traffic lane. Without the upstream kerb build-out (and a

downstream build-out) this truck would be able to pull completely out of the through traffic lane as indicated in Figure 3 even if the downstream car parking space were not empty.

***Photograph 3: Short Stay Servicing***

40. It is expected that with the existing layout or the Option 1 proposal such activities will become more difficult and dangerous as more redevelopment occurs along the street and empty kerbside car parking spaces become less available and traffic volumes increase.

41. As part of the work involved with removing the kerb build-outs it would be possible to also extend the separator island at driveways to reduce the gap provided for the driveways in order to encourage slower manoeuvring particularly into the driveway. This could be further enhanced by including speed bumps such as have recently been installed between the build-outs for the eastern driveway to the current Police Station site west of Montreal Street on St Asaph Street. Presumably this was in response to an accident where a cyclist collided with a car turning left into this driveway. I note this occurred in spite of the upstream build-out at this intersection. These changes are expected to be only necessary where a gap is currently wider than it needs to be and where the driveways are heavily utilised.

42. I understand the build-outs on the upstream side of the driveways are intended to encourage drivers turning left into the driveway to make a sharp turn such that the vehicle assumes a position closer to a right angle prior to reaching the cycleway and the driver has a better view of approaching cyclists. However Figure 4 shows that by the time the vehicle reaches the cycleway it is only at an angle of approximately 50° to the cycleway. The driver

needs to be able to observe the cycleway sometime before reaching the cycleway so the vehicle will then be at an even lower angle.

43. Currently the busier driveways tend to be wider and so vehicles are more inclined to sweep a bigger path to the other side of the driveway crossing the cycleway at a higher speed. Therefore the build-outs are not effective in my opinion. Also in many cases such as in the adjacent Photograph 4 the build-outs are set back from the upstream edge of the driveway and therefore are even less effective for the proposed purpose.


***Photograph 4: Upstream Build-out Set Back***

44. I acknowledge that this conflict is the most significant road safety issue with the current configuration of St Asaph Street. Option 2 seeks to mitigate this effect by narrowing the gap between the separator islands, adding speed bumps at busy driveways and by setting back the first car parking space upstream of the driveway by at least 3m.

45. In this regard I note that the existing cycleway schemes installed already in Christchurch, for example, on Colombo Street north of Bealey Avenue, do not have any kerb build-outs and the upstream car parking spaces are generally set back 3m. The utilisation of car parking on certain sections of Colombo Street adjacent to the cycleway is heavy so intervisibility is an issue. However driveways are generally narrow and the gaps between the separator islands are similarly narrow which I expect lowers the speed of the critical left turn manoeuvres across the cycleway. This cycleway also includes a flush concrete strip across the driveways on the line of the kerb adjacent to the parking lane. That could also help to

emphasise the change in environment from the street to the cycleway. In the St Asaph Street case this is emphasised through the use of green paint to highlight the conflict areas.

46. The tree pit build-outs along the north side are clearly the subject of regular hits by motor vehicles as indicated in the adjacent Photograph 5. Option 1 involves a proposal to "modify the tree pit kerb design to mitigate damage to car wheels". This apparently involves making the kerbs mountable whereas at the moment all the reflectors placed on the kerbs have been knocked off not by car wheels but by car fenders, sumps etc. I understand that vehicles regularly straddle the pits.

***Photograph 5: Tree Pit Collision Evidence***

47. The Council's safety auditors have suggested once the trees are located the "verticality" provided will reduce the incidents of collisions. I suspect that the current collisions occur during the day when vehicles are attempting to get into the car parking spaces as quickly as possible to get clear of following traffic and otherwise at night when there are no parked cars and the narrow traffic lanes encourage drivers to travel closer to the side of the road.

48. I note that the build-outs are aligned with the outside of the car parking spaces whereas when I worked for the Council and as witnessed by several locations around the city, the build-outs were recessed or not extended as far as the car parking spaces to allow a buffer between the through traffic lane and the build-outs to reduce the possibility of collisions particularly at night. I do not believe that the addition of trees will assist this night time situation particularly and that during the day trees will probably not survive the collisions that are likely to continue to occur.

49. Accordingly I believe the build-outs on the north side should be removed and replaced with build-outs associated with the lanes on the north side of St Asaph Street which would aid pedestrian crossing visibility. These build-outs should be restricted in width to say 1.8m and then with an edgeline for the traffic lanes and the wider markings of the car parking spaces, there will be less probability of the build-outs being hit.

50. I have currently not included all such build-outs in the Option 2 drawings because we require further consultation with Council staff on the preferred locations for such facilities. I note that currently the Option 1 drawings also do not include such facilities. Currently the Option 1 drawings would, for example, require people using the lane adjacent to the Environment Canterbury building to wait on the footpath in the middle of the lane which is also a driveway, to cross the road to the kerb build-outs on the other side of St Asaph Street.

51. An incidental benefit of the removal of the kerb build-outs is the ability to accommodate more kerbside car parking spaces. In total an extra 50 spaces are expected to be provided although some would be lost if suitable build-outs can be identified for the lanes on the north side of St Asaph Street. In general it is proposed that car parking spaces should be 6.5m long which is longer than the general Council standard (6.1m), to allow for smaller cars at least to enter car parking spaces in a forward motion rather than having to reverse into the spaces in the face of following traffic. For spaces adjacent to driveways the length can be reduced to 5.5 or 5.0m because of the easier manoeuvring and the fact that manoeuvring space does not need to be provided within the space. Also to maximise accessibility it is proposed to mark the spaces as indicated in the attached drawings with hatched areas between the car parking spaces to encourage drivers to park in the middle of the spaces so that access to adjacent spaces is easier.

52. It is proposed to straighten the chicane in the cycleway west of Manchester Street as there is no apparent benefit gained from this chicane. This will enable the addition of six car parking spaces on the street. I also note that the Option 1 drawings show (incorrectly) a driveway in the middle of the chicane that does not have an upstream build-out. This is also the situation to the west of Colombo Street where the cycleway has been realigned. So the Option 2 layout without upstream build-outs has already been accepted as appropriate for both the existing layout and the Option 1 design.

53. The Council have added a speed bump at the eastern driveway to the Police Station where a collision between a vehicle turning left and a cyclist on the cycleway occurred on 10 February 2017. Photograph 6 shows that this driveway has kerb build-outs both upstream and downstream. I am unclear why the Council propose to increase the radius of the build-outs at this driveway as part of Option 1. The gap between the build-outs is currently wider than the Council maximum standard for a commercial driveway. One accident does not confirm a road safety failure but it appears that the strategy associated with the build-outs may not be sound. I reiterate that narrowing the gap between the separator islands and providing speed bumps may be a better means of reducing the risk associated with the conflict between vehicles turning left into a driveway and cyclists on the cycleway.

***Photograph 6: Speed Humps at Police Station Driveway***

54. The gap between the build-outs for the other driveway to the Police Station is even wider and I have observed a vehicle turning into this driveway at relatively high speed and at an acute angle because the kerb build-out has no effect with such width.

55. There has also been a crash recorded between a cyclist and a vehicle turning left into the driveway immediately west of the bus stop between Colombo Street and Durham Street. (See photograph 7.) I understand there was a bus at the bus stop at the time and therefore there was very limited intervisibility between the cyclist on the cycleway and the driver. Again the driveway involved has a large gap between the separator islands whereas a narrower gap could have pushed the left turn vehicle further away from the front of the bus stop providing better visibility.

56. However this is a case where a speed hump would be useful to slow vehicles even more. It may be possible also to implement detector systems to alert drivers and cyclists of the road safety issues when a bus is stopped. As a more general measure it might be desirable to introduce a new regulation that requires drivers to stop before crossing cycleways.


***Photograph 7: Wide Driveway Gap at Cyclist Accident Site***

57. I note that the Option 1 scheme is associated with a reduction in the speed limit to 30km per hour. There is no reason why a similar restriction should not be applied if the Option 2 mitigation measures were adopted.

## Road Safety Audits

58. The Council commissioned a post construction road safety audit in March 2017 and a concept design road safety audit in August 2017 to "consider the safety aspects of the proposed CBD Business Group Option 3A". (Option 3A has since been labelled Option 2.) Elsewhere it is stated that the safety audit team "has been requested to consider the extent to which Option 3A addresses safety concerns compared to the existing layout." The two safety audits were carried out by the same auditor from Beca and by two different colleagues from MWH Stantec. In my opinion therefore the second audit does not represent "an independent review" of a future road project" which is stated as the definition and purpose for the audit. No matter how professional an auditor may be it is human nature to be influenced by opinions expressed in a previous report and difficult to unbiasedly assess alternatives that were not identified in the first safety audit.

59. To obtain a truly independent road safety audit of the CCBG concept (Option 2), an Australian company with experience of working in New Zealand (O'Brien Traffic) was commissioned to undertake a safety audit by the CCBG. Their audit looked solely at the CCBG scheme and while identifying a concern about the conflict between vehicles turning left into driveways and cyclists on the cycleway, they did not recommend providing kerb build-outs as a means of mitigating this safety risk.

60. They identified as a significant risk with the possibility of pedestrians being hit by cyclists while crossing the cycleway. They suggested "greater sight distances" might need to be provided at peak commuter periods when "cyclist speeds could be expected to be reasonably high." However their recommendation in relation to this issue was to consider providing an alternative scheme called a "protected bicycle lane" which does not involve the physical separation on the cycleway inside car parking but includes a cycle lane separated by painted buffer areas as indicated in Figure 4.5 of the attached road safety audit report. As noted previously the Council is committed to the separated cycleway concept and while deficiencies have been acknowledged by all parties, Council budgets do not allow a radical reconstruction of St Asaph Street and therefore only relatively minor mitigation measures as suggested by Options 1 and 2 can be contemplated at this stage.

## Conclusion

61. Having investigated the road safety and convenience issues associated with the existing configuration of St Asaph Street and having been involved in discussions with the Council staff and their consultants regarding a range of possible mitigation measures including Option 1 and Option 2, I have concluded that Option 2 will be the better option for reducing road safety risks and for improving convenience for all road users (pedestrians, cyclists, motorcyclists and drivers).

Tony Penny
TDG

27 October 2018

# STATEMENT OF ANTHONY PENNY

## ATTACHMENTS

| ATTACHMENT | NO |
|---|---|
| Option 2 – St Asaph Street Road Safety Mitigation Design Drawings<br>Sheet 1<br>Sheet 2<br>Sheet 3<br>Sheet 4<br>Sheet 5 | 1 |
| St Asaph Street Road Safety Mitigation – Manoeuvre comparison between Options 1 and 2<br>Figure 1 (TR1)<br>Figure 2 (TR2)<br>Figure 3 (TR3)<br>Figure 4 (TR4) | 2 |
| Christchurch Cycleway Concept – Concept Design Road Safety Audit, Obrien Traffic, October 2017 | 3 |

**ATTACHMENT 1**

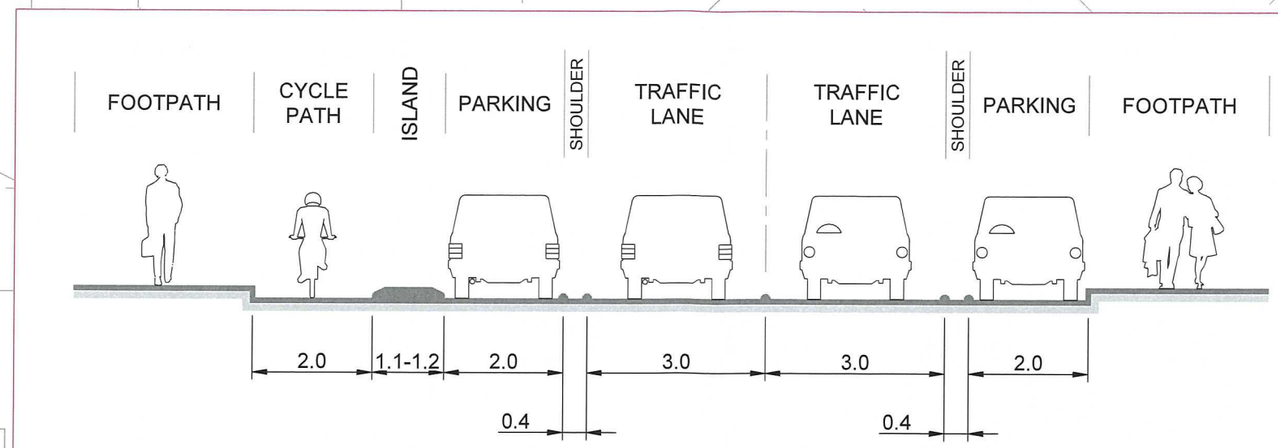
**Option 2 – St Asaph Street Road Safety Mitigation Design Drawings**

**Sheets 1 to 5**

# ATTACHMENT 2

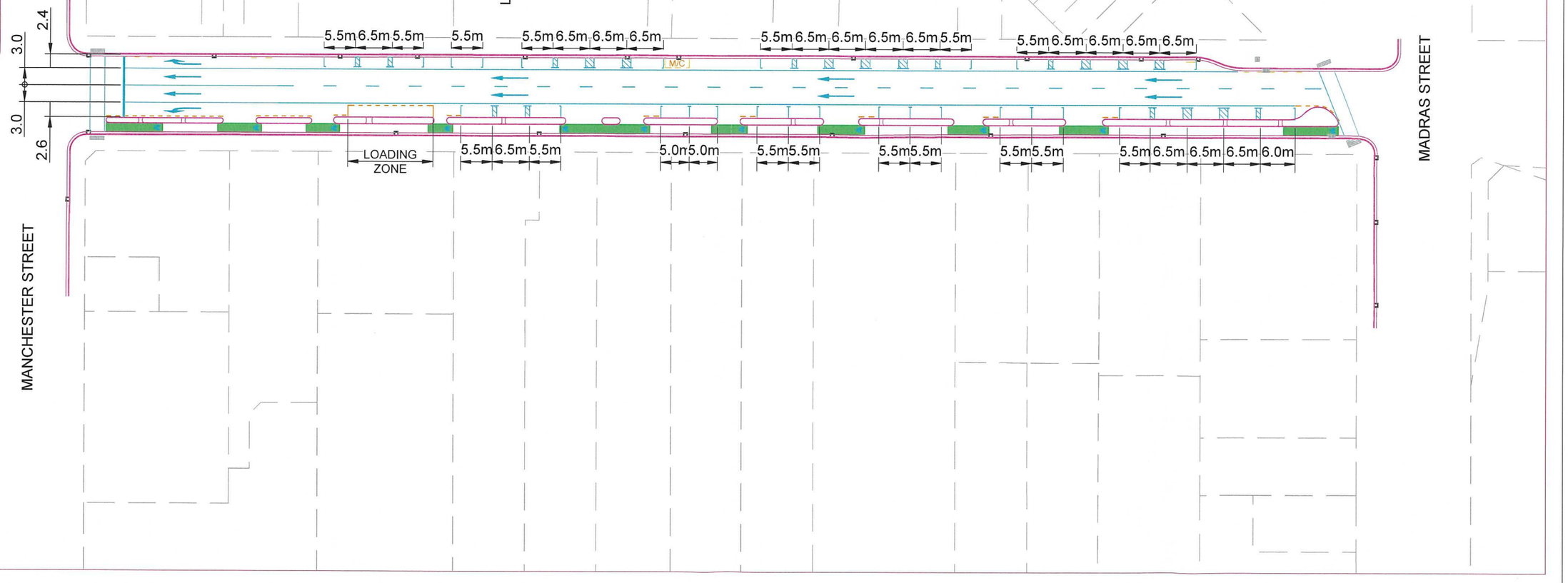
## St Asaph Street Road Safety Mitigation – Manoeuvre comparison between Options 1 and 2

## Figures 1 to 4 (TR1-TR4)




TYPICAL CROSS SECTION
ST ASAPH STREET

LANE

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| B | 26/10/2017 | MP | EDITS TO CAR PARKING | | |

# ST ASAPH STREET ROAD SAFETY MITIGATION

OPTION 2

| | | |
|---|---|---|
| DRN: AKJ | DATE: 20/10/2017 | REV: 0 |
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| DWG NO: 14661_C2B | | |

TDG

1

SHT 1 OF 1

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REFER FIG 1 FOR
TYPICAL CROSS SECTION

ST ASAPH STREET

LANE

COLOMBO STREET

MANCHESTER STREET

6.0m 5.5m 5.5m 5.5m 5.5m 5.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 5.5m 5.5m 6.5m 6.5m

2.6 3.0 3.0 2.6

5.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m

LOADING ZONE 6.5m 6.5m 6.5m 6.5m 6.5m 5.5m

5.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.5m 6.0m

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| B | 26/10/2017 | MP | EDITS TO CAR PARKING | | |

# ST ASAPH STREET ROAD SAFETY MITIGATION

OPTION 2

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| DWG NO: 14661_C2B | | |

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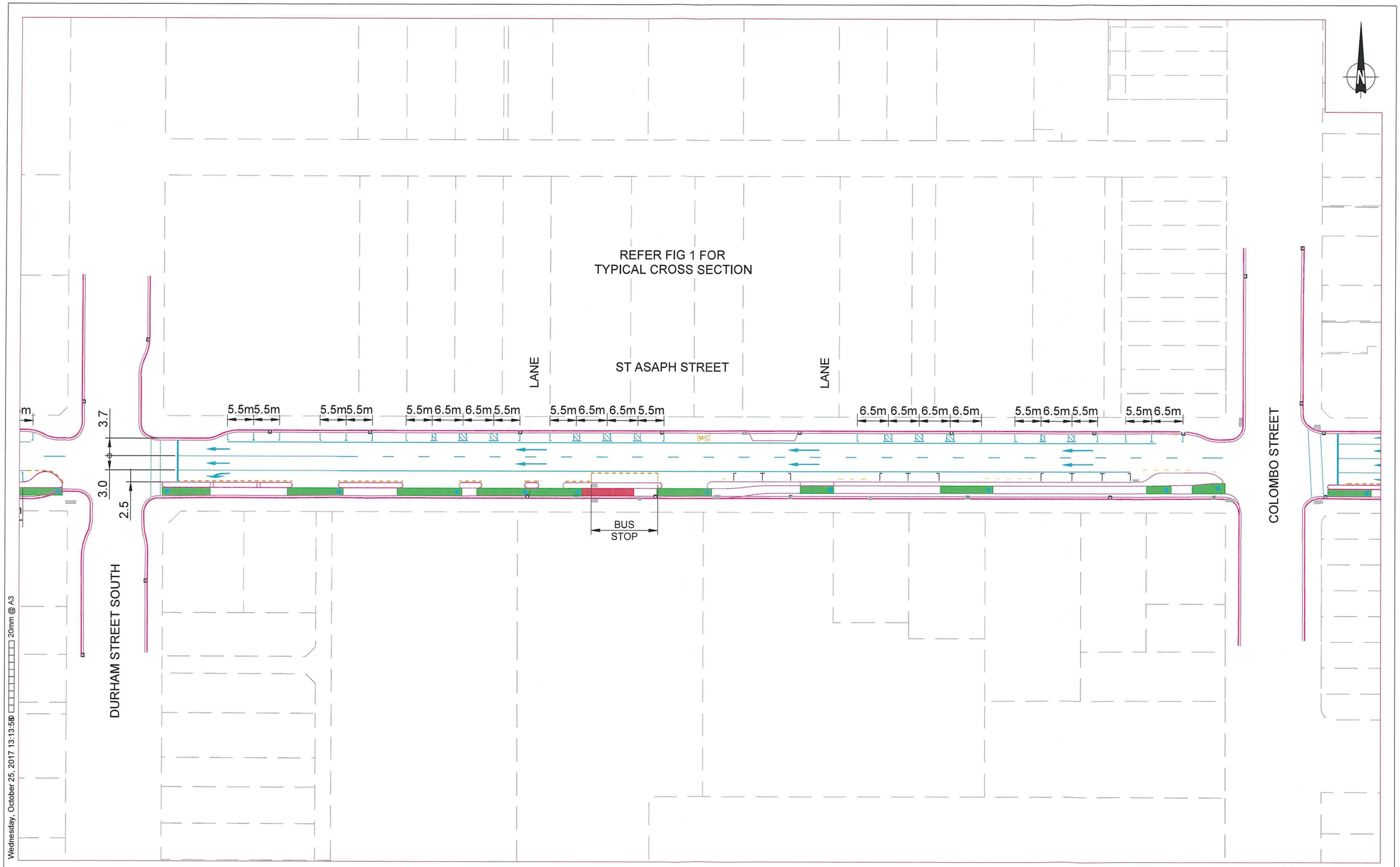


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| B | 26/10/2017 | MP | EDITS TO CAR PARKING | | |

# ST ASAPH STREET ROAD SAFETY MITIGATION

OPTION 2

DRN: AKJ | DATE: 20/10/2017 | REV: 0

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STATUS:

DWG NO: 14661_C2B

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3

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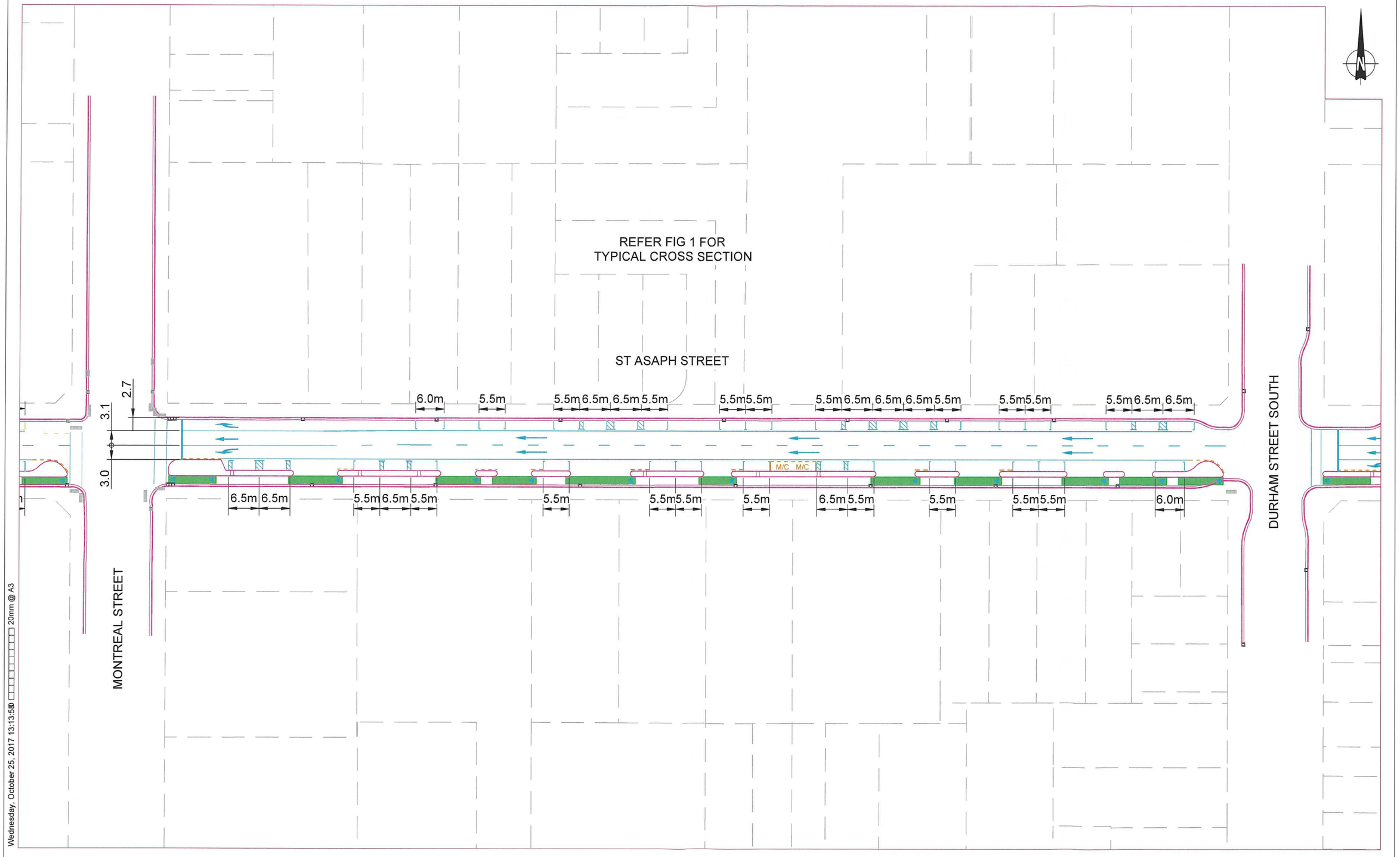


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# ST ASAPH STREET ROAD SAFETY MITIGATION

OPTION 2

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|---|---|---|
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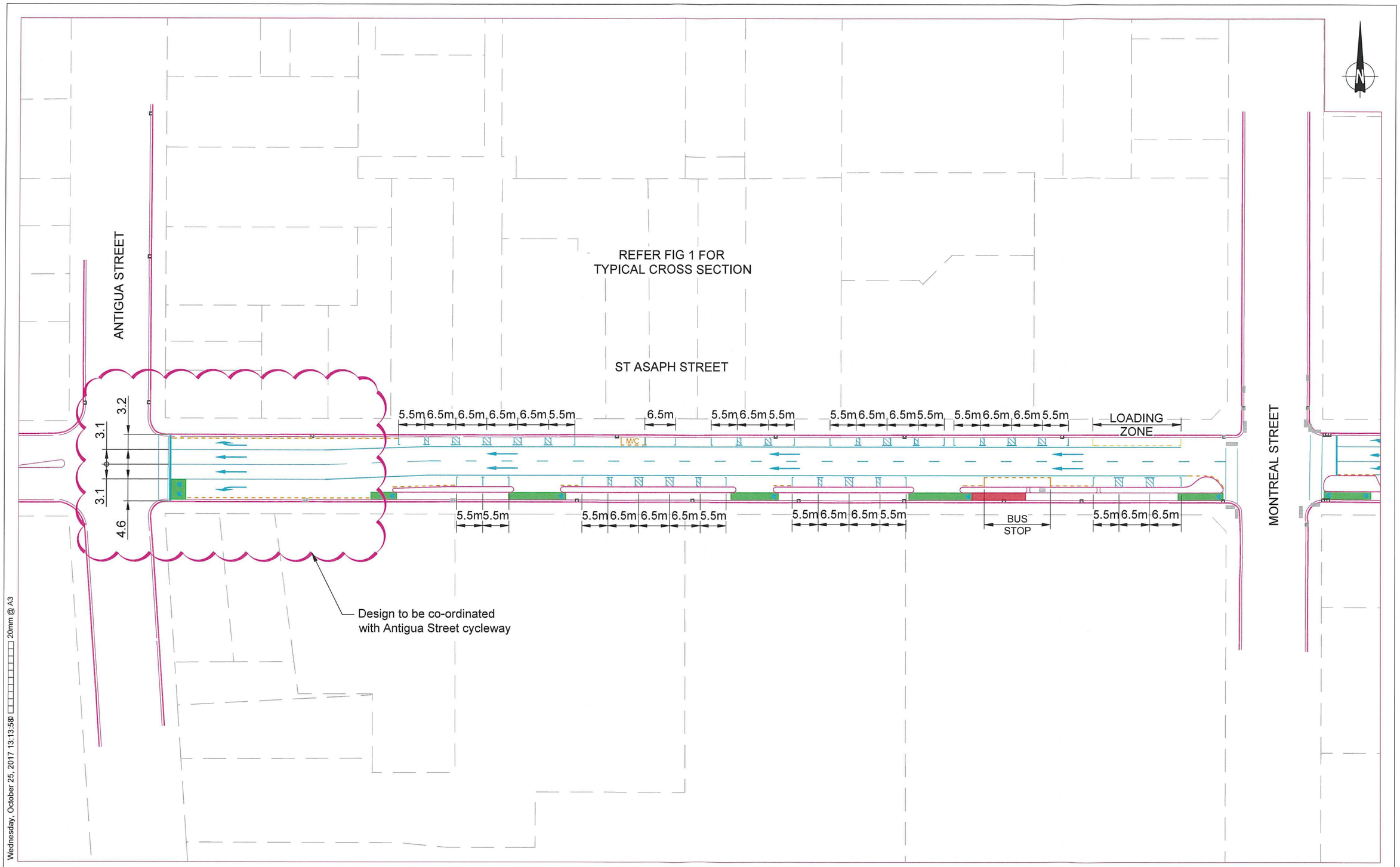


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# ST ASAPH STREET ROAD SAFETY MITIGATION

OPTION 2

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|---|---|---|
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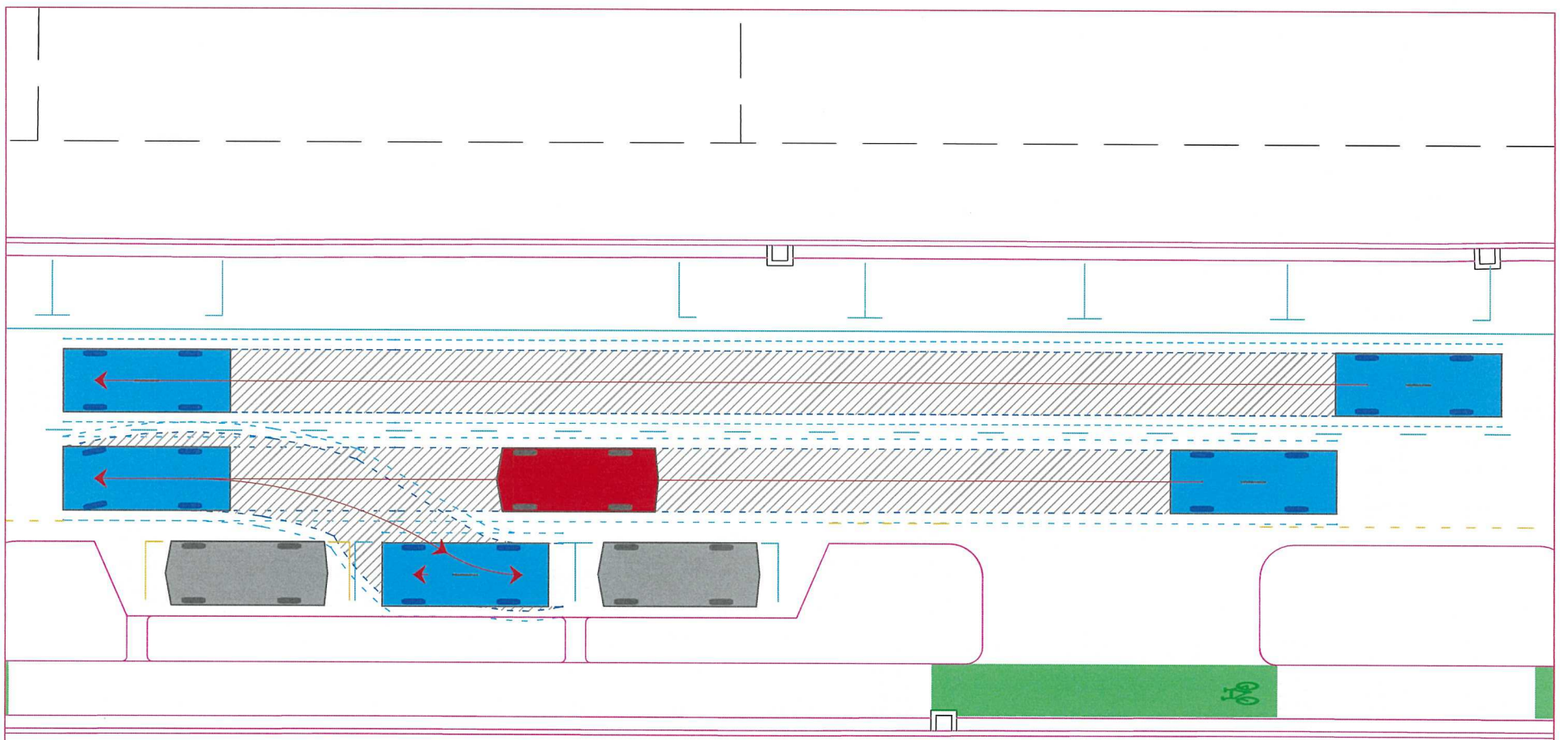

## OPTION 1

DOWNSTREAM BUILD-OUT AT DRIVEWAY REQUIRING
REVERSE MANOEUVRE IMPACTING ON THROUGH LANE



## OPTION 2

NO BUILD-OUT AT DRIVEWAY ALLOWING DIRECT
ACCESS TO PARKING CLEAR OF THROUGH LANE

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# ST ASAPH STREET ROAD SAFETY MITIGATION

## DOWNSTREAM PARKING MANOEUVRE

TDG

TR1

SCALE: 1:250 @ A4

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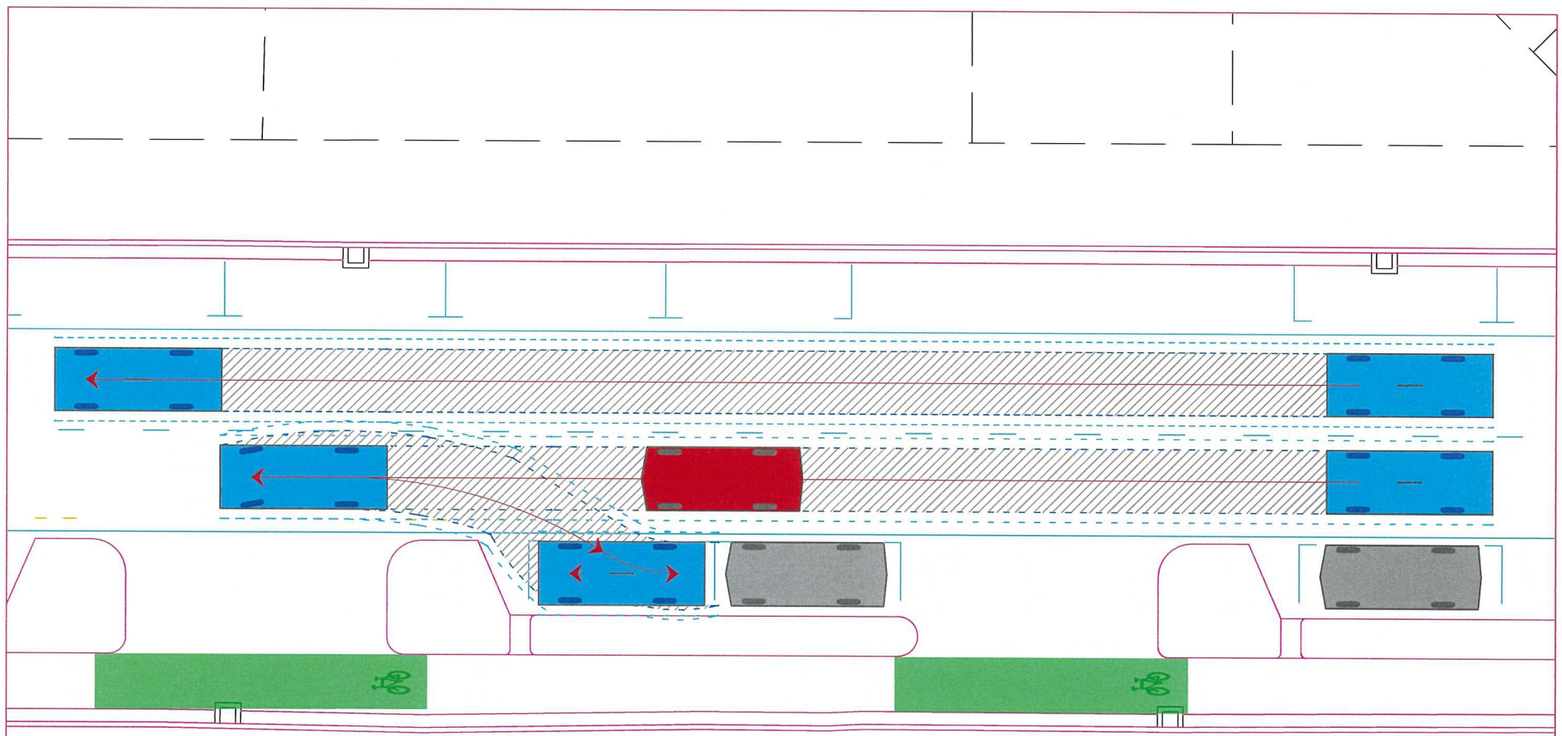

## OPTION 1

UPSTREAM BUILD-OUT AT DRIVEWAY REQUIRING
REVERSE MANOEUVRE IMPACTING ON THROUGH LANE



## OPTION 2

NO BUILD-OUT AT DRIVEWAY ALLOWING CLEAR PASSAGE OF THROUGH LANE

# ST ASAPH STREET ROAD SAFETY MITIGATION

## UPSTREAM PARKING MANOEUVRE

TDG

TR2

SCALE: 1:250 @ A4

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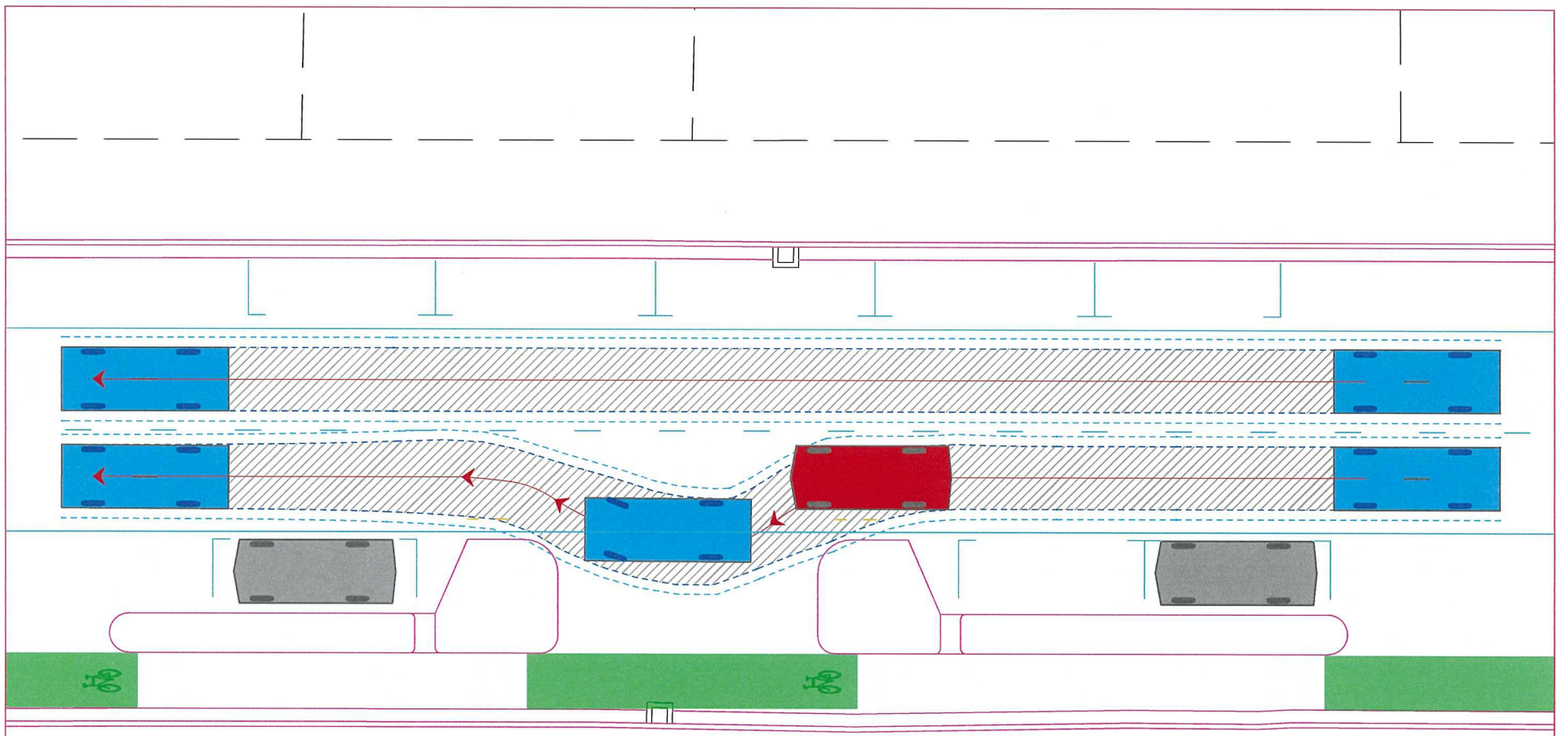
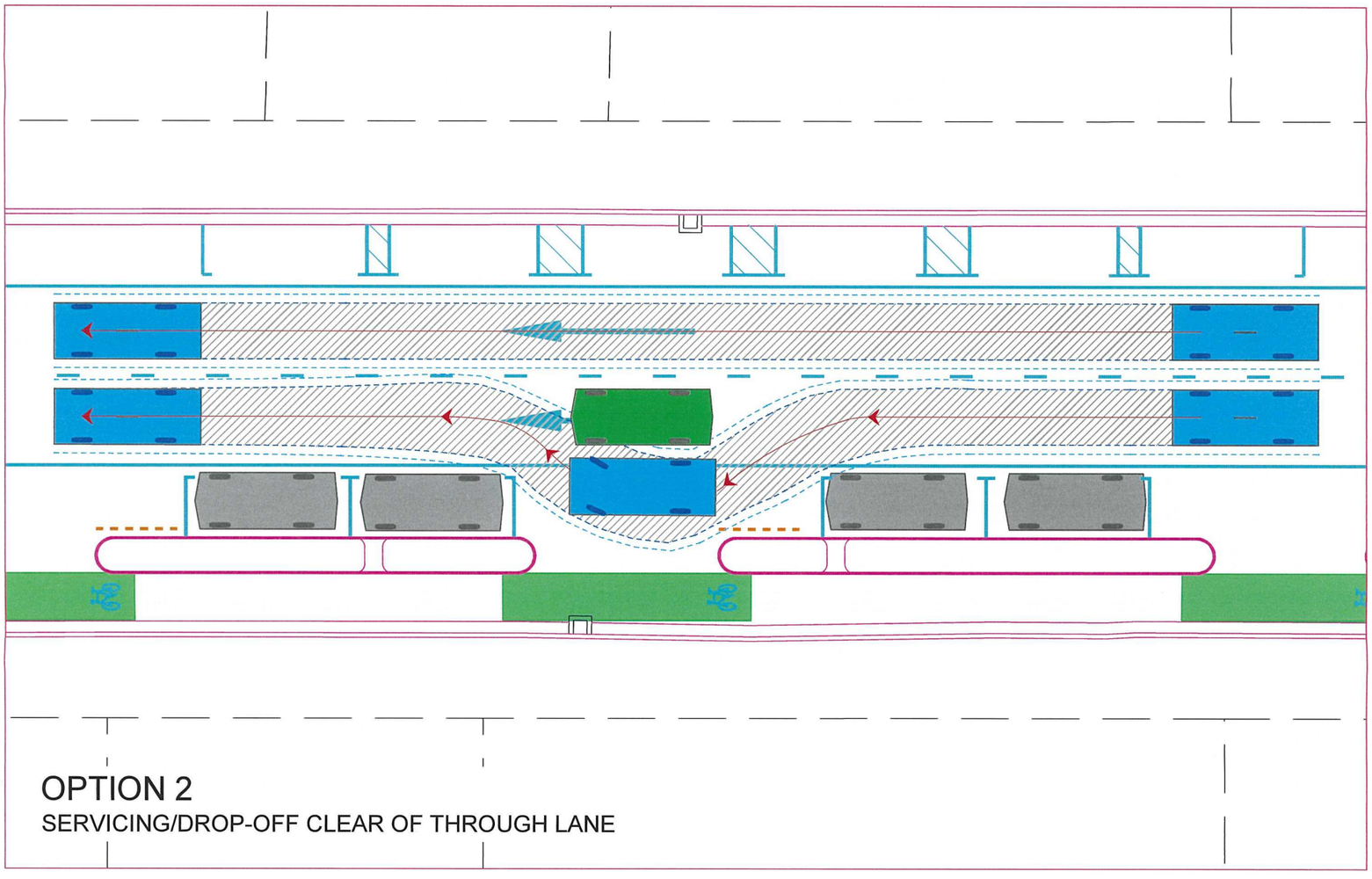


OPTION 1

SERVICING/DROP-OFF IMPACTING ON THROUGH LANE



OPTION 2

SERVICING/DROP-OFF CLEAR OF THROUGH LANE

Wednesday, October 25, 2017 13:13:58 20mm @ A3

# ST ASAPH STREET ROAD SAFETY MITIGATION

## PULL OVER MANOEUVRE

TDG

TR3

SCALE: 1:250 @ A4

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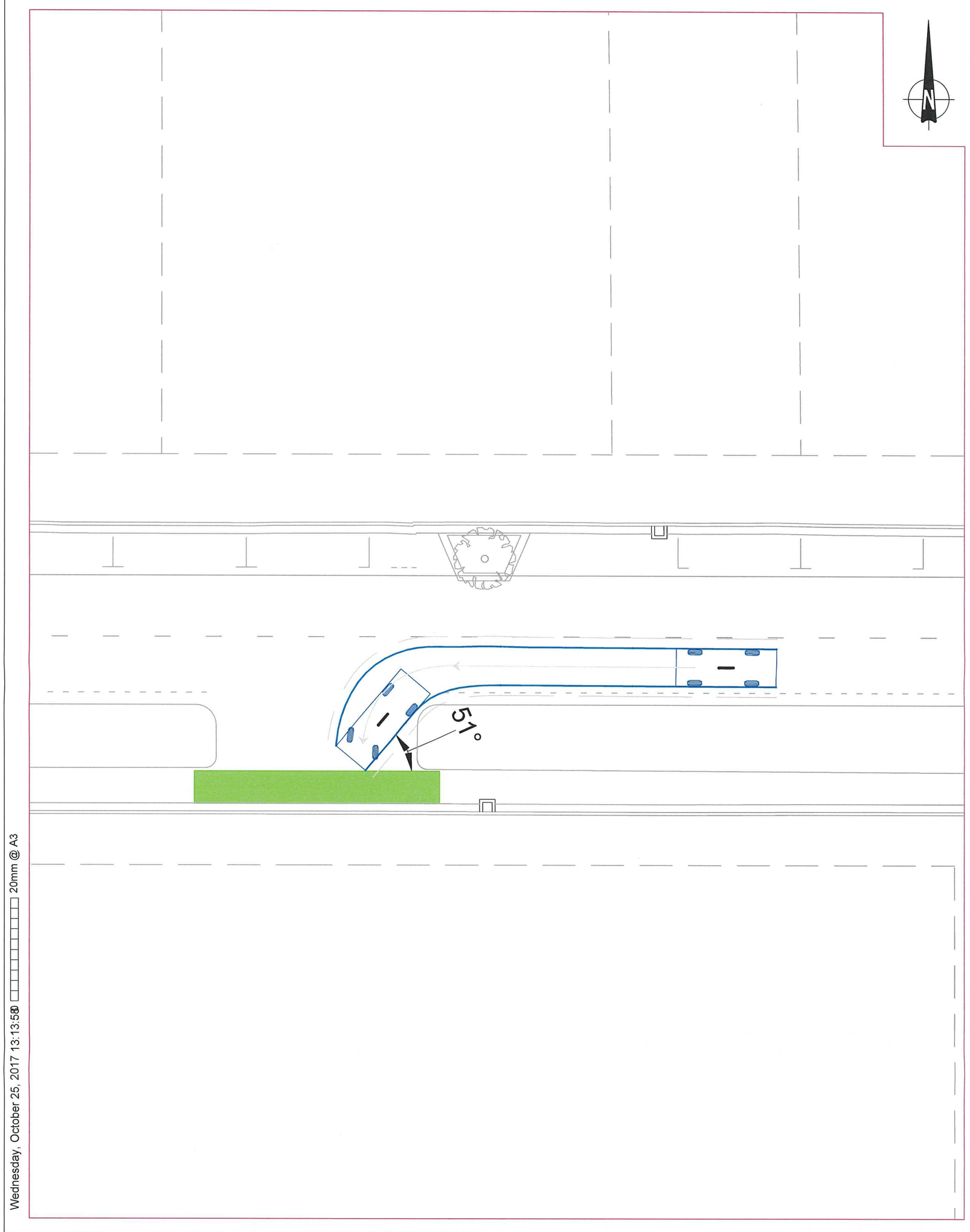


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# ST ASAPH STREET ROAD SAFETY MITIGATION

## LEFT TURN MANOEUVRE WITH UPSTREAM BUILD OUT

TDG

TR4

SCALE: 1:250 @ A4

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**ATTACHMENT 3**

**Christchurch Cycleway Concept – Concept Design Road Safety Audit, O'Brien Traffic, October 2017**

**Unit 21, The Tannery, Woolston**

**Annex Developments Limited**

**Mitchelli's Deli & Cafe Limited**

ROAD SAFETY AUDIT

# CHRISTCHURCH CYCLEWAY CONCEPT

# CONCEPT DESIGN ROAD SAFETY AUDIT

October 2017

*Client:*

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*Principal Consultant*
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# TABLE OF CONTENTS

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# 1. INTRODUCTION

## 1.1 Safety Audit Definition and Purpose

Road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The safety audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc.), carried out by an independent competent team who identify and document road safety concerns.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

*To deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.*

A road safety audit should desirably be undertaken at the following project milestones:

- Feasibility or Concept Design;
- Scheme or Preliminary Design;
- Detailed Design;
- Post Construction;
- Existing Conditions.

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of mitigating the road safety concerns identified should also be considered.

In accordance with the procedures set down in the revised draft NZ Transport Agency Guideline "Road Safety Audit Procedures for Projects" (Interim Release May 2013) this is a report to the client who then refers the report to the designer. The designer should consider the report and comment to the client on each of the

concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the safety audit report recommendation.

For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision and action taken.

A copy of the report including the designer's response to the client and the client's decision on each recommendation shall be given to the road safety audit team leader as part of the feedback loop. The road safety audit team leader will disseminate this to team members.

This is a Concept Design Road Safety Audit.

## 1.2 The project

The project involves preparing a typical design scheme for a one-way street (St Asaph Street) in central Christchurch to improve facilities for safe cycling.

The 'typical concept design' drawing for the project was prepared by TDG Consultants.

## 1.3 This audit

The desk-top audit was carried out in Melbourne on 23 and 24 October 2017. The SAT was briefed by the client through an exchange of emails and a brief discussion..

## 1.4 The Audit Team

The audit team comprised:

- Andrew O'Brien, Chairman & Director, O'Brien Traffic - VicRoads Accredited Senior Road Safety Auditor - audit team leader.
- Jemima Macaulay, Associate, O'Brien Traffic - VicRoads Accredited Senior Road Safety Auditor.

No site visit was made as this is a 'desk-top' audit.

## 1.5 Previous Audits

No other road safety audits have previously been undertaken.

## 1.6 Information Available for Audit

The following information was used to conduct the audit:

- Concept design plans prepared by Traffic Design Group;
- A set of photographs pertaining to the accesses along the section of street.

## 1.7 Audit Process & Format

This road safety audit was carried out, as far as practicable, in accordance with the NZ Transport Agency Guidelines "Road Safety Audit Procedures for Projects" (Interim Release May 2013). The ranking system used in this report takes into account the likely frequency of a crash occurring, and the likely injury outcome. The safety concerns are ranked based on documented or perceived risk. Risk may be documented in available crash research. Perceived risk may be based on the expected crash frequency (all severities) and the expected severity of the outcomes.

The expected crash frequency is qualitatively assessed on the basis of expected exposure and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, types of road users, and type of vehicle(s) involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, can help with understanding the likely crash types, frequency and severity that may result from a particular concern. The adopted frequencies are set out in Table 1.

Table 1: Frequency of concern leading to a crash

| Frequency | Description |
|---|---|
| Frequent | Twice or more per year |
| Common | Once every 1 to 2 years |
| Occasional | Once every 2 to 8 years |
| Infrequent | Less often than once in 8 years |

The frequency and severity ratings are used together to develop a combined qualitative ranking for each safety concern using the Assessment Matrix in **Table 2**. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

**Table 2: Assessment matrix**

| Likelihood of death or serious injury | Probability of a crash | | | |
|---|---|---|---|---|
| | Frequent | Common | Occasional | Infrequent |
| Very Likely | Serious | Serious | Significant | Moderate |
| Likely | Serious | Significant | Moderate | Moderate |
| Unlikely | Significant | Moderate | Minor | Minor |
| Very Unlikely | Moderate | Minor | Minor | Minor |

While all safety concerns should be considered for action, the client or nominated project manager will decide what course of action will be adopted based on the guidance given in this ranking process, and also by considering factors other than safety. As a guide, a suggested action for each concern category is given in Table 3.

**Table 3: Categories of concern**

| CONCERN | Suggested Action |
|---|---|
| Serious | Major concern that must be addressed and requires changes to avoid serious safety consequences. |
| Significant | Significant concern that should be addressed and requires changes to avoid serious safety consequences. |
| Moderate | Moderate concern that should be addressed to improve overall safety. |
| Minor | Minor concern that may be addressed to improve overall safety. |
| Comment | A concern or an action that may be outside the scope of the RSA, but which may improve overall design or be of wider significance. |

The issues are set out in list format in **Section 2**, numbered for ease of reference. A recommendation for action follows the discussion of each issue.

## 1.8 Responding to the Audit Report

As set out in the road safety audit guidelines, responsibility for a road network always rests with the site owner, and not with the audit team. The owner's project manager is under no obligation to accept all of the audit recommendations. Also, it is not the role of the audit team to agree to or approve the project manager's response to the audit. Rather, the audit provides the opportunity to highlight potential safety problems and have them formally considered by the project manager, in conjunction with all other site considerations.

This formal road safety audit report should be responded to by a written response, which includes the reasons for each rejection of any audit recommendation. To assist with this, the tables provided in **Section 2** include rows for this formal response.

Where a recommendation is accepted, the solution/action to be taken to implement the recommendation should be identified in the Project Manager's Response row. Where a recommendation is not accepted, the reasons should be stated in the same column. The responses to any Road Safety Audit should be signed off at an appropriate level.

## 1.9 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the road, and its environs, and the opinions of the audit team. However, it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe. Readers are urged to seek specific technical advice on matters raised and not rely solely on the report. Road safety audits do not constitute a design review or an assessment of standards with respect to engineering or planning documents.

The auditors also point out that no guarantee is made that every deficiency has been identified. Further, if all the recommendations in this report were to be followed, this would not guarantee that the project is 'safe'; rather, adoption of the recommendations would improve the level of safety of the facility.

While every effort has been made to ensure the accuracy of the report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to members of the audit team or O'Brien Traffic.

# 2. FINDINGS, RECOMMENDATIONS & DECISION TRACKING

## 2.1 Commentary

The following sub-sections provide the:

- audit findings;
- audit recommendations; and
- decision tracking table (for completion by the client/project manager).

The remainder of this commentary item discusses the various merits and problems associated with several 'typical treatments' for cyclists' provisions. Two reference documents are used for assisting/justifying comments made in following sections: *"Cycling Aspects of Austroads Guides"* (Austroads) and *"VicRoads' Traffic Engineering Manual (TEM) Vol 3 Part 216A VicRoads Guidance on Treating Bicycle Car Dooring Collisions Brochure"* (VicRoads).

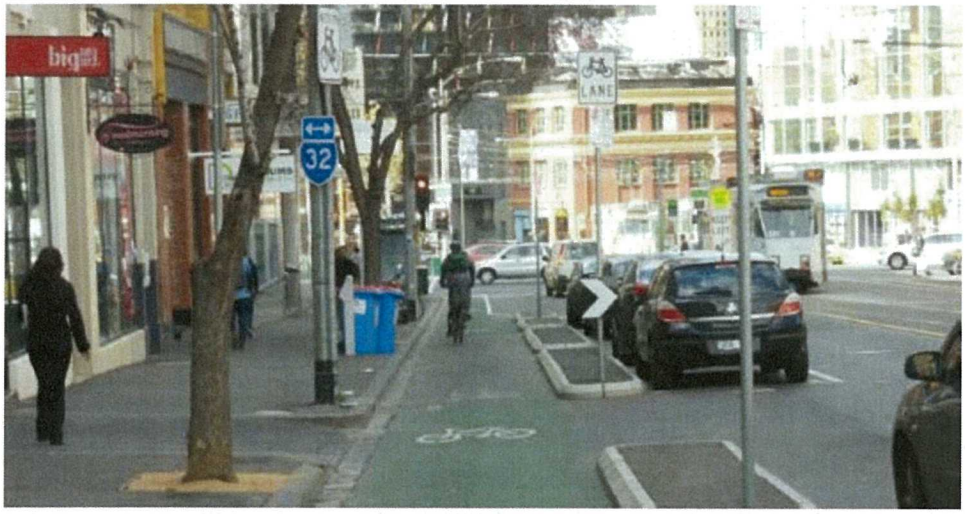
Austroads provides two examples that are useful in assessing the proposal in terms of relative safety. Figure 4.5 (below) from the document shows a bicycle lane adjacent to a parking lane, with separation from the parking lane to minimise the likelihood of 'dooring' and a separator between the bicycle lane and the traffic lane to minimise 'interactions' between cyclists and other vehicles.

Figure 4.6 (below) from the document shows a separated one-way bicycle lane with physical separation of parking, with physical islands to minimise dooring from a passenger alighting a vehicle. This scheme is similar to the concept design as proposed, and is often referred to as a 'Copenhagen lane'.

Each of the two schemes can be accommodated midblock in the cross-section space shown in the concept plan – i.e. bicycle lane plus parking plus clearances of 5.6 m.

**Figure 4.5: A bicycle/car parking lane with painted separators between cyclists, parked cars and the traffic lane**

**Figure 4.6: Separated bicycle lane with physical separation of parking**




The safety issues that are common to each, but that vary in degree depending on treatment include:

- the relative risk of a cyclist being struck by a moving 'through' vehicle;
- the relative risk of a cyclist being struck by a vehicle turning left into a driveway;
- the relative risk of a cyclist being struck by a vehicle turning left out of a driveway;
- the potential for 'dooring';
- the potential for a pedestrian to be struck by a cyclist using the bike facility;
- the ability to provide the safest treatment where the bicycle lane crosses an intersection.

With respect to Copenhagen lanes, VicRoads sets out the following considerations:

| | |
|---|---|
| **Considerations** | • Sight distance may be an issue at driveways and intersections where cyclists may be obscured by parked cars.<br>• Due to potential conflicts between riders and motorists at signalised intersections, provisions in traffic signal phasing may be required to give cyclists priority and ensure safety of riders.<br>• Motorists who have parked their cars are required to cross bicycle traffic to access the footpath. This may lead to an increase in crashes involving pedestrians.<br>• Where there is little separation between the bicycle lane and parking lane, there is a risk of cyclists colliding with open doors on the left passenger side of the vehicle.<br>• Provision of infrastructure to allow mobility impaired users to cross the bicycle lane between the footpath and parking bay. |
| **Pros** | • Removes bicycles from the vicinity of car doors on the driver's side of the vehicle.<br>• Physically separates cyclists from moving (motorised) traffic.<br>• Connects easily to other on-road bicycle lanes and infrastructure. |

| | |
|---|---|
| **Cons** | • May lead to conflicts at intersections and property access points (driveways) where vehicles turn across the bicycle lane, which is escalated by the lack of visibility due to parked cars and other road furniture obstructing motorists' views.<br>• Additional road space may be required through redistribution of road reserve or land |

VicRoads states *"Anti-dooring lanes or dooring buffers are similar to conventional bike lanes positioned between on-street parking and the through traffic lane, however they have a small buffer between the parking lane and the bicycle lane to encourage cyclists to ride out of the "door zone" and closer to the traffic stream"*.

With respect to anti-dooring lanes (which include one aspect of protected bicycle lanes), VicRoads sets out the following considerations:

| | |
|---|---|
| **Considerations** | • A door can swing out to approximately 1.2m from a vehicle, therefore it is important to leave a substantial buffer to the preferred riding zone.<br>• May be an improvement for roads with a small budget for projects or for roads that lack space for the other primary treatments.<br>• This treatment may not be perceived as 'safe' by inexperienced cyclists.<br>• The style of the buffer, whether through pavement markings or lane lines, should be in a format that can be easily interpreted by cyclists and motorists.<br>• Reducing the speed along the road – whether through the speed limit and/or the operating speed |
| **Pros** | • Pavement marking may act as a reminder for cyclists to be aware of car doors when they are riding down a potentially risky section of road.<br>• Can improve positioning of cyclists on the carriageway, as they are further away from parked vehicles.<br>• May help to encourage safer overtaking of cyclists as motorists will be forced to slow down due to the narrower road environment and move further away from the cyclist to pass. |
| **Cons** | • May push cyclists closer to through traffic, which may be uncomfortable for cyclists who are inexperienced or lacking confidence.<br>• On roads with trams, this treatment may push cyclists further towards trams, which may increase the chance of a collision with a pedestrian and/or tram. |

## 2.2 Comment – cyclist being struck by a 'through' vehicle

In the mid-block context, this is not an issue for a Copenhagen lane, but it would be for an on-road separated/protected lane. At, or on the approaches to, an intersection

this would be dependent on the proposed treatment of the bicycle lane and left turn traffic.

## 2.3 Significant Concern – Pedestrians crossing the Copenhagen lane

Probability of Crash Occurring – Common
Likelihood of Serious/Fatal Injury – Likely
***Outcome – Significant***

Where there are high numbers of pedestrians crossing the street, or relatively high parking turnover, Copenhagen lanes experience crash problems involving pedestrians and cyclists. Most pedestrian/cyclist involvements result in significant injuries to at least one person. Crash severity will increase with increased cycling speeds.

Pedestrian/cyclist crashes are less likely with protected lanes, and this issue would be rated 'minor' for such lanes.

***Recommendation:***

*Consider providing a 'protected bicycle lane' rather than a Copenhagen lane.*

| | |
|---|---|
| ***Designer Response:*** | |
| ***Safety Engineer:*** | |
| ***Client Decision:*** | |
| ***Action Taken:*** | |

## 2.4 Significant Concern – conflict between traffic entering off-street parking and cyclists

Probability of Crash Occurring – Common
Likelihood of Serious/Fatal Injury – Likely
***Outcome – Significant***

This issue relates to the likelihood that drivers of left turning vehicles entering off-street car parking will not see cyclists using the Copenhagen lane. With the proposed arrangement, a driver's view of a cyclist approaching along the Copenhagen lane will often be blocked by a parked vehicle. The level of conflict will be related to the number of cyclists using the facility, the numbers of left turners, and the probability of a car being parked prior to the access driveway. Along St Asaph

Street, parking demand is high - so most spaces are expected to be occupied most of the working day. During commuter periods in particular, cyclist speeds could be expected to be reasonably high - increasing the need for greater sight distances at those times.

Depending on the volume of cyclists, this item could be upgraded to a 'SERIOUS CONCERN' based on a probability of 'frequent' rather than 'common'. The alternative of a 'protected bicycle lane' would substantially reduce this risk - probability of 'infrequent' and probability of serious injury being 'unlikely' (since the cyclist is much more likely to have 'inter-visibility' with the driver and thus more likely to be seen. The rating for a 'protected lane' would be 'minor'.

***Recommendation:***

*Consider providing a 'protected bicycle lane' rather than a Copenhagen lane.*

| | |
|---|---|
| ***Designer Response:*** | |
| ***Safety Engineer:*** | |
| ***Client Decision:*** | |
| ***Action Taken:*** | |

## 2.5 Minor Concern – conflict between traffic exiting off-street parking and cyclists

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Unlikely
***Outcome – Minor***

This issue relates to the likelihood that drivers of left turning vehicles exiting the off-street car parking will not see cyclists using the Copenhagen lane. The likelihood of both the cyclist not seeing and exiting vehicle and the driver not seeing the cyclist would be very low. The rating is at the low end of 'minor'

The alternative of a 'protected bicycle lane' would increase this risk - probability of 'infrequent' and probability of serious injury being 'likely' (due to reduced 'inter-visibility' between the driver and the cyclist). The rating for a 'protected lane' would be 'moderate'. A potential mitigation would be to remove one parking space upstream of the busiest access points.

***Recommendation:***

*Consider providing appropriate mitigation if a 'protected bicycle lane' option is adopted.*

| | |
|---|---|
| ***Designer Response:*** | |
| ***Safety Engineer:*** | |
| ***Client Decision:*** | |
| ***Action Taken:*** | |

## 2.6 Significant Concern – Intersection treatments

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Likely
***Outcome – Significant***

The proposed treatment at the intersection at the western end of the sample section shows the cycleway continuing on the far side of the intersection. Left turn vehicles would need to cross over the path of cyclists who ride across the intersection. For adequate safety this conflict would need to be controlled – i.e. a cycle/pedestrian sub-phase followed by a 'three arrow' signalised left turn. The on-going risk with such treatment is that some cyclists will still cross the intersection ignoring their red signal.

The alternative of a 'protected bicycle lane' would remove this risk to cyclists, but introduce the risk of vehicles diverging across cyclists to enter the kerbside left turn lane (assuming the typical design as per Austroads). While this risk would have a similar rating, it is considered to be less likely to occur since, with the cycleway treatment the rider would be at fault (and cyclists are notorious for disobeying traffic signals) and with the protected lane the (more law abiding) driver would be at fault.

**Recommendations:**

a) *Adopt the 'protected bicycle lane' option as it is considered marginally safer at the intersection (or approach);*
b) *If the cycleway treatment is adopted, then ensure full control of the left turn conflict is incorporated into all signalised intersections.*

| | |
|---|---|
| ***Designer Response:*** | |
| ***Safety Engineer:*** | |
| ***Client Decision:*** | |
| ***Action Taken:*** | |

## 2.7 Significant Concern – Kerbs adjacent to cycleway

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Likely
***Outcome – Significant***

The proposed kerbs along the cycleway present a hazard to cyclists. On the left hand side is a vertical barrier kerb (except at cross-overs). Any cyclists colliding with such kerb will crash, fall, and be injured. Similarly, the kerbs of the islands are proposed to have a vertical section below the sloping section. Such a kerb is not traversable or rideable, and thus presents a hazard. Kerbs for cycleways need to have no vertical component, and should have slopes flatter than 45 degrees. These enable cyclists to more safely take evasive action if necessary - e.g. to avoid a pedestrian who walks onto the path in front of a cyclist. Experience in Europe is that pedestrians regularly step onto such paths as are proposed here.

**Recommendation:**

*Providing appropriate kerb types or else adopt a 'protected bicycle lane' option.*

| | |
|---|---|
| ***Designer Response:*** | |
| ***Safety Engineer:*** | |
| ***Client Decision:*** | |
| ***Action Taken:*** | |

## 3. AUDIT STATEMENT

We certify that we have used the documents provided and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified in order to improve safety. The problems identified have been noted in this report, together with recommendations, which should be studied for implementation.

Signed:.....Date: 24 October 2017

Andrew O'Brien, PTOE, BE, BA, Hon MITE, FAITPM, MVPELA
Chairman & Director
O'Brien Traffic, Melbourne

Signed:.....Date: 24 October 2017

Jemima Macaulay, BEng, MEng, MITE
Associate
O'Brien Traffic, Melbourne

| | | |
|---|---|---|
| ***Designer:*** | *Name*..... | *Position*..... |
| | *Signature*..... | *Date*..... |
| ***Safety Engineer:*** | *Name*..... | *Position*..... |
| | *Signature*..... | *Date*..... |
| ***Project Manager:*** | *Name*..... | *Position*..... |
| | *Signature*..... | *Date*..... |
| ***Action Completed:*** | *Name*..... | *Position*..... |
| | *Signature*..... | *Date*..... |

***Project Manager to distribute audit report incorporating decision to designer, Safety Audit Team Leader, Safety Engineer and project file.***

***Date:*.....**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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**STATEMENT OF BENJAMIN THOMAS GOUGH ON BEHALF OF THE CENTRAL CITY BUSINESS GROUP INCORPORATED**
**30 October 2017**

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**WYNN WILLIAMS**
LAWYERS
CHRISTCHURCH

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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Benjamin Thomas Gough. I am a member of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG provided feedback on the proposed changes to the layout of St Asaph Street.

## Background

3 I am Managing Director of Tailorspace Limited. Tailorspace has a number of business, investment and property interests in Christchurch. Tailorspace has been an active Christchurch property investor for 20 years.

4 I am also the controlling shareholder of the Gough Group which has a head office in Christchurch and employs over 800 staff across New Zealand and Australia.

## Investment in the Central City

5 Tailorspace Property Limited owns a development site at 125 to 147 Armagh Street comprising ~3000$m^2$ of development land. I am considering developing this site into a mixed use commercial and apartment complex. Tailorspace also owns a building at 79 Hereford Street which we intend to redevelop.

6 Tailorspace pays Rates of ~$350k within Christchurch City, of which ~$60k relates to Central City Properties.

7 I am a shareholder and director of Southbase Construction and Mike Greer Homes NZ Limited, both of which have been active participants in the Christchurch rebuild and both of which have offices in the city employing a combined total of ~300 staff.

8 I became involved with the CCBG as I am a strong supporter of Christchurch and would like to see the development of the city move forward in a positive and cohesive manner.

**Accessibility of the Central City**

9 For the central city to thrive it must be easily accessible to all modes of transport. I have concerns that changes to the central city roading network are creating a barrier to entry. I am concerned that the extremely narrow roads are unsafe and dangerous to both vehicles and cyclists. Anecdotal evidence suggests the narrow road width also presents a life safety issue for emergency vehicles.

10 The reduction in parking is having a negative impact on retail and business at a time when easily accessible on street parking is required as part of the city's recovery.

**Parking Spaces**

11 The reduction in car parking spaces is having a dramatic impact on my staff and customers ability to easily access the central city. Furthermore, the narrow road width has compromised the ability to enter carparks often resulting in a build up of traffic while parking. The build outs also create a further obstacle.

**St Asaph Street**

***Existing layout***

12 The St Asaph Street design appears to be overly weighted to what the city may need in 20 years time when there is potentially over 20,000 residents living in the city. While being cognisant of potential long term roading infrastructure needs is appropriate, this appears to have been done with very little consideration of what is actually needed today. As a result we have a completely unworkable solution today that is both inefficient and unsafe.

13 If this layout is representative of how future roading development will be rolled out within the city, then I am very concerned that the inaccessibility and safety issues will materially slow and deter the regeneration of the City, impacting the very future the roading layout has been designed for.

14 As a cyclist, I find the cycleway dangerous as pedestrians exiting vehicles (especially young children) are now required to negotiate the cycleway. I prefer to use the main roadway as I feel that this is safer.

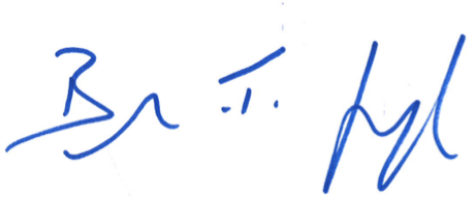
15 The Council need to learn from the mistakes made to St Asaph Street to ensure that these mistakes are not replicated elsewhere.

**Consultation**

16 The CCBG was initially engaged directly with Council in what seemed to be a collaborative process. It is disappointing to learn that the Council has moved away from the collaborative process and is now running a separate agenda. We support Option 2 which had been worked on in consultation with the Council and firmly believe that a collaborative approach will produce an outcome to the satisfaction of all parties

**Conclusion**

17 A safe and easily accessible roading network is critical for the long term success of the central business district. The current roading network creates a barrier for vehicles entering the city and must be altered at St Asaph Street with key learnings from St Asaph Street transferred across the wider roading network.



**Benjamin Thomas Gough**

**30 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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**STATEMENT OF CLARK RICHARDS ON BEHALF OF THE CENTRAL CITY BUSINESS GROUP INCORPORATED**
**30 October 2017**

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**WYNN WILLIAMS**
LAWYERS
CHRISTCHURCH

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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Clark Richards. I am a member of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG provided feedback on the proposed changes to the layout of St Asaph Street.

## Background

3 I am the Chief Financial Officer at J Ballantyne & Co Ltd, a position I have held for seven years and represent Ballantynes through the express wishes of its Board, senior management and staff.

## Investment in the Central City

4 Ballantynes owns and leases properties in the city, is currently constructing another building and pays rates of $239,072 per annum. We employ on average 280 full-time staff.

5 We have become involved in the CCBG following a fruitless and expensive attempt to engage with the City Council after a submission process in February of this year. The subject of this submission was a change in the road layout directly affecting access to the Lichfield St carpark and the Ballantynes store.

## Accessibility of the Central City

6 We would like to see a well functioning central city so that people want to come into the city to use its facilities thereby creating a vibrant heart to the city. This must cater for pedestrians, bus users, cyclists and motorists.

7 At the moment, we see a “Copenhagen” style city being forced upon an unsuspecting city following a natural disaster. Christchurch is not Copenhagen; its population density is many times less and its streets are narrower. The imposition of dedicated cycling lanes is creating dangerous streets that are uncomfortable for citizens to use, both cyclists and motorists. This is not the accessible city we are all striving for.

**Parking Spaces**

8 The most obvious change in the new city streets is the narrowing of the roadways and elimination of parking spaces. Much of the narrowing has been achieved through superfluous “build outs” which waste valuable and scarce roading real estate. Valuable in that it could be used to increase safety and valuable in that it could be used by motorists for parking.

9 The footpaths have also been made so wide that it is inconceivable to imagine them being well utilised let alone fully utilised. By no means, do we disagree with accommodating pedestrians and cyclists but the amount of space allocated to them is disproportionate to their use and has come at the expense of road width, safety and access to the city.

**St Asaph Street**

***Existing layout***

10 One of my staff has tried to use the cycle lanes on St Asaph St but finds them slower as they can’t move along with the rest of the vehicular traffic and are subject to their own frequent stop signals. The layout is also a poor use of scarce road estate for the reasons outlined in paragraphs 8 and 9.

11 We hope that St Asaph St does not become the blueprint for other city streets as this will drive people out of the city.

***Council minor enhancements option***

12 We do not think the Council’s minor enhancement option fully addresses all of the deficiencies in the design.

***CCBG option***

13 We believe better use should be made of the road width and functionality and accessibility should be returned to this street which is more closely represented by the CCBG’s proposal.

**Consultation**

14 I was not involved in the original consultation but following our company's submission in February this year, the "consultation" process was merely paying lip service to such a process. We were not able to meaningfully engage with the Council who simply blamed other bodies (CERA, Otakaro) or processes and claimed that nothing could be easily changed.

**Conclusion**

15 I sincerely hope that meaningful dialogue and co-operation can be achieved between the Christchurch City Council and the CCBG so that a better solution for the citizens of Christchurch can be reached to make the central city a busy and exciting place to be.

……

**Clark Richards**

**30 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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**STATEMENT OF LYNLEY SHAW ON BEHALF OF THE CENTRAL CITY BUSINESS GGROUP INCOPRORATED**
**30 October 2017**

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**WYNN WILLIAMS**
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CHRISTCHURCH

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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Lynley Shaw. I am the secretary of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG provided feedback on the proposed changes to the layout of St Asaph Street.

## Background

3 The CCBG comprises of twenty members, who are largely responsible for building and operating many of the new buildings in the Christchurch CBD.

4 In my role as secretary of the CCBG, I have been heavily involved in collating the results of a survey conducted by CCBG, attached to this Statement as **Attachment 1**. In addition to this survey, CCBG commissioned an independent survey by Research First, **Attachment 2** to this statement.

5 I will discuss the results of these surveys and provide an overview of the makeup of the CCBG, including the business and investment interests of its members, together with the key projects that members have been involved with.

## Investment in the Central City

6 As indicated, members of the CCBG have driven the private sector rebuild of the Christchurch CBD. Attached to this Statement is a list of our members, **Attachment 3.**

7 Our members have heavily invested in the future of this City and are behind many key projects under development; to name a few:

(a) Riverside Farmers Market;

(b) McKenzie and Willis development;

(c) Duncans Lane;

(d) ANZ Centre;

(e) Ballantynes;

(f) The Crossing

(g) Cashel Street retail and office development

(h) The Terrace; and

(i) The Deloitte building;

8 These projects and the properties associated with them collectively employ thousands of people. It is important to clarify that the CCBG is not simply a group of property owners seeking to challenge the "An Accessible City" programme to further their own business interests. Rather, CCBG members have been approached by their tenants, who are becoming increasingly concerned by the inaccessibility of their businesses and are rapidly losing out on business as a result. This inaccessibility is putting hundreds of jobs on the line. As such, CCBG has been compelled to act.

**Survey Results**

9 I have summarised the results of the two surveys undertaken or commissioned by CCBG, below.

*CCBG Survey*

10 CCBG circulated a survey, comprising of 18 questions, via Facebook and email to various sources. Overall, 1,422 responded to the survey.[1] The results of the survey are attached to this Statement (**Attachment 1**).

11 The responses to the various questions have been collated and presented in a pie chart. The results reveal that there is widespread dissatisfaction regarding the accessibility of the Christchurch CBD following the new road designs and changes. Significantly, 84.74% of those who completed the survey record being "very dissatisfied" with the availability of on-street car parking within the Christchurch CBD.

12 The survey also reveals serious concerns regarding the width of roads in St Asaph Street, the general usability, the design of cycleways, and the use of concrete buildouts adjoining cycle lanes.

*Research First – CCBG St Asaph Street Roading Satisfaction – October 2017*

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[1] Not all survey participants completed every question, hence the range in the number of survey responses received.

13 This Survey was conducted using self-completed face-to-face intercept surveying in central Christchurch, with an online survey boost. The method is discussed in detail in the Report (**Attachment 2**).

14 Again, high levels of dissatisfaction were recorded with the availability of on-street parking in the CBD, the roading changes currently under construction or already implemented in the CBD, the accessibility of the CBD, and the further changes proposed in the CBD.

15 Specifically in relation to St Asaph Street, the Survey reveals significant dissatisfaction with the ease of access to parking, availability of parking, the concrete buildouts, the width of the road, general usability of the road, and the design of cycleways.

16 The results of the Survey are clearly summarised in the Report (**Attachment 2**) and I do not intend to repeat all of them here.

*Comparison of Results*

17 There are very similar comparisons between both surveys although each carried out very differently.

| **St Asaph Street** | **Research First** | **CCBG** |
|---|---|---|
| Road Width | 22% Satisfied<br>71% Dissatisfied | 18% Satisfied<br>76% Dissatisfied |
| Parking | 14% Satisfied<br>76% Dissatisfied | 15% Satisfied<br>77% Dissatisfied |
| General Usability | 25% Satisfied<br>59% Dissatisfied | 18% Satisfied<br>75% Dissatisfied |
| Design of Cycle Lanes | 33% Satisfied<br>56% Dissatisfied | 21% Satisfied<br>69% Dissatisfied |
| Beautification | 31% Satisfied<br>43% Dissatisfied | 24% Satisfied<br>56% Dissatisfied |
| Concrete Buildouts | 21% Satisfied<br>68% Dissatisfied | 15% Satisfied<br>66% Dissatisfied |
| OPTION 1 | 18% | 18% |
| **OPTION 2** | **72%** | **76%** |

**Conclusion**

18 The CCBG represents the interests and concerns, not just of 20 business owners, but of the many tenancies and employees struggling to succeed in an increasingly inaccessible city. Our CBD needs to be accessible, functional and safe for all users. The CCBG is working very hard to rebuild our CBD so that we have a thriving, and successful CBD. The CCC needs to ensure that our fragile and rejuvenating CBD survives the journey to being the City of 2040.

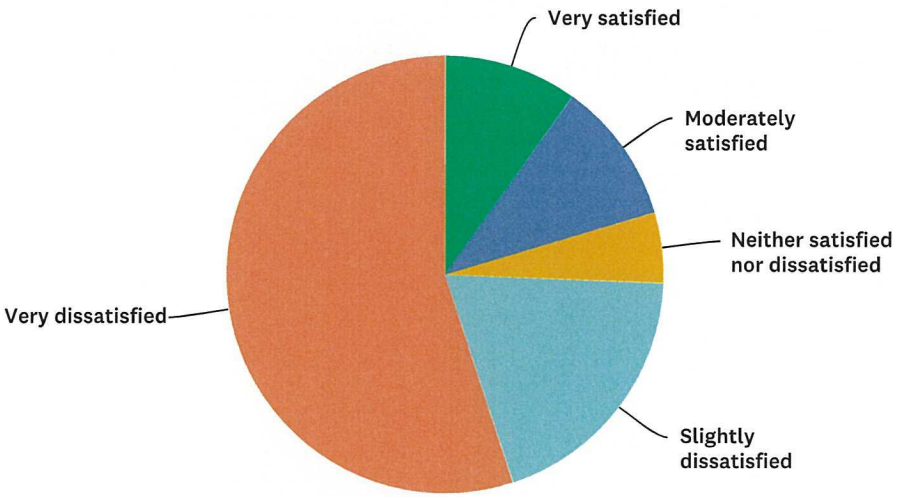
**Lynley Shaw**

**30 October 2017**

**Attachment 1 – CCBG Survey**

# Q1 Overall how satisfied are you with the new roading designs and changes, either implemented, under construction or proposed, within the central city business area?

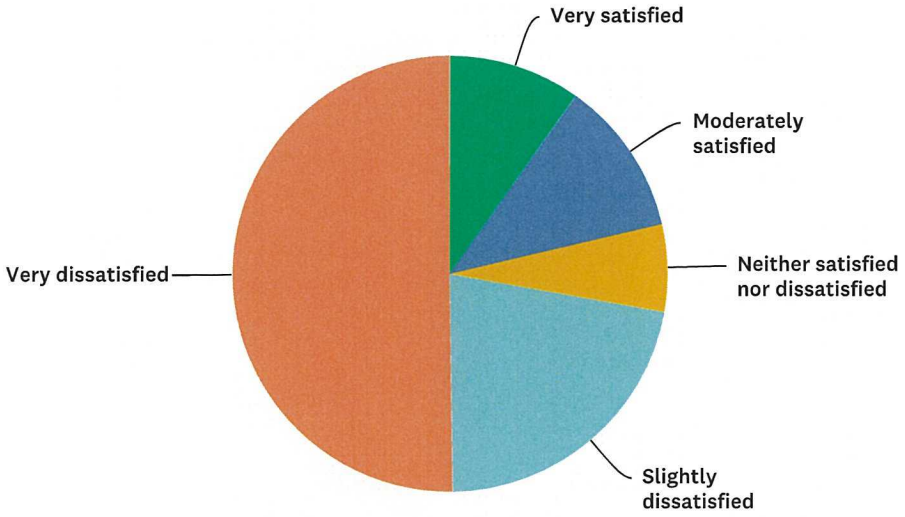
Answered: 1,422 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 9.85% | 140 |
| Moderately satisfied | 10.55% | 150 |
| Neither satisfied nor dissatisfied | 5.20% | 74 |
| Slightly dissatisfied | 19.34% | 275 |
| Very dissatisfied | 55.06% | 783 |
| TOTAL | | 1,422 |

# Q2 Overall how satisfied are you with the current accessibility of the CBD given the roading changes?

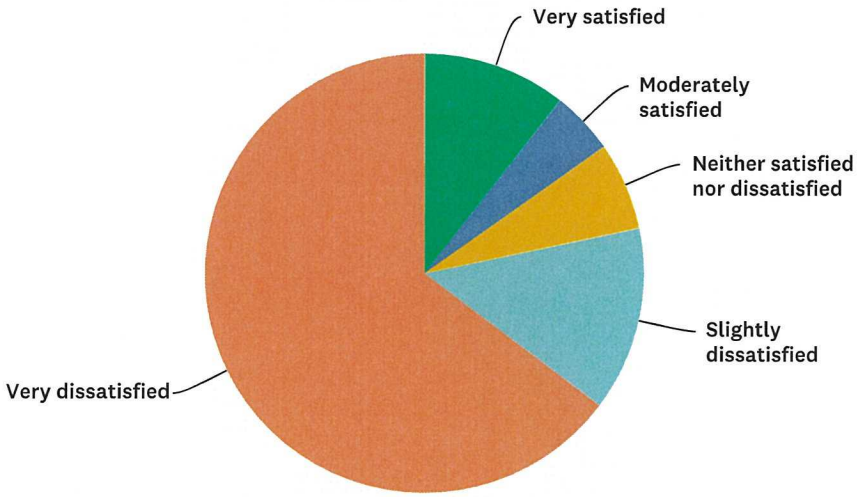
Answered: 1,421 Skipped: 1




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 9.78% | 139 |
| Moderately satisfied | 11.54% | 164 |
| Neither satisfied nor dissatisfied | 6.47% | 92 |
| Slightly dissatisfied | 21.96% | 312 |
| Very dissatisfied | 50.25% | 714 |
| TOTAL | | 1,421 |

# Q3 Overall how satisfied are you with the availability of on-street car parking within the CBD?

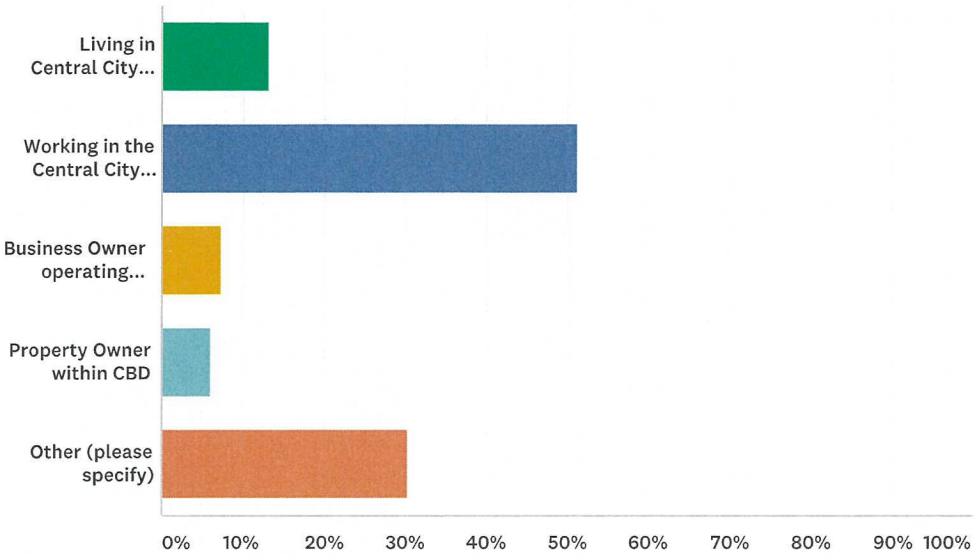
Answered: 1,421 Skipped: 1




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 10.56% | 150 |
| Moderately satisfied | 4.64% | 66 |
| Neither satisfied nor dissatisfied | 6.47% | 92 |
| Slightly dissatisfied | 13.58% | 193 |
| Very dissatisfied | 64.74% | 920 |
| TOTAL | | 1,421 |

# Q4 Please select the option that best describes you or your organisation

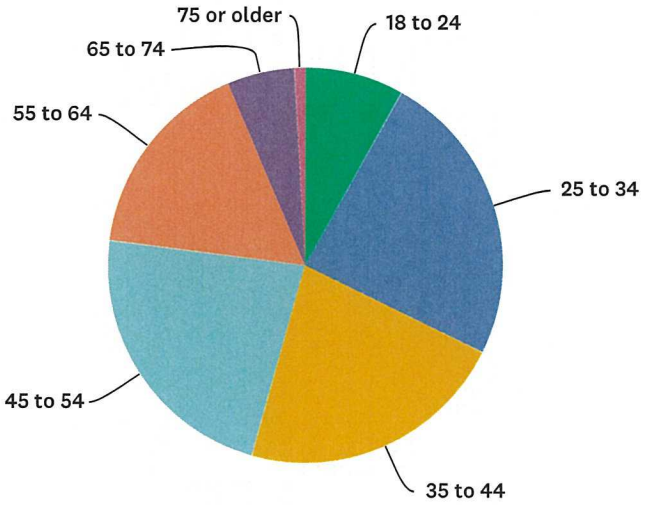
Answered: 1,422 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Living in Central City area | 13.08% | 186 |
| Working in the Central City Business area | 51.27% | 729 |
| Business Owner operating within CBD | 7.31% | 104 |
| Property Owner within CBD | 6.12% | 87 |
| Other (please specify) | 30.24% | 430 |
| Total Respondents: 1,422 | | |

# Q5 What is your age?

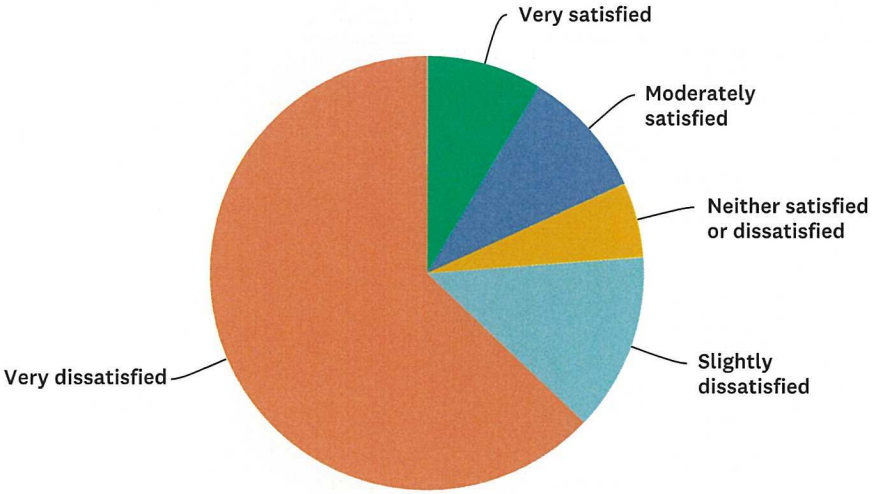
Answered: 1,309 Skipped: 113




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| 18 to 24 | 8.10% | 106 |
| 25 to 34 | 24.14% | 316 |
| 35 to 44 | 22.08% | 289 |
| 45 to 54 | 22.69% | 297 |
| 55 to 64 | 16.58% | 217 |
| 65 to 74 | 5.50% | 72 |
| 75 or older | 0.92% | 12 |
| TOTAL | | 1,309 |

# Q6 Road Width

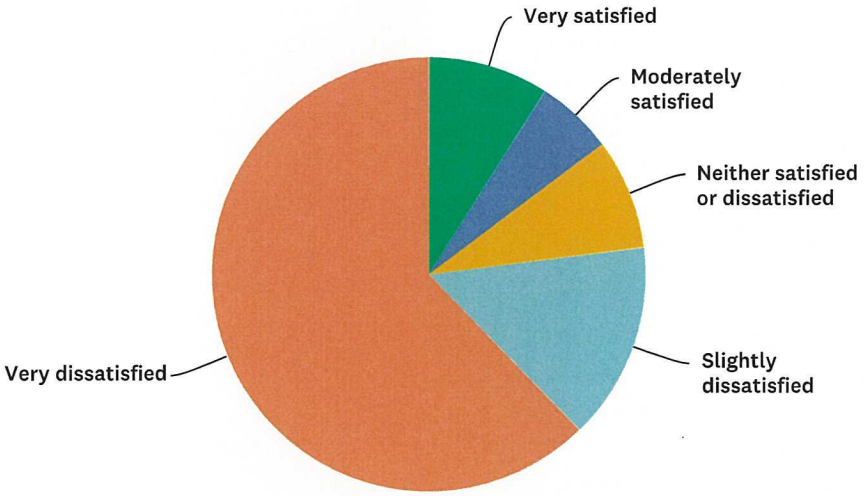
Answered: 1,360 Skipped: 62




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 8.60% | 117 |
| Moderately satisfied | 9.63% | 131 |
| Neither satisfied or dissatisfied | 5.59% | 76 |
| Slightly dissatisfied | 13.24% | 180 |
| Very dissatisfied | 62.94% | 856 |
| TOTAL | | 1,360 |

# Q7 Parking

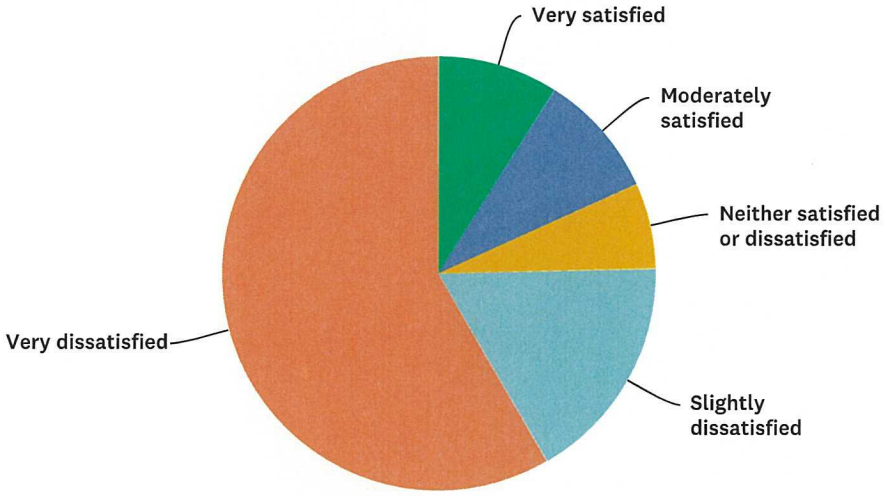
Answered: 1,360 Skipped: 62




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 9.04% | 123 |
| Moderately satisfied | 5.74% | 78 |
| Neither satisfied or dissatisfied | 8.24% | 112 |
| Slightly dissatisfied | 14.71% | 200 |
| Very dissatisfied | 62.28% | 847 |
| TOTAL | | 1,360 |

# Q8 General Usability

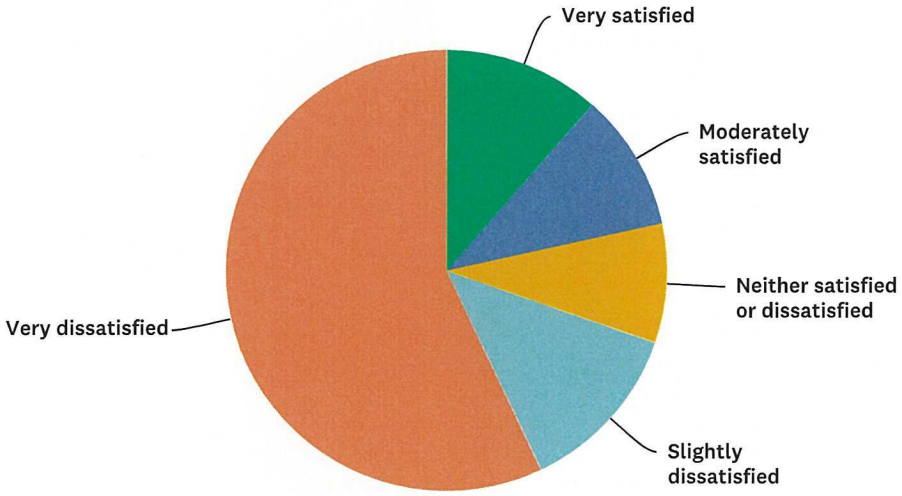
Answered: 1,360 Skipped: 62




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 8.97% | 122 |
| Moderately satisfied | 9.26% | 126 |
| Neither satisfied or dissatisfied | 6.40% | 87 |
| Slightly dissatisfied | 16.99% | 231 |
| Very dissatisfied | 58.38% | 794 |
| TOTAL | | 1,360 |

# Q9 Design of Cycle Lanes

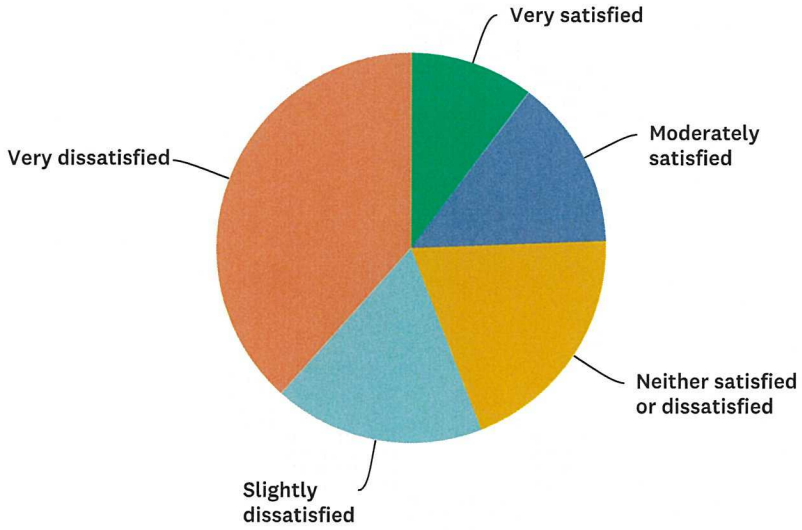
Answered: 1,360 Skipped: 62




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 11.47% | 156 |
| Moderately satisfied | 10.07% | 137 |
| Neither satisfied or dissatisfied | 8.75% | 119 |
| Slightly dissatisfied | 12.65% | 172 |
| Very dissatisfied | 57.06% | 776 |
| TOTAL | | 1,360 |

# Q10 Beautification and Aesthetics (including cycle stands, and concrete curbed tree plots extending into road)

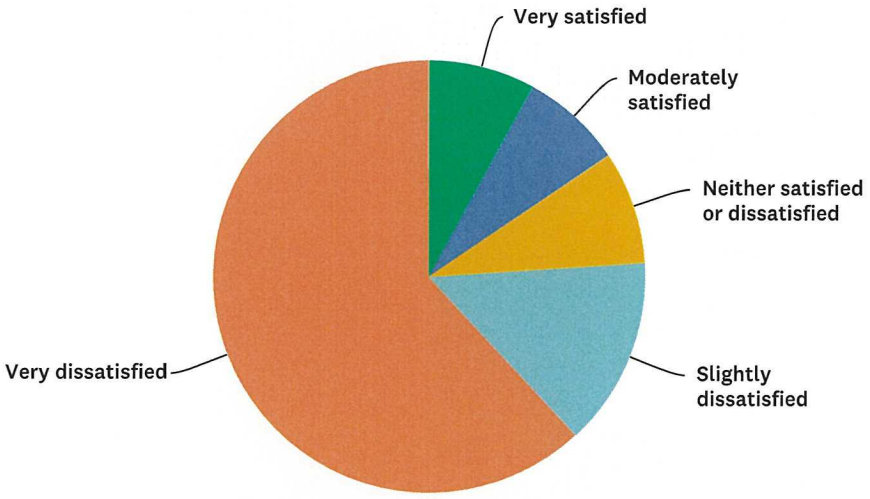
Answered: 1,360 Skipped: 62




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 10.29% | 140 |
| Moderately satisfied | 14.12% | 192 |
| Neither satisfied or dissatisfied | 19.63% | 267 |
| Slightly dissatisfied | 17.57% | 239 |
| Very dissatisfied | 38.38% | 522 |
| TOTAL | | 1,360 |

# Q11 Concrete Buildouts (i.e. concrete pads adjoining the cycle lane extending into road)

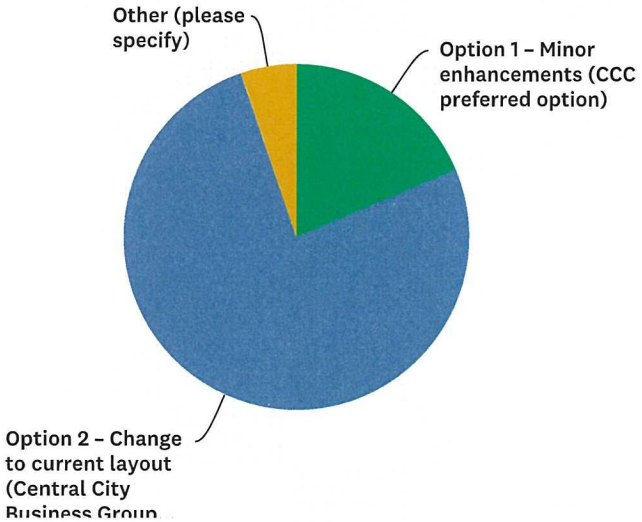
Answered: 1,359 Skipped: 63




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Very satisfied | 7.95% | 108 |
| Moderately satisfied | 7.58% | 103 |
| Neither satisfied or dissatisfied | 8.46% | 115 |
| Slightly dissatisfied | 14.13% | 192 |
| Very dissatisfied | 61.88% | 841 |
| TOTAL | | 1,359 |

# Q12 Of the two options currently out for consultation by the Council's Infrastructure Transport & Environment Committee please review and select your preferred option.Option 1 – Minor enhancements (CCC preferred option)- Install 2 goods vehicle loading zones- Modify the entry/exit of parking bays to make access easier- Install additional cycle parking on identified islands- Modify the tree pit kerb design to mitigate damage to car wheelsOption 2 – Change current layout (Central City Business Group preferred option)- Reinstates approximately 53 carparks- Removes concrete build outs- Relocate trees (still to be planted) from road to footpath- Increase road width

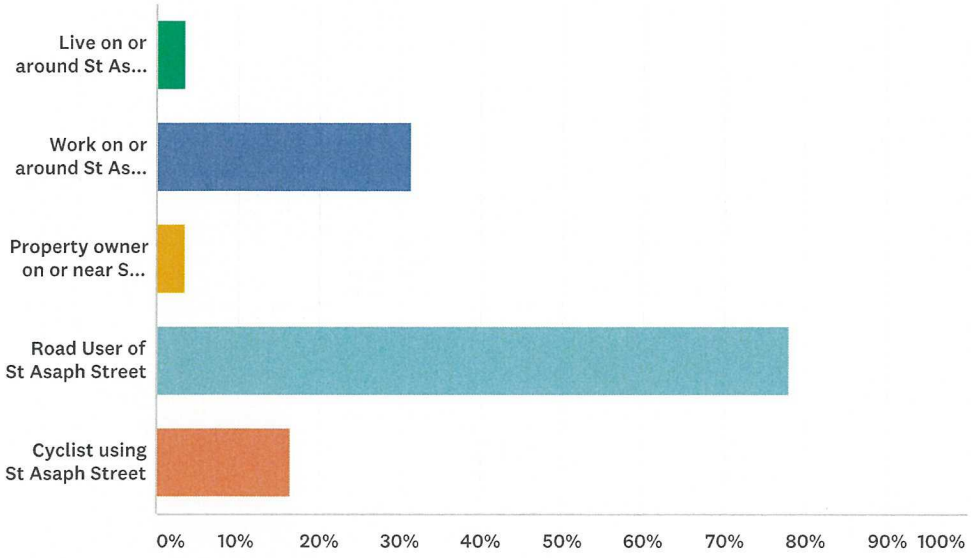
Answered: 1,298 Skipped: 124




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Option 1 – Minor enhancements (CCC preferred option) | 18.64% | 242 |
| Option 2 – Change to current layout (Central City Business Group preferred option) | 76.12% | 988 |
| Other (please specify) | 5.24% | 68 |
| TOTAL | | 1,298 |

# Q13 What association or how do you use St Asaph Street?

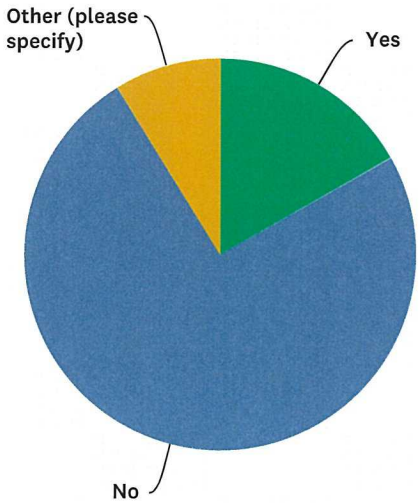
Answered: 1,298 Skipped: 124




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Live on or around St Asaph Street | 3.54% | 46 |
| Work on or around St Asaph Street | 31.43% | 408 |
| Property owner on or near St Asaph Street | 3.62% | 47 |
| Road User of St Asaph Street | 78.04% | 1,013 |
| Cyclist using St Asaph Street | 16.49% | 214 |
| Total Respondents: 1,298 | | |

# Q14 Do you consider that the initial CCC consultation process was adequate and effective?

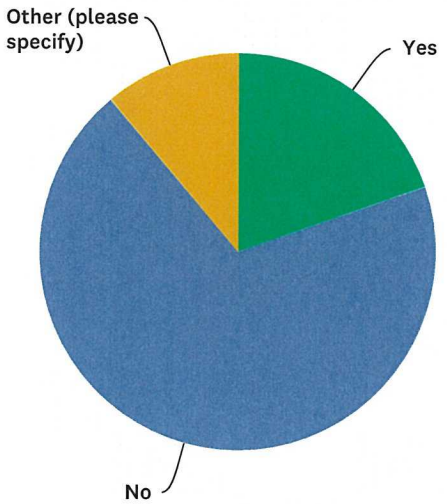
Answered: 1,227 Skipped: 195




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 16.79% | 206 |
| No | 74.41% | 913 |
| Other (please specify) | 8.80% | 108 |
| TOTAL | | 1,227 |

# Q15 Were you given enough information and time to determine how the Council's proposed plans would affect you or your business?

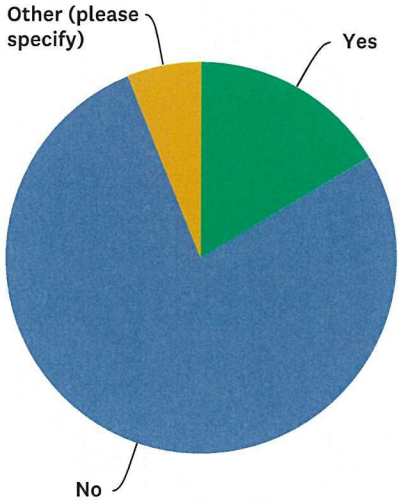
Answered: 1,224 Skipped: 198




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 19.69% | 241 |
| No | 69.20% | 847 |
| Other (please specify) | 11.11% | 136 |
| TOTAL | | 1,224 |

# Q16 Do you consider that the CCC's consultation process captured all of those potentially affected by the proposal?

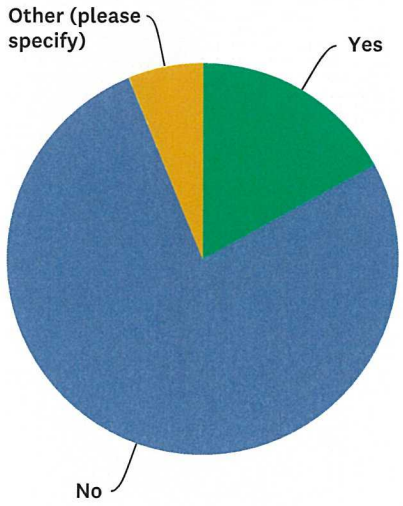
Answered: 1,224 Skipped: 198




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 16.42% | 201 |
| No | 77.45% | 948 |
| Other (please specify) | 6.13% | 75 |
| TOTAL | | 1,224 |

# Q17 Do you consider that the CCC's consultation process has resulted in real engagement with the affected community?

Answered: 1,223 Skipped: 199



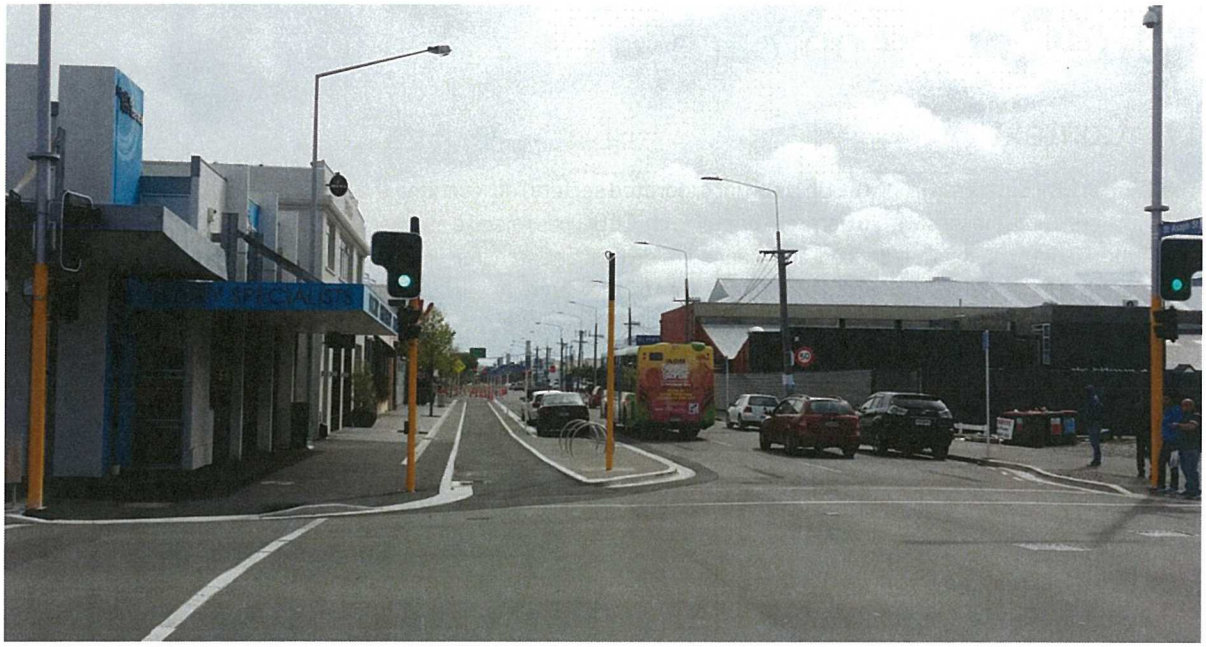

| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 17.01% | 208 |
| No | 76.78% | 939 |
| Other (please specify) | 6.21% | 76 |
| TOTAL | | 1,223 |

# Q18 Can we contact you for further information? If so, at what email address would you like to be contacted?

Answered: 382 Skipped: 1,040

**Attachment 2 – Research First – CCBG St Asaph Street Roading Satisfaction – October 2**

RESEARCH FIRST



CENTRAL CITY BUSINESS GROUP

# ST ASAPH STREET ROADING SATISFACTION

OCTOBER 2017

# 1 Research Approach

## 1.1 Context

The Central City Business Group (CCBG) is an incorporated society representing the interests of 20 owners of businesses within Central Christchurch. CCBG has raised a number of concerns about the roading changes introduced, and planned, in central Christchurch under the 'An Accessible City' plan. CCBG believes the actions taken by the Christchurch City Council (CCC) to date in relation to An Accessible City have not been well understood by inner city users or well consulted on.

CCC has been seeking community feedback on proposed changes to the road layout of St Asaph Street. As part of its submission to CCC, CCBG wished to canvass satisfaction with road layouts in the St Asaph Street area. It contracted Research First to undertake this survey in October 2017.

## 1.2 Method

### 1.2.1. Overview

The research reported here was conducted using self-completed face-to-face intercept surveying in central Christchurch, with an online survey boost. This method was chosen because:

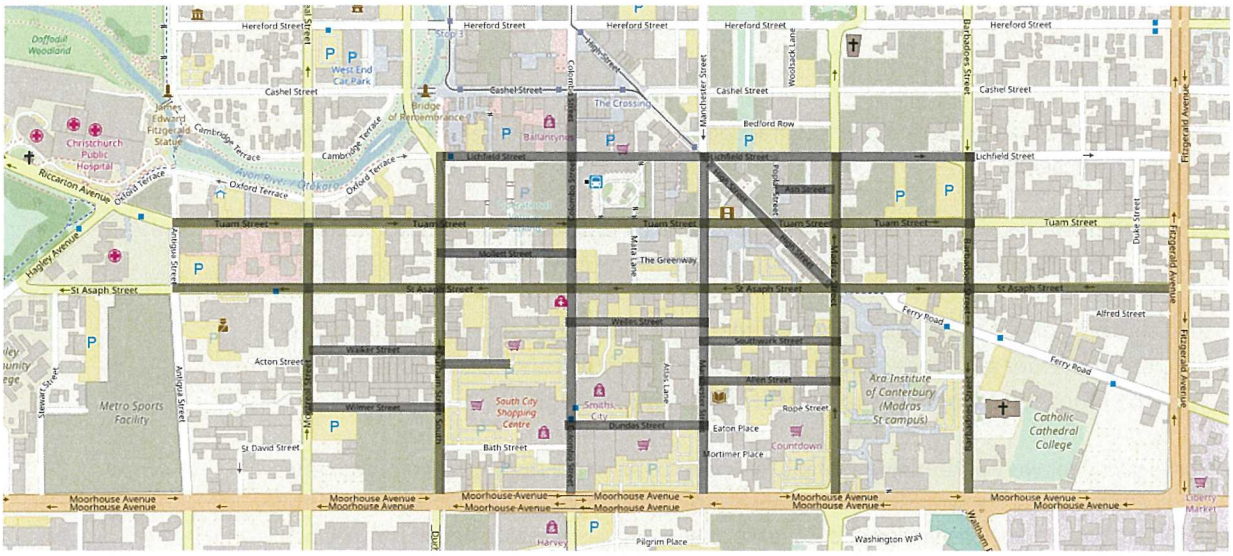
- The research needed to be completed in a short timeframe;
- The primary research population (people who live or work around St Asaph Street) is geographically clustered; and
- The research also needed to include users of St Asaph Street who do not live or work around St Asaph Street.

This method of data collection means that the research uses a saturation-based approach rather than a random selection method. That is, the research used an availability sample approach. For this reason, no margin of error calculations have been computed.

### 1.2.2. Data Collection Parameters

Data collection was conducted by a team of eight interviewers and one supervisor. Collection took place between Friday October 13th and Wednesday October 18th, incorporating four weekdays and one weekend day (Saturday). Researchers intercepted respondents between 0830 and 1800 hours, including pedestrians, cyclists and car parkers. Workplaces were entered once each, and were only returned to when specifically requested by a potential respondent. All data collection was conducted between 8:30am and 6pm. This method garnered 305 responses. Please the see map, overleaf, for the exact streets where intercept surveying was conducted

**Figure 1.1** **Map of Streets Where Intercept Surveying Was Conducted**




To provide a broader residential (i.e. non-direct user) view, an online survey was conducted on Wednesday October 18th with the aim of reaching 100 completions. The invitation was sent to 1000 random Christchurch members of the Research First panel, and 84 responses were received in the required timeframe. Clearly this part of the survey should not be seen as representative of the views of all Christchurch residents, but merely a snapshot of those views.

### 1.2.3. Introduction

The survey was introduced with the following blurb:

*There has been a lot of debate about how people feel about the roading changes in the Central City, and on St Asaph St in particular. This research aims to provide a definitive answer about what the public want, and why.*

### 1.2.4. Analysis

Following the completion of data collection, analysis was undertaken using SPSS™ and Q Professional™. Data have been analysed, and for all questions using Likert scales, the total number of satisfied respondents has been calculated. Non-responses (i.e. 'don't know/ not applicable') have been excluded from the analysis.

# 2 Satisfaction with Central City Road Layouts

Respondents were asked to rate their satisfaction with a number of aspects of the roading in central Christchurch:

*Thinking about roading in central city Christchurch following the recent changes, how satisfied are you with the following aspects in the central city business area?*

*Still thinking about roading in central city Christchurch, the changes made to date are part of a wider plan for roading across the city. Given this, how satisfied are you with the following aspects in the central city business area?*

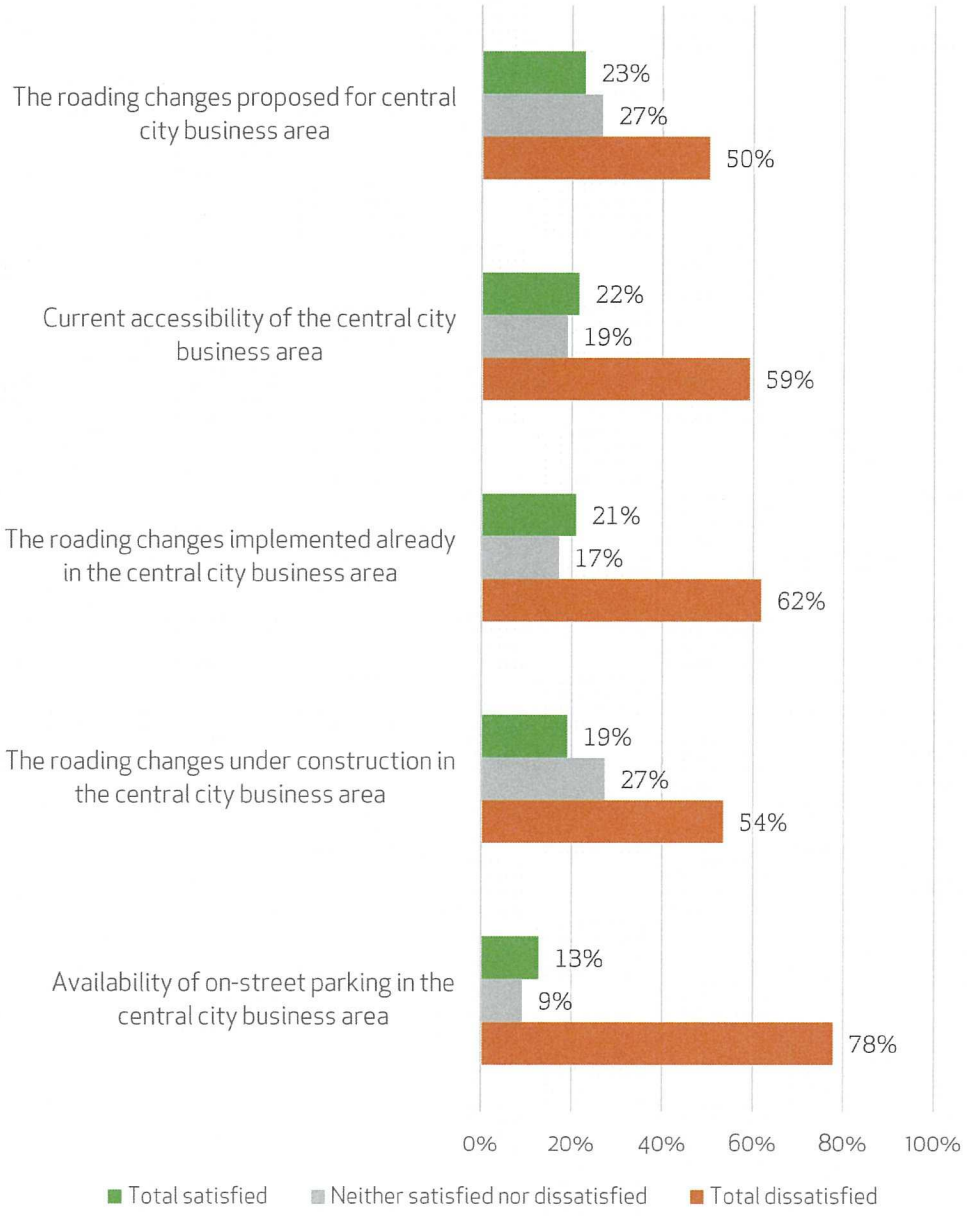
These questions were asked using a simple five-point Likert scale, ranging from very satisfied to very dissatisfied. The direction of the scale was reversed for half of the surveys, to preclude any impact on the responses provided. For ease of analysis, a 'total satisfied' score has been calculated. This simply adds together those respondents who rated each aspect as 'very satisfactory or 'satisfactory'. Similarly, a 'total dissatisfied' score has been calculated.

Respondents were least satisfied with the availability of on-street parking (78% total dissatisfied), but a majority expressed dissatisfaction with all five aspects tested.

**Table 2.1 Satisfaction with Central City Roading, in General**

| | Total dissatisfied | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied | Total satisfied | Row n |
|---|---|---|---|---|---|---|---|---|
| Availability of on-street parking in the central city business area | 78% | 46% | 32% | 9% | 8% | 5% | 13% | 380 |
| The roading changes under construction in the central city business area | 54% | 22% | 32% | 27% | 16% | 3% | 19% | 355 |
| The roading changes implemented already in the central city business area | 62% | 24% | 38% | 17% | 16% | 5% | 21% | 372 |
| Current accessibility of the central city business area | 59% | 26% | 33% | 19% | 17% | 5% | 22% | 383 |
| The roading changes proposed for central city business area | 50% | 19% | 32% | 27% | 16% | 7% | 23% | 288 |

**Figure 2.2** **Satisfaction with Central City Roading, in General**



When analysed by the respondents' self-reported relationship to central Christchurch, the results show a similar pattern of dissatisfaction across all users. However, while business or property owners expressed the highest level of dissatisfaction, a majority of those who cycle in central Christchurch were dissatisfied with three of these aspects. Central Christchurch residents were the least dissatisfied.

**Table 2.3 Dissatisfaction with Central City Roading, by Relationship to Central Christchurch**

| *Total dissatisfied* | Live in central Christchurch | Work in central Christchurch | Property or business owner in central Christchurch | Drive in central Christchurch | Cycle in central Christchurch |
|---|---|---|---|---|---|
| Current accessibility of the central city business area | 58% | 62% | 69% | 62% | 48% |
| Availability of on-street parking in the central city business area | 71% | 80% | 85% | 78% | 64% |
| Changes implemented already in the central city business area | 49% | 62% | 68% | 63% | 51% |
| Changes under construction in the central city business area | 41% | 54% | 65% | 55% | 51% |
| Changes proposed for central city business area | 49% | 50% | 71% | 51% | 45% |

Note that respondents could select more than one way that they related to central Christchurch, therefore the columns are not mutually exclusive.

Table 2.4 **Satisfaction with Central City Roading, by Relationship to Central Christchurch**

| *Total satisfied* | Live in central Christchurch | Work in central Christchurch | Property or business owner in central Christchurch | Drive in central Christchurch | Cycle in central Christchurch |
|---|---|---|---|---|---|
| Current accessibility of the central city business area | 33% | 21% | 16% | 22% | 36% |
| Availability of on-street parking in the central city business area | 20% | 13% | 13% | 13% | 28% |
| Changes implemented already in the central city business area | 24% | 22% | 17% | 20% | 34% |
| Changes under construction in the central city business area | 23% | 18% | 16% | 16% | 23% |
| Changes proposed for central city business area | 23% | 23% | 14% | 21% | 35% |

Note that respondents could select more than one way that they related to central Christchurch, therefore the columns are not mutually exclusive.

# 3 Satisfaction with St Asaph Street Road Layouts

Respondents were asked to rate their satisfaction with aspects of St Asaph Street:

*Thinking specifically about St Asaph Street now, how satisfied are you with the following aspects?*

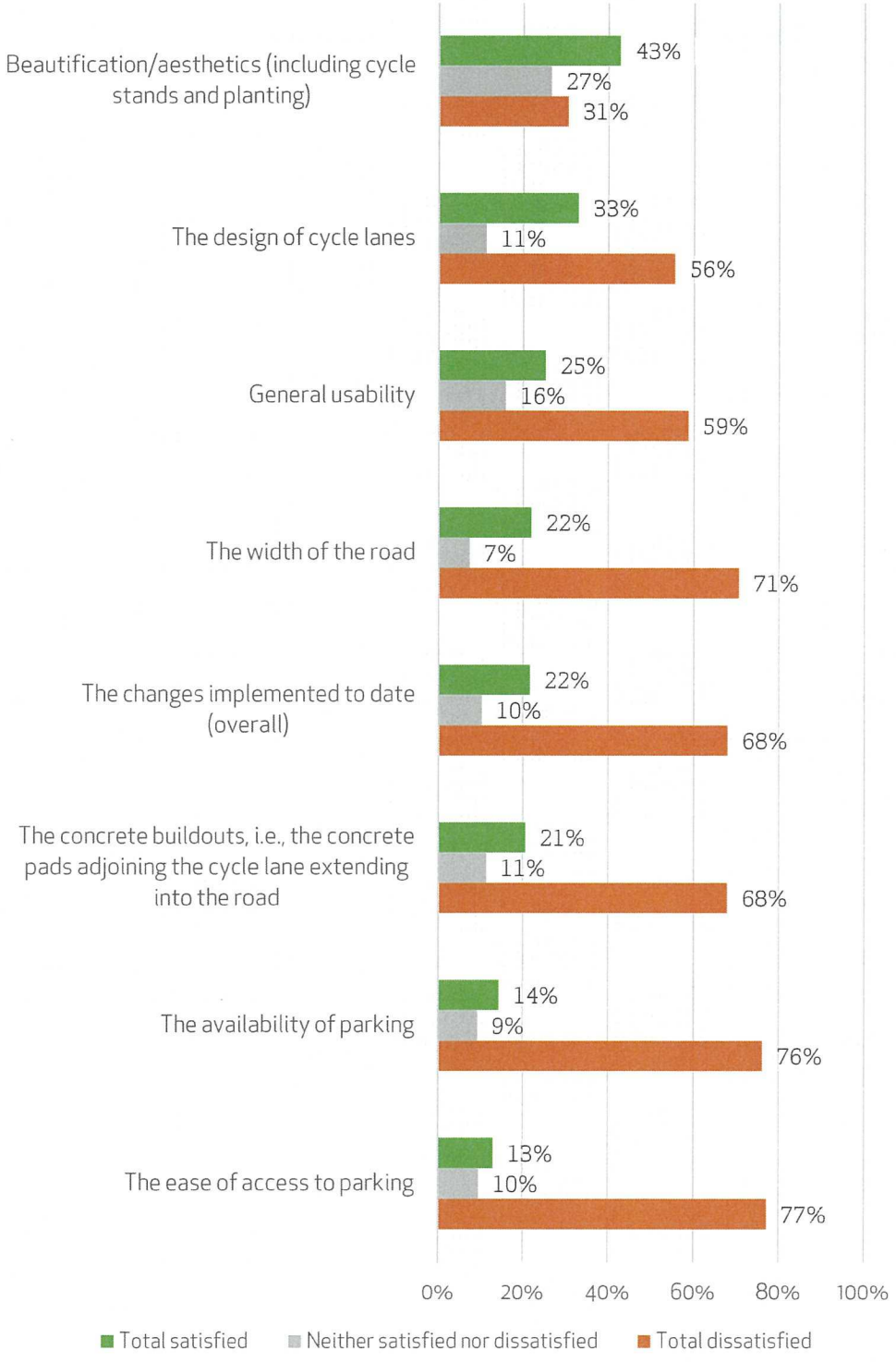
As with the previous, this question was asked using a simple five-point Likert scale, ranging from very satisfied to very dissatisfied. The direction of the scale was reversed for half of the surveys, to preclude any impact on the responses provided. For ease of analysis, a 'total satisfied' score has been calculated. This simply adds together those respondents who rated each aspect as 'very satisfactory or 'satisfactory'. Similarly, a 'total dissatisfied' score has been calculated.

Overall, respondents were least satisfied with the ease of access to parking (77% total dissatisfied) and the availability of parking (76% total dissatisfied) on St Asaph Street. They were most satisfied with the beautification/aesthetics of the street (43% total satisfied).

**Table 3.1 Satisfaction with Aspects of St Asaph Street Roading**

| | Total dissatisfied | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied | Total satisfied | Row n |
|---|---|---|---|---|---|---|---|---|
| The ease of access to parking | 77% | 50% | 28% | 10% | 10% | 3% | 13% | 374 |
| The availability of parking | 76% | 49% | 27% | 9% | 10% | 5% | 14% | 375 |
| The concrete buildouts | 68% | 47% | 21% | 11% | 15% | 5% | 21% | 378 |
| The changes implemented to date (overall) | 68% | 38% | 30% | 10% | 16% | 5% | 22% | 369 |
| The width of the road | 71% | 50% | 20% | 7% | 17% | 4% | 22% | 378 |
| General usability | 59% | 34% | 25% | 16% | 21% | 4% | 25% | 383 |
| The design of cycle lanes | 56% | 36% | 19% | 11% | 23% | 10% | 33% | 372 |
| Beautification/aesthetics | 31% | 13% | 18% | 27% | 32% | 11% | 43% | 376 |

**Figure 3.2 Satisfaction with Aspects of St Asaph Street Roading**



When analysed by the respondents' relationship to St Asaph Street, the results show that business or property owners were less satisfied across most aspects.

**Table 3.3 Dissatisfaction with Aspects of St Asaph Street, by Relationship to St Asaph Street**

| ***Total dissatisfied*** | Live near St Asaph St | Work near St Asaph St | Property or business owner near St Asaph St | Drive near St Asaph St | Cycle near St Asaph St | Pedestrian near St Asaph St |
|---|---|---|---|---|---|---|
| The changes implemented to date (overall) | 65% | 70% | 87% | 70% | 59% | 65% |
| The width of the road | 70% | 74% | 85% | 71% | 60% | 61% |
| The availability of parking | 70% | 78% | 81% | 76% | 59% | 71% |
| The ease of access to parking | 72% | 79% | 85% | 78% | 65% | 59% |
| The design of cycle lanes | 45% | 58% | 69% | 57% | 41% | 41% |
| Beautification/aesthetics (including cycle stands and planting) | 30% | 32% | 44% | 29% | 32% | 23% |
| General usability | 53% | 62% | 70% | 62% | 52% | 57% |
| The concrete buildouts | 64% | 68% | 76% | 68% | 56% | 65% |

Note that respondents could select more than one way that they related to St Asaph Street, therefore the columns are not mutually exclusive.

It is important to note that some respondents are satisfied with elements of St Asaph Street. For instance, a majority of residents and cyclists are satisfied with the design of the cycleways and the beautification of the street.

**Table 3.4 Satisfaction with Aspects of St Asaph Street, by Relationship to St Asaph Street**

| *Total satisfied* | Live near St Asaph St | Work near St Asaph St | Property or business owner near St Asaph St | Drive near St Asaph St | Cycle near St Asaph St | Pedestrian near St Asaph St |
|---|---|---|---|---|---|---|
| The changes implemented to date (overall) | 30% | 19% | 12% | 20% | 33% | 26% |
| The width of the road | 22% | 19% | 12% | 19% | 38% | 26% |
| The availability of parking | 19% | 13% | 17% | 14% | 32% | 20% |
| The ease of access to parking | 27% | 12% | 11% | 13% | 29% | 15% |
| The design of cycle lanes | 50% | 32% | 27% | 30% | 57% | 34% |
| Beautification/aesthetics (including cycle stands and planting) | 55% | 42% | 26% | 43% | 59% | 50% |
| General usability | 30% | 25% | 9% | 23% | 43% | 24% |
| The concrete buildouts | 30% | 22% | 9% | 20% | 31% | 26% |

Note that respondents could select more than one way that they related to St Asaph Street, therefore the columns are not mutually exclusive.

# 4 Preference for St Asaph Street Redesign

Respondents were asked about their preferences for potential changes to the roading design of St Asaph Street. They were asked:

*Christchurch City Council has been seeking feedback on a proposed redesign of St Asaph Street (can be found here: https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/81). The options can be summarised as follows:*

| *Option 1: Minor enhancements* | *Option 2: Change layout* |
|---|---|
| • *Install two goods vehicle loading zones*<br>• *Modify the entry and exitways of parking bays to improve access*<br>• *Install additional cycle parking on identified islands*<br>• *Modify planting box kerb design to mitigate damage potential* | • *Add in 53 carparks*<br>• *Remove concrete buildouts*<br>• *Relocate planting from road to footpath*<br>• *Increase road width* |

*Which option do you prefer?*

Overall, the majority (72%) of respondents preferred Option 2.

**Table 4.1 Preferred Options for Redesign of St Asaph Street**

| | Number of respondents | Percentage of respondents |
|---|---|---|
| Option 1 | 70 | 18% |
| Option 2 | 281 | 72% |
| Something else | 21 | 5% |
| Don't know enough to decide | 17 | 4% |
| Total respondents | 389 | 100% |

Analysis by relationship to St Asaph Street shows that no group preferred Option 1. Cyclists were the most likely to like Option 1 by a majority preferred Option 2.

**Table 4.2 Preferred Options for Redesign of St Asaph Street, by Relationship to St Asaph Street**

| | Live near St Asaph St | Work near St Asaph St | Property or business owner near St Asaph St | Drive near St Asaph St | Cycle near St Asaph St | Pedestrian near St Asaph St |
|---|---|---|---|---|---|---|
| Option 1 | 22% | 17% | 11% | 16% | 37% | 25% |
| Option 2 | 61% | 72% | 72% | 72% | 46% | 62% |
| Something else | 13% | 7% | 15% | 8% | 12% | 9% |
| Don't know enough to decide | 4% | 3% | 2% | 4% | 5% | 4% |
| Total respondents | 23 | 246 | 54 | 211 | 59 | 101 |

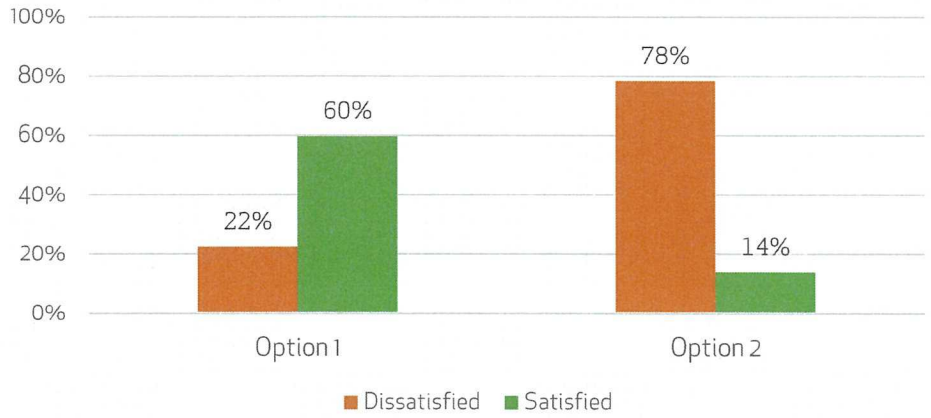
There is no pattern of preference by frequency of visits to central Christchurch.

**Table 4.3 Preferred Options for Redesign of St Asaph Street, by Frequency of Visits to Central Christchurch**

| | Every day | 4–6 times per week | 1–3 times per week | Fortnightly or less often |
|---|---|---|---|---|
| Option 1 | 17% | 19% | 24% | 16% |
| Option 2 | 75% | 68% | 67% | 76% |
| Something else | 5% | 8% | 7% | 0% |
| Don't know enough to decide | 4% | 5% | 2% | 9% |
| Total respondents | 199 | 99 | 46 | 45 |

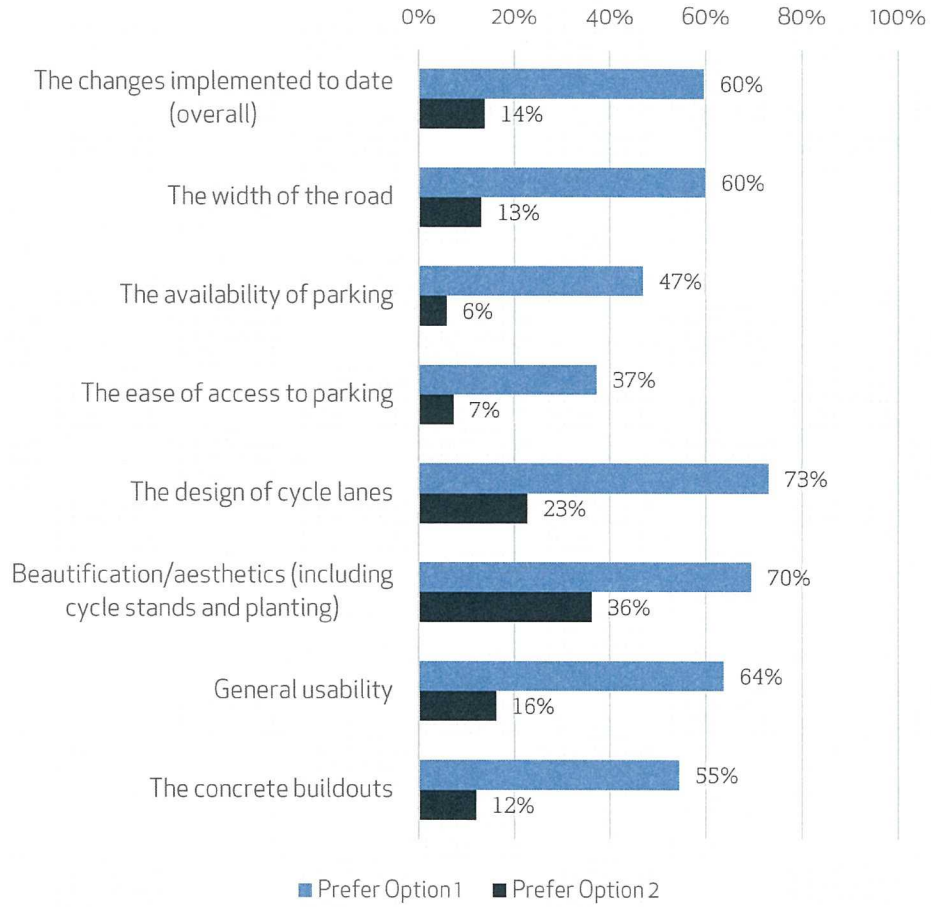
When analysed by satisfaction with St Asaph roading changes implemented thus far (overleaf), respondents preferring Option 1 are more likely to be satisfied with implemented changes. In contrast, nearly four out of five respondents preferring Option 2 are dissatisfied with current changes.

**Table 4.4** **Preferred Options for Redesign of St Asaph Street, by Satisfaction with St Asaph Street Roading Changes Implemented to Date**




When satisfaction is analysed by preferred Option, it is clear that satisfaction is lowest for ease of access to parking and availability of parking for both groups.

**Table 4.5** **Satisfaction with Aspects of St Asaph Street, by Preferred Option for Redesign**



# 5 Satisfaction with Consultation

Respondents were asked to rate their satisfaction with consultation on roading changes in central Christchurch:

*Thinking now about the public consultation conducted to date on roading changes in the central city business area. How satisfied were you with the following aspects?*

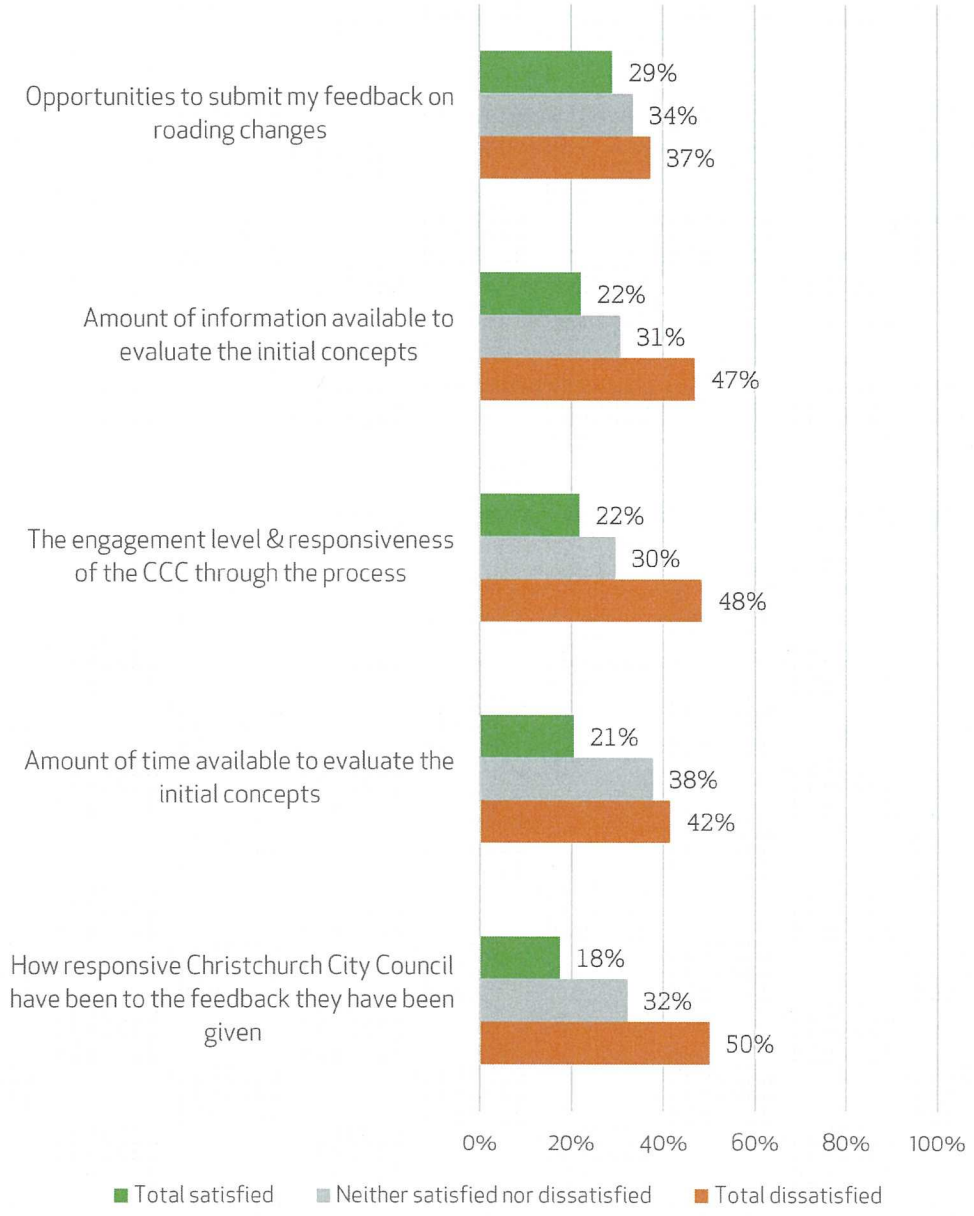
This question was asked using a simple five-point Likert scale, ranging from very satisfied to very dissatisfied. For ease of analysis, a 'total satisfied' score has been calculated. This simply adds together those respondents who rated each aspect as 'very satisfactory or 'satisfactory'. Similarly, a 'total dissatisfied' score has been calculated.

Respondents were approximately twice as likely to be dissatisfied with consultation than satisfied. They were particularly dissatisfied with CCC's responsiveness to feedback (50% total dissatisfied, 18% total satisfied).

**Table 5.1 Satisfaction with Consultation about Roading Changes in the Central City**

| | Total dissatisfied | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied | Total satisfied | Row n |
|---|---|---|---|---|---|---|---|---|
| How responsive Christchurch City Council have been to the feedback they have been given | 50% | 22% | 29% | 32% | 13% | 5% | 18% | 301 |
| Amount of time available to evaluate the initial concepts | 42% | 14% | 27% | 38% | 16% | 4% | 21% | 296 |
| The engagement level & responsiveness of the CCC through the process | 48% | 24% | 25% | 30% | 18% | 4% | 22% | 293 |
| Amount of information available to evaluate the initial concepts | 47% | 17% | 30% | 31% | 18% | 4% | 22% | 315 |
| Opportunities to submit my feedback on roading changes | 37% | 16% | 21% | 34% | 23% | 6% | 29% | 316 |

**Figure 5.2** **Satisfaction with Consultation about Roading Changes in the Central City**



When analysed by the respondents' relationship to central Christchurch, the results show that business or property owners were the least satisfied group across all aspects.

**Table 5.3 Dissatisfaction with Consultation, by Relationship to Central Christchurch**

| *Total dissatisfied* | Live in central Christchurch | Work in central Christchurch | Property or business owner in central Christchurch | Drive in central Christchurch | Cycle in central Christchurch |
|---|---|---|---|---|---|
| Amount of time available to evaluate the initial concepts | 42% | 43% | 56% | 36% | 39% |
| Amount of information available to evaluate the initial concepts | 47% | 48% | 56% | 44% | 44% |
| Opportunities to submit my feedback on roading changes | 38% | 37% | 53% | 36% | 34% |
| How responsive Christchurch City Council have been to the feedback they have been given | 42% | 52% | 62% | 48% | 41% |
| The engagement level & responsiveness of the CCC through the process | 36% | 51% | 59% | 47% | 38% |

Note that respondents could select more than one way that they related to central Christchurch, therefore the columns are not mutually exclusive.

Satisfaction is highest among those who live in central Christchurch and those who cycle in central Christchurch. But even in these groups, the satisfied remain a minority if those participants.

**Table 5.4 Satisfaction with Consultation, by Relationship to Central Christchurch**

| *Total satisfied* | Live in central Christchurch | Work in central Christchurch | Property or business owner in central Christchurch | Drive in central Christchurch | Cycle in central Christchurch |
|---|---|---|---|---|---|
| Amount of time available to evaluate the initial concepts | 36% | 17% | 27% | 24% | 35% |
| Amount of information available to evaluate the initial concepts | 31% | 21% | 27% | 24% | 33% |
| Opportunities to submit my feedback on roading changes | 33% | 29% | 26% | 31% | 38% |
| How responsive Christchurch City Council have been to the feedback they have been given | 21% | 17% | 22% | 17% | 28% |
| The engagement level & responsiveness of the CCC through the process | 31% | 20% | 22% | 20% | 38% |

Note that respondents could select more than one way that they related to central Christchurch, therefore the columns are not mutually exclusive.

# 6 Who Took Part in the Research?

**Table 6.1 Gender of Respondents**

| | Number of respondents | Percentage of respondents |
|---|---|---|
| Male | 228 | 59% |
| Female | 158 | 41% |
| Gender diverse | 3 | 1% |
| Total respondents | 389 | 100% |

**Table 6.2 Age of Respondents**

| | Number of respondents | Percentage of respondents |
|---|---|---|
| 18-24 | 59 | 15% |
| 25-34 | 91 | 23% |
| 35-44 | 59 | 15% |
| 45-54 | 90 | 23% |
| 55-64 | 50 | 13% |
| 65-74 | 31 | 8% |
| 75 plus | 9 | 2% |
| Total respondents | 389 | 100% |

**Table 6.3 Frequency of Visiting Central Christchurch**

| | Number of respondents | Percentage of respondents |
|---|---|---|
| Every day | 199 | 51% |
| 4–6 times per week | 99 | 25% |
| 1–3 times per week | 46 | 12% |
| Fortnightly | 28 | 7% |
| Monthly | 9 | 2% |
| Six-monthly | 5 | 1% |
| Yearly or less often | 3 | 1% |
| Total respondents | 389 | 100% |

**Table 6.4 Relationship to Central Christchurch**

| | Number of respondents | Percentage of respondents |
|---|---|---|
| Live in central Christchurch | 45 | 12% |
| Work in central Christchurch | 277 | 71% |
| Property owner in central Christchurch | 25 | 6% |
| Business owner in central Christchurch | 44 | 11% |
| Drive in central Christchurch | 209 | 54% |
| Cycle in central Christchurch | 70 | 18% |
| None of the above | 17 | 4% |
| Total respondents | 389 | 100% |

**Table 6.5 Relationship to St Asaph Street**

| | Number of respondents | Percentage of respondents |
|---|---|---|
| Live near St Asaph St | 23 | 6% |
| Work near St Asaph St | 246 | 63% |
| Property owner near St Asaph St | 17 | 4% |
| Business owner near St Asaph St | 49 | 13% |
| Drive near St Asaph St | 211 | 54% |
| Cycle near St Asaph St | 59 | 15% |
| Pedestrian near St Asaph St | 101 | 26% |
| None of the above | 26 | 7% |
| Total respondents | 389 | 100% |

## Attachment 3 – List of Members

**CCBG Membership Table**

| **CCBG Membership** |
|---|
| Westwood Limited (Stephen Collins*) |
| Team Hutchinson Ford |
| Tailorspace (Benjamin Gough* and others) |
| Peebles Group Limited |
| Miles Continental (Murray Cleland*) |
| Lichfield Holdings (Nick Hunt) |
| KPI Rothchilds Group (Shaun Stockman*) |
| Hereford Holdings Limited (Antony Gough) |
| Tim Glasson* |
| Guthrey Holdings (Peter Guthrey) |
| Canterbury Property Investments Limited (Miles Yeoman* and Craig Newbury) |
| South Island Commercial Limited (Colliers) |
| Euromarque Holding Limited |
| Carter Group |
| Café Valentino |
| Ballantynes (Clark Richards*) |
| Bridgewater Properties (Armitage Williams) |
| Cambridge Terrace Properties |
| Two Additional members who do not wish to have details published. |
| *Individuals who have provided a written statement to the Committee on behalf of CCBG. |

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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# STATEMENT OF PETER MILES YEOMAN ON BEHALF OF CENTRAL CITY BUSINESS GROUP INCORPORATED
**30 October 2017**

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**WYNN WILLIAMS**
LAWYERS
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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Peter Miles Yeoman. I am a member of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG provided feedback on the proposed changes to the layout of St Asaph Street.

## Background

3 I have been involved with property for over 30 years originally starting out as a valuer. Currently I am a director of Canterbury Property Investments Limited ("CPI"), which both owns properties in the greater Christchurch area in its own right, together with being a shareholder in another twelve companies associated with the CPI Group.

## Investment in the Central City

4 The CPI Group owns 28 properties within the greater Christchurch area, with the vast majority being within the Christchurch CBD area. This equates to approximately $100,000,000 in asset value, 66 seperate tenancies and in excess of approximately 550 staff employed by those businesses. Our annual rates exceed $450,000. We also have a number of projects in various stages with our 46 room Quest Serviced Apartments on the corner of Manchester & Southwark due to be completed mid next year and the building consent application due to be lodged building a replica of the old Excelsior Hotel on the corner of High & Manchester Streets to name just a couple.

5 I became involved with the CCBG because I am passionate about our City and want to see a strong vibrant city that we can all be proud of. I had concerns about what was happening and these were re-enforced after I had several tenants approach us about not being able to pay their rent or seeking rent reductions as business had dropped both during roading construction and afterwards.

## Accessibility of the Central City

6 For a CBD to not just function, but thrive it needs to have successful businesses and retailers. Our city centre needs to be easily accessible for all people, no matter what their mode of transportation.

7 The CCC is failing to deliver an accessible city. The CCC is charged with implementing the Central City Recovery Plan which does state “part of establishing a vibrant city hub is ensuring that it is easy to get to and park within and easy to walk around and …. restrictions on car parking but not to the extent that economic recovery is compromised.”

8 Planning for a city in 2040 is prudent but our CBD is still in recovery mode with many retailers and business still rebuilding themselves. Accessibility and progressive planning is essential so that our CBD can recover so it can survive to reach the city planned for in 2040. CCC needs to ensure that it assists in the economic vitality and employment in the central city just as much as achieving its social and environmental objectives.

## Parking Spaces

9 The CBD is still in recovery mode, and due to the general public experience of seven years of either a “closed for business” CBD or consistent road cones and road works, we are still trying desperately to encourage the public back into our CBD. With this in mind easily accessible parking should be an absolute priority for the CCC.

10 The reduction in car parking spaces is having a dramatic impact on some tenants and also the ability to get in and out of the remaining car parks easily and safely.

11 We have an aging population that don’t want to walk a distance to the business they intend to visit.

## St Asaph Street

### *Existing layout*

12 My office is based in St Asaph Street, on a first floor and so I have a very good view of the daily occurences happening on St Asaph Street.

13 Some of the current issues being encountered:

- Cars getting stuck on the concrete kerbing on the tree pits
- Buses never seem to stay within a single lane
- Delivery vehicles block the lane for other traffic
- People panic when an emergency vechicle is trying to get through because there is no where to pull aside and let them through as the lane widths are so narrow
- Some cyclists are still using the road and not the cycle lane
- Some cyclists come up St Asaph Street the wrong way on the footpath
- Cars turning in/out of driveways end up going into both lanes to avoid buildouts or driving over concrete buildouts to stay within one lane

## Consultation

14 The CCBG was initially engaged directly with Council in what seemed to be a collaborative process. After months of working together , it is disappointing that the Council has moved away from this and now seems to have a separate agenda. I fully support Option 2 which had been worked on in consultation with the Council and firmly believe that a collaborative approach will produce an outcome to the satisfaction of all parties.

## Conclusion

15 A safe and easily accessible roading network is critical for the long term success of the central business district. The central city needs to be accessible to ALL and entice consumers back into our centre. There is no point in planning for a 2040 city if we do not have a thriving CBD survive the process. Accessibility is critical to the rebuild and this requires well designed, functional, safe streets providing sufficient parking. CCC needs to ensure that it assists in the economic vitality and employment in the central city just as much as achieving its social and environmental objectives.

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**PETER MILES YEOMAN**

**30 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

---

**STATEMENT OF MURRAY CLELAND ON BEHALF OF THE CENTRAL CITY BUSINESS GROUP INCORPORATED**
**30 October 2017**

---

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**MAY IT PLEASE THE COMMITTEE**

**Introduction**

1 My name is Murray Cleland and I am the director of Business and Property for the Miles Group.

2 We are also members of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

3 CCBG provided feedback on the proposed changes to the layout of St Asaph Street.

**Background and Investment in the Central City**

4 The Miles Group has been part of the Christchurch business environment since 1984 starting with 7 employees.

5 We have developed into a large Automotive Group based in Christchurch selling Toyota, Lexus, VW, Skoda and Kia Brands. These brands are sold, serviced and supported from three large sites in Christchurch totalling approximately 2.3 hectares. This is an investment of approximately $45 million dollars.

6 These sites support approximately 230 employees and approximately 3000 client visits per week for sales servicing and parts.

7 We joined CCBG as we were also concerned with the direction of the inner city transport links and the effect it could and was having on the inner city business groups.

**Regeneration of the Central City**

8 We are supposed to be regenerating the inner city but the opposite is the reality. Planning a city for 2040 is great but it needs to be a progressive plan as there is still a long way to go until 2040.

9 "Real life" experience has already shown that regeneration requires a pragmatic balancing of maintaining current activity whist planning for and implementing the process of renewal. Resilience is about the

maintenance of economic vitality and employment in the central city, as much as achieving social and environmental objectives

10 We believe on street parking is essential to running a successful inner city business and should be in conjunction with off street parking. We believe this is a key ingredient to assist the regeneration of our great city. On street parking is an essential element of retail. Look at shopping malls as an example. Clients today require convenience and easy access to their retail destination. No all want or desire to parking in buildings or miles away. This needs to be addressed as it impacts on the inner city regeneration.

**St Asaph Street**

11 The lack of a coherent approach to vehicular movements within the city and particularly St Asaph Street is a major concern to us from a safety aspect. The street as developed is too narrow and very hard for people on cycles and cars to operate.

12 I have personal proof of this. Recently I was traveling down St Asaph Street past Valentino's restaurant. On my left was a bus, I was in the right hand lane. There were several parked cars on my right when suddenly a passenger in one of the cars opened the front door. I had nowhere to go, it was either brake excessively hard or hit either the bus or worse hit the women passenger getting out of car. I am a very experienced driver with racing experience so my reaction time allowed me to stop just short of the open door.

13 This is not safe planning as the road is too narrow for the people travelling down there to do so safely. Do we want to wait for a death before something changes?

**Murray Cleland**

**30 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

---

**STATEMENT OF SHAUN STOCKMAN ON BEHALF OF THE CENTRAL CITY BUSINESS GROUP INCORPORATED**
**30 October 2017**

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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Shaun Stockman of KPI Rothschild Property Group Limited. I am a member, under subsidiary City Group Holdings Limited, of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG provided feedback on the proposed changes to the layout of St Asaph Street.

## Background

3 KPI Rothschild is the Group management company of some 30 related companies that have significant holdings in the CBD many of which were held pre quake. We built the first permanent building back in the CBD after the quakes and also built the first permanent building in the retail precinct being Stranges Lane which had a significant positive result on the recovery of the City. Following the quakes we made a conscious choice to re-invest in Christchurch's CBD as opposed to taking the capital to Auckland. We have been actively involved in the CBD pre quake and more so post-quake.

## Investment in the Central City

4 The combined entities own:

(a) 219 High Street

(b) 83 Lichfield Street

(c) 79 Lichfield Street

(d) 225 High Street

(e) 243 High Street

(f) 177 High Street

(g) 135 High Street

(h) 265 St Asaph Street

(i) 34, 36, 38 Southwark Street

(j) 68 Manchester Street

(k) 185 Manchester Street

(l) 336 Durham Street

(m) 235 Kilmore Street

(n) 234 St Asaph Street

5 The market value of these buildings is $61 Million and the annual rates paid on these buildings is $144,582.00. The Group has a staff of ten that serve 155 tenants.

6 We have become increasingly frustrated with parking for businesses being removed, road carriages shrunk to a point that they are unsafe and not possible to allow emergency vehicles through, and what is supposed to be an accessible City becoming the opposite.

7 There is no consideration given to the long-term damage this is doing to businesses in the City and the jobs and lively hoods that will be lost because of this regime.

**Accessibility of the Central City**

8 The ease of access to a City is paramount and recent works in St Asaph Street has seen parking removed and carriages reduced to a width that you can't safely open the car door. Equally, when raining with the lanes being so tight it is dangerous.

**Parking Spaces**

9 Particular businesses' life blood is parking, and in certain locations often just outside the Central City these businesses really need people to be able to pull up to the door and purchase and load goods in their vehicle, St Asaph Street second and third tier retailers – Furniture and Golf shops are exactly that.

**St Asaph Street**

***Existing layout***

10 St Asaph Street in my view is unsafe for cyclists, pedestrians and motorists coupled with emergency vehicles cannot drive through it with no accessibility for either of the above mentioned, you ask the question why we have done it.

11 The works in St Asaph Street should be a lesson to us not what to do in other Streets, cyclists don't use the cycle lanes, shops are struggling with no parking, I doubt the works would pass an NZTA audit?

**Consultation**

12 There seems to be a passionate Group who know what boxes in the consultation list to tick to get what they want, in my view the interested and effected Groups have not had consultation and certainly the consequences have not been laid out for all to see,

**Conclusion**

13 We have an opportunity to create a fabulous City and as such we need it to be accessible for everyone, we need to consider all modes of transport that will future proof the City and I certainly don't feel we have done this but have just focused on cyclists at the cost of all others and businesses. There needs to be consultation with all interested and effected Groups with consequences laid out.

**Shaun Stockman**

**Director**

**30 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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**STATEMENT OF STEPHEN JOHN COLLINS ON BEHALF OF THE CENTRAL CITY BUSINESS GROUP INCORPORATED**
**28 October 2017**

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**WYNN WILLIAMS**
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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Stephen John Collins. I am a member of the Central City Business Group (**CCGB**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG has attempted to reach an outcome on the St Asaph Street layout with the Christchurch City Council (**CCC or Council**) without success. I do not believe that the agreement established at the beginning of the negotiations has been followed by the Council's team and they have not acted in good faith.

3 It is likely that I will be unable to attend the Transport, Infrastructure and Environment Committee (**Committee**) meeting on October 30th 2017, so I have prepared a statement for the Committee,

## Background

4 I have been in the property sector for 52 years. During that time I have been, and remain the longest serving member of the Canterbury Employers Chamber of Commerce where I have been both Chairman of that organisation and Chairman of Business New Zealand.

5 Whilst now retired, my company "Harcourts" has grown to more than 800 offices in 9 countries and is the predominant real estate group in Christchurch.

6 I have been a Trustee of the University of Canterbury Foundation and a Director of the Board of St Andrew's College and Chair of the St Andrew's College Foundation.

7 I am an investor not a developer and lost 5 central city commercial buildings in the earthquake. I made the decision to retain my investment and commitment to Christchurch by building the Deloitte building, one of the first rebuilds after the February earthquake at 151 Cambridge Terrace with 8 commercial tenants employing more than 200 staff with a rates contribution of more than $200,000.00.

8 For five years I was a member of the Central City Mayoral Forum. I am a present director of Christchurch Heritage Trust and am on the Committee of Ara, one of New Zealand's largest tertiary education

institutions. I was a member of the Canterbury Metropolitan Urban Development Strategy Committee and the Environment Canterbury Area Committee representing the Canterbury employers of commerce. I was previously the Chairman of Lane Neave Lawyers, a Director of the Real Estate Institute of New Zealand, and I am a Fellow of the New Zealand Institute of Management. I own a number of other commercial properties outside the Central Business District.

**Accessibility in Christchurch.**

9 I have a passion for Christchurch and have become increasingly frustrated by the indefatigable move toward the city for 2040. I fully understand that technology and life style will change the way we live in the future but believe that it is essential that we make changes only when alternatives are available. Christchurch is still a rural supply town where many visitors to the city will continue to travel by car until there is a better alternative. We cannot legislate people to change, we can only do so by providing alternatives that work.

10 For the last 7 years the public in Christchurch have changed their shopping and entertainment habits and whilst many wish to see the central city become vibrant and busy, the danger is that if they don't have a good experience they will revert to the habits of the last 7 years and shop where easy access parking is readily available at no cost.

**Modes of Transport**

11 It seems we are involved in a confrontation between various modes of transport or ideologies. However, that could not be farther from the truth. Christchurch was a bicycle city when the University was in the city and I unconditionally support safety for all modes of transport. Nothing we have recommended for St Asaph Street has any detrimental effect on the cycle lanes it is only intended to protect the commercial businesses that are the lifeblood of any central city and increase safety for all modes of transport. This is not a war between factions it is a focus on growing Christchurch to support all methods of transport, access, egress, parking in a way that ensures the growth of retail, entertainment and employment in Central Christchurch.

12 I, and my family before me, have been staunch supporters of Christchurch for a very long time. I find it difficult to understand how two surveys, one carried out by a professional organisation who have provided surveys for both the Press and the Christchurch City Council and an on-line survey of more than 1400 people can be so diametrically opposed to the CCC's information.

**Conclusion**

13 The reason that St Asaph Street is so important is that the Council committed to St Asaph Street being the blueprint for other streets in the city.

**Stephen John Collins**

**28 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

---

**STATEMENT OF TIMOTHY CHARLES GLASSON ON BEHALF OF THE CENTRAL CITY BUSINESS GROUP INCORPORATED**
**19 October 2017**

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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 My name is Tim Glasson. I am a member of the Central City Business Group Incorporated (**CCBG**), an incorporated society representing the interests of owners and businesses within Central Christchurch.

2 CCBG provided feedback on the proposed changes to the layout of St Asaph Street. As I am unable to attend the Transport, Infrastructure and Environment Committee (**Committee**) Meeting on 30 October 2017, I have prepared a statement for the Committee.

## Background

3 I have been involved in the property development sector for 32 years.

4 I have been a clothing retailer for 50 years and a property developer for 32 years. My properties are primarily retail focussed including the redevelopment of The Palms Shopping Centre and currently major Central City properties in Christchurch, Dunedin and Auckland. My current role is a director of Hallensteins Glassons LTD with an active involvement in the retail property sector in both NZ and Australia (total of 130 stores).

## Investment in the Central City

5 I own the ANZ Centre development on the old Triangle Centre site opposite Ballantynes. The ANZ Centre has mix of retailers and professional services including ANZ and Beca. In total, some 500 employees across the various tenancies work in the ANZ Centre. In conjunction I have developed the eight-level Hereford Street car park to service both the offices and Central City retail. I also have a site on the corner of High Street and Cashel Street of which I am considering developing in the future.

6 I currently pay $498,000 in Rates consisting of $155,000 for 152-158 Hereford Street, $334,000 for ANZ Centre and $9,300 for my currently undeveloped High Street corner site.

7 I became involved in the CCBG because I am passionate about the City and have worked in it all my working life. I have been on various committees involved in trying to improve the City for the retailers and the

public. I was a trustee on behalf of the government for the Restart container mall from its inception until its conclusion.

**Accessibility of the Central City**

8 Pre earthquake, the City struggled in retailing against the large suburban malls that had good access and excellent parking facilities. Now there is an opportunity to have an accessible City with good quality parking buildings and on street parking where possible for people to park safely. Whereas what I am observing are extremely narrow City roads frustrating not only cars but dangerous to cyclists with excessive footpath widths that will not be required either now or in the future. These are the biggest obstacles for shoppers considering the Central City against the convenience of suburban malls. This will not only deter shoppers but make potential tenants apprehensive about investing in the City. Christchurch Central City has always struggled compared with other NZ Cities. Dunedin has protected their City centre, Wellington and Auckland who have encouraged and now have large amounts of residential as well as commercial offices to support retail.

**Parking Spaces**

9 While I am an owner of a carpark building I also want to see large amounts of on street accessible parking. At the moment there is a negative perception of parking availability in the Central City. Streets like St Asaph Street which are not close to parking buildings require a far greater amount of available on street parking.

**St Asaph Street**

10 St Asaph Street is ideal to have a maximum amount of on street parking so that the business in the area can thrive and is able to attract shoppers.

11 St Asaph Street has become an extremely difficult place to park and drive. We are extremely worried about more streets planned with similar design that are nor safe or accessible.

**Consultation**

14 The CCBG has been initially encouraged to provide input by the Council but seems to have been stalled. The Council are unwilling to accept that streets like this are dangerous to cyclists and are extremely frustrating to

people in cars. It is important that streets are well designed and easy to use which will attract customers back to the City after many years. Both parking buildings and on street parking should work well together. We fully support option 2 put forward by the CCBG and continue to work with the Council to further develop option 2.

**Conclusion**

15 The Central City needs well designed and functional streets to entice consumers back into the City. Accessibility is key to the rebuild, and accessibility requires sufficient parking supply.

**Timothy Charles Glasson**

**19 October 2017**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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# SUPPLEMENTARY LEGAL SUBMISSIONS OF COUNSEL FOR THE CENTRAL CITY BUSINESS GROUP
**30 October 2017**

---

**WYNN WILLIAMS**
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**MAY IT PLEASE THE COMMITTEE**

## Introduction

1 There were a number of statements made during the Infrastructure, Transport and Environment (**ITE**) Committee meeting that the Central City Business Group (**CCBG**) consider need to be corrected so that the ITE Committee has accurate information on which to base any recommendations.

## Safety Audit

2 The CCBG has commissioned an independent safety audit of the amended Option 2 presented to the Committee today. This audit has been undertaken by an audit team of

(a) Andrew O'Brien, Chairman & Director, O'Brien Traffic – VicRoads Accredited Senior Road Safety Auditor.

(b) Jemima Macaulay, Associate, O'Brien Traffic – VicRoads Accredited Senior Road Safety Auditor.

3 This audit did not assess Option 1 put forward by the CCC.

## CCBG Representation on Central City Transport Liaison Group

4 Ms Bradley on behalf of Generation Zero submitted that the CCBG have not had representatives at the Central City Transport Liaison Group meetings. This is not correct. The CCBG does have representation on the Central City Transport Liaison Group. Mr Tim Glasson is a representative on this group (or in his absence Kerri Bloomfield). Further, some CCBG members have also been involved in their own personal capacity.

## CCBG membership

5 The member organisations of CCBG are set out in Attachment 3 to the Statement of Lynley Shaw. As set out in that table, and in the individual written statements provided by a number of members, the CCBG is not just a group of 20 property owners. The CCBG represents a body of

individuals and companies who have invested millions in the success of our city and are responsible for developments with multiple and varied tenants, creating employment for thousands of people, both in St Asaph Street and across the CBD and wider city. CCBG members have a genuine concern for the success of Christchurch City.

6 CCBG has gone to great lengths to seek general and completely independent, and importantly from a probative point of view, random, feedback from the public on its proposed option to test whether there was support for its option. As Ms Shaw stated, CCBG would have accepted the results of the independent survey, no matter what they stated. However, the results reinforced the CCBG's own survey and its position taken from the start of this process.

7 It is also noted that the Property Council of New Zealand (680+ member companies in NZ, 195 businesses in South Island Branch) and the Automobile Association (1.4 million members throughout New Zealand) both supported Option 2 in their submissions. This represents an extremely significant number of people within Christchurch City.

**Safety on St Asaph Street**

8 It is agreed that physical change on St Asaph Street is required to address the numerous safety concerns with the existing layout.

9 The amended option 2 presented to the Committee by CCBG maintains the physical separation between the cycleway and cars on St Asaph Street. Option 2 does not propose any physical changes to the cycleway.

10 What option 2 does do is propose a number of safety mitigation measures to improve safety for all users of the road: cyclists, pedestrians, public transport users and motorists. Option 2 contains more safety mitigation measures than the CCC's option 1, and addresses more aspects of the CCC's own safety audit.

11 The key safety mitigation measures proposed are:

(a) the removal of kerb build-outs either side of some driveways;

(b) the removal of the tree pit build-outs on the northern side of the road;

(c) narrowing the gap between separator islands at driveways to encourage slower manoeuvring particularly into the driveway;

(d) adding speed bumps at busy driveways;

(e) setting back the first car parking space upstream of the driveway by at least 3m;

(f) build-outs (of a width restricted to 1.8m) associated with lanes on the north side of St Asaph Street to aid pedestrian visibility; and

(g) an edge line for traffic lanes and wider markings of car parking spaces.

12 Mr Penny's evidence establishes that Option 2 goes further than the CCC's option 1 to mitigate the conflict between cars turning into driveways and other road safety and efficiency issues associated with the existing configuration along St Asaph Street.

Dated this 30th day of October 2017

.....

**J V Ormsby / M A Mehlhopt**

**Counsel for Central City Business Group**

**BEFORE THE TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**
**CHRISTCHURCH**

**UNDER** the Local Government Act 2002

**IN THE MATTER** of the proposed changes to the layout of St Asaph Street

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# SYNOPSIS OF LEGAL SUBMISSIONS OF COUNSEL FOR THE CENTRAL CITY BUSINESS GROUP INCORPORATED

**30 October 2017**

---

**WYNN WILLIAMS**
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JVO-431073-1-471-V1

**MAY IT PLEASE THE COMMITTEE**

**CCBG**

1 The Central City Business Group is an incorporated society representing the interests of business owners across the city. The membership currently comprises 20 members with significant inner city interests.

2 CCBG's members are responsible for significant investment in Christchurch, including key retail, office and mixed use developments. This investment and ongoing commitment to Christchurch is critical for the success of our central city (**City**).

3 By way of example the detailed statements some of our members were able to provide in time for this meeting show:

(a) As a group their developments and businesses are responsible for the employment of in excess of 3000 employees;

(b) The rates paid by the group annually comprise many millions of dollars; and

(c) The investment by the group amounts to many hundreds of millions of dollars in the City.

4 The CCBG has as much, or more, interest than anyone in the success of the City. The variety of its interests means that it does not have any particular transport interest in mind.

5 It wants Christchurch to be a successful and vibrant city. Such success will support employees, inner city businesses (tenants and landlords), inner city development, the Christchurch City Council (**CCC**) and greater Christchurch.

6 To make Christchurch a successful and vibrant City it seeks a city that is accessible and safe for all users – pedestrians, cyclists, public transport users and drivers.

7 The current implementation and design around St Asaph Street fails to adequately achieve this. This is a concern for CCBG because the types of design and planning being deployed in St Asaph Street will likely become a template for other streets. The current approach looks to the needs of a city in 2040 without adequately catering for existing needs or current inner city population and users. Both can be met.

**An Accessible City**

8 An Accessible City is a chapter of the Christchurch Central Recovery Plan. It was implemented to provide a transport system to support the recovery of the central city of Christchurch.

9 The following are key elements of An Accessible City:

*The transport system will allow people to travel easily between the central city and other parts of Christchurch Central and to get to key destinations within the central city, whether they are walking, cycling, using public transport or driving. (Page 5).*

*[The] road use hierarchy provides a one-network approach to minimise mode conflicts and provide more enjoyable journeys for different types of uses. (Page 5).*

*Creating better streets for pedestrians* ***will help attract shoppers, residents and visitors, and so support businesses to re-establish themselves in the central city*** *(the aim with bold emphasis added – page 8)*

*...one way streets will be retained but enhanced, as appropriate...to suit the local character and intended development while still allowing safe and efficient vehicle movement...the remaining local streets are primarily for local property and business access...(Page 17).*

*Core – On street parking, prioritised for disabled, delivery, drop-off and short stay. Inner zone – On street parking, short stay limits (some resident exemptions. (Page 18) Implementation – Develop parking management plan.*

*The amount of short-term parking available will return to pre-earthquake levels...On-street parking within the Core will be prioritised for disabled and short-stay parking... (Page 18).*

10 The CCBG support the recovery of central Christchurch and an accessible Christchurch. It says that the CCC have failed to achieve a proper or reasonable implementation of the An Accessible City chapter.

11 The overarching purpose of An Accessible City is to provide the backbone for a successful city that provides access for all users.

12 The position of the CCBG, is that the design and implementation of the individual work programmes, and in particular St Asaph Street, fails to achieve that purpose.

13 An Accessible City should not be interpreted to the detriment of the other visions of the Christchurch Central Recovery Plan, including the chapter, A Prosperous City, (p 64 – *"At the heart of every successful city is a strong, vibrant centre that combines retail businesses, professional services, tourism and hospitality."*) and A Vibrant City (p 76).

14 Finally, it is noted that the CCC has developed a Central Parking Plan as a non-statutory document. The plan notes that prior to the earthquakes, 10000 council managed on-street parks were available. A stated outcome of An Accessible City was to return short term parking to the pre-earthquake level.

15 The plan notes that there will be a shortage of short-term parking in the Core of the City. It also notes there will be a reduction in the Core of on-street parking, while forecasting that by 2041 there will be a slight excess beyond the Core of the City. There is no current excess. The plan notes that the CCC will continue to provide on-street parking where necessary and possible. A greater level of parking on St Asaph Street is both necessary and possible.

**Investment by CCBG**

16 The CCBG is committed to assisting the CCC to develop street designs and layouts that:

(a) Deliver an accessible city for all users;

(b) Are safe and efficient;

(c) Provide for a successful city that has a vibrant centre for shoppers, residents and businesses, combining retail businesses, professional services, tourism, and hospitality.

17 Accordingly, it has invested in:

(a) Obtaining detailed feedback from business owners and undertaken their own survey online;

(b) Undertaking an independent research survey from users of St Asaph Street through Research First;

(c) Engaged experts on traffic safety design who are independent to provide feedback on the current design and layout of St Asaph Street.

**CCBG's Involvement in St Asaph St and Roading Changes**

18 The existing design and layout of St Asaph Street does not make our city easy, safe or convenient to navigate. As a result, the majority of those involved in this process agree that physical changes in St Asaph Street are necessary, including the Council.

19 CCBG has invested heavily in this process with time, ideas, resource and energy because it believes in the future of Christchurch City. CCBG shared its concerns with the CCC in March and April 2017. It was agreed at that time with CCC that changes did need to occur to the existing layout of St Asaph Street and the CCC agreed to work with CCBG on developing a joint option which would address accessibility issues generally, and in particular the issues with St Asaph Street..

20 At that time CCC agreed among other things to review the built design of the streets and in particular St Asaph Street, including build-outs, loss of on-street carparks, lane widths, speed limits and kerb design and implement agreed changes.

21 This engagement signalled positive progress. However, CCBG have serious concerns about the way that the Council has since gone about consulting on the layout options for St Asaph Street. After months of work being completed, and engagement with the Council on a proposed joint option, the Council has then developed its own separate option involving minimal change and has ended up consulting on unfinished and incomplete options citing such as the CCBG option (Option 2) which was schematic only. Mr Penny's evidence highlights the errors and misstatements of the CCBG's position which were promulgated to the public and which were consulted on by CCC in relation to option 2.

22 The consultation has been premised on erroneous material and is fundamentally flawed. As a result it has been impossible for CCC to obtain meaningful feedback from the public in the submissions process.

23 CCBG has continued to work on its schematic design since its engagement with the CCC and Mr Penny has prepared design drawings that seek to achieve CCBG's preferred outcome. These design

drawings are annexed to these submissions as Annexure "A" and is referenced in the evidence of Mr Penny.

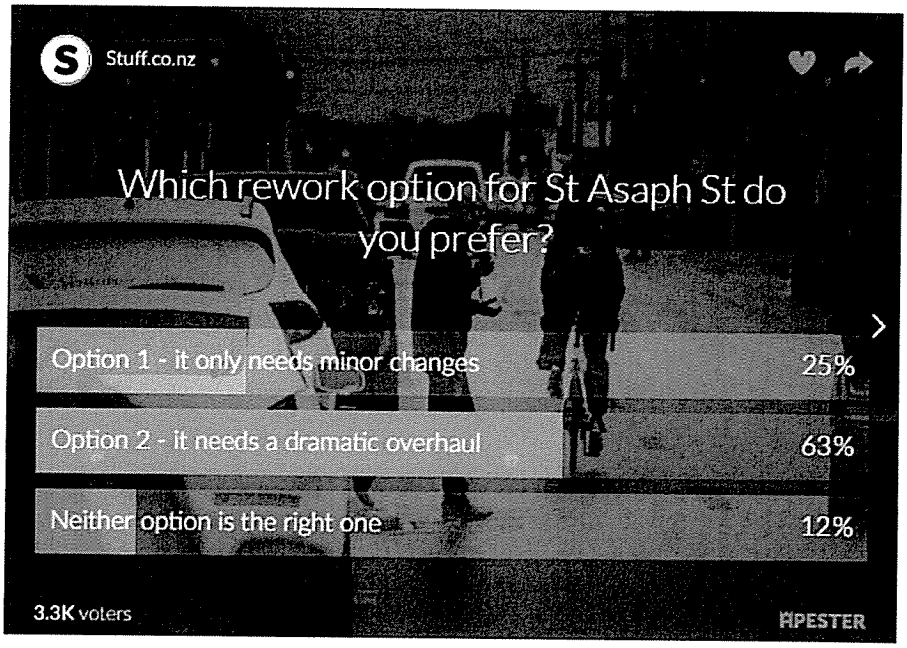
24 As highlighted by CCBG's Safety Audit and the measures proposed within that, it may not be the ideal option if there were an unlimited budget. However, CCBG recognise the fiscal restraints on CCC taking into account the work already performed. As highlighted in the evidence to be given by Mr Penny, option 1 is inadequate to provide either a safe or efficient St Asaph Street, or to contribute to a successful inner city.

25 CCBG's preferred option, while not making all the changes necessarily recommended in their independent safety audit, enables both the needs of the city to be met, and a higher level of safety for users.

**The Research**

26 The CCBG has commissioned two separate surveys. The first, is an internet survey circulated through social media by CCBG. The second, is a fully independent survey undertaken by professional research organisation, Research First who regularly undertakes work for CCC and other local and central government organisations. The results of both surveys show that an overwhelming majority of Christchurch citizens share CCBG's concerns. This is also reflected in the Stuff Online Poll which as at 29 October 2017 shows that 63% of users consider St Asaph Street requires a dramatic overhaul (see diagram below).

**Diagram – Stuff Online Poll**



27 The Research First research entitled "St Asaph St Roading Satisfaction" is annexed to Ms Shaw's statement of evidence. Tables 2.1 and 3.1 are set out below:

**Table 2.1 Satisfaction with Central City Roading, in General**

| | Total dissatisfied | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied | Total satisfied | Row n |
|---|---|---|---|---|---|---|---|---|
| Availability of on-street parking in the central city business area | 78% | 46% | 32% | 9% | 8% | 5% | 13% | 380 |
| The roading changes under construction in the central city business area | 54% | 22% | 32% | 27% | 16% | 3% | 19% | 355 |
| The roading changes implemented already in the central city business area | 62% | 24% | 38% | 17% | 16% | 5% | 21% | 372 |
| Current accessibility of the central city business area | 59% | 26% | 33% | 19% | 17% | 5% | 22% | 383 |
| The roading changes proposed for central city business area | 50% | 19% | 32% | 27% | 16% | 7% | 23% | 288 |

**Table 3.1 Satisfaction with Aspects of St Asaph Street Roading**

| | Total dissatisfied | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied | Total satisfied | Row n |
|---|---|---|---|---|---|---|---|---|
| The ease of access to parking | 77% | 50% | 28% | 10% | 10% | 3% | 13% | 374 |
| The availability of parking | 76% | 49% | 27% | 9% | 10% | 5% | 14% | 375 |
| The concrete buildouts | 68% | 47% | 21% | 11% | 15% | 5% | 21% | 378 |
| The changes implemented to date (overall) | 68% | 38% | 30% | 10% | 16% | 5% | 22% | 369 |
| The width of the road | 71% | 50% | 20% | 7% | 17% | 4% | 22% | 378 |
| General usability | 59% | 34% | 25% | 16% | 21% | 4% | 25% | 383 |
| The design of cycle lanes | 56% | 36% | 19% | 11% | 23% | 10% | 33% | 372 |
| Beautification/aesthetics | 31% | 13% | 18% | 27% | 32% | 11% | 43% | 376 |

28 The research gives compelling feedback on the existing design and layout of all changes made across the City. In all respects users are

between 50% to 78% dissatisfied in respect of the various design and parking elements. Only 13% are satisfied with the on-street parking. Only 19-21% are satisfied with the roading changes made to date in the City.

29 With respect to St Asaph Street specifically, 56% to 77% are dissatisfied with all design and parking elements of the street with the exception of the aesthetics where 43% are satisfied, 31% are dissatisfiedand 27% are neither satisfied nor dissatisfied. The research shows 76-77% are dissatisfied with the access and availability of parking, and 68% dissatisfied with the build-outs. 71% are dissatisfied with the width of the road. Notably 56% are dissatisfied with the design of the cycle lanes and of those respondents, 41% were cyclists.

30 This is not a matter of only making minor changes to St Asaph Street. Option 1 as consulted on by the CCC would be totally unsatisfactory to address the levels of user dissatisfaction and the design elements which the public consider to be a failure.

**Safety concerns with St Asaph Street**

31 The existing design and layout of St Asaph Street has resulted in the City becoming less accessible for all users and raises serious safety issues.

32 Mr Penny addresses these concerns in his evidence and a number of the CCBG members have set out their safety concerns in their written statements which are referred to at the conclusion of these submissions.

33 The Council's own safety audit shows that the Council's minor changes option, does not address the safety issues in St Asaph Street.

34 It is also important to point out that CCC's own experts and teams do not have the same level of independence as those engaged by CCBG.

35 The Post Construction Road Safety Audit was prepared by MWH and Beca. However, the staff who undertook the audit were intimately involved with CCC during the period of development of the design and layout for many work programmes. For example Mike Smith, the Audit Team Leader, has been seconded to work at CCC for extensive periods in the past.

36 Mr Penny will refer to the CCBG safety audit undertaken by Andrew O'Brien and Jemima Macaulay. Mr O'Brien is the Chairman and Director of O'Brien Traffic and both are VicRoad's Accredited Senior Road Safety Auditors. His evidence will also demonstrate, Option 1 as consulted on by CCC does not even adequately address the Safety Audit of the CCC. The CCBG's option includes more road safety mitigation measures and greater benefits for all users of the road.

**Outcomes sought by CCBG**

37 For the reasons stated above, CCBG seeks a modified option 2 as set out at Annexure A.

38 It also seeks better and more accurate engagement by the CCC with its stakeholders on these changes and within the processes adopted to create an accessible city.

39 CCBG intend to continue to highlight any safety, design and layout concerns that arise and take action as necessary. It is hoped that in addition to the changes required to St Asaph Street, the detailed efforts undertaken by CCBG in a short period of time, demonstrate how the interests of all users of the City can be met and how future design and layout may take account of those needs.

**Statements from CCBG members**

40 Ms Shaw and Mr Penny are present to give evidence. Ms Shaw is the secretary of the CCBG and will address the research undertaken by CCBG.

41 Mr Penny is a Fellow of the Institute of Professional Engineers of New Zealand Civil Engineers. He has over 40 years in traffic engineering and transportation planning with the CCC, Department of Transport in the UK, the MVA Consultancy in Hong Kong, and Traffic Design Group Limited. Mr Penny was a member of the Blueprint team that recommended the introduction of a slow core for Christchurch City Centre and improved facilities for pedestrians and cyclists.

42 In addition to the statements already referred to the CCBG has also provided written statements from the following members outlining similar concerns:

(a) Mr Stephen Collins – Mr Collins emphasises that this is not a confrontation between modes of transport in the city: "Nothing we have recommended for St Asaph Street has any detrimental effect on the cycle lanes it is only intended to protect the commercial businesses that are the lifeblood of any central city and increase safety for all modes of transport".

(b) Mr Peter (Miles) Yeoman – who highlights significant issues affect the operation of St Asaph Street including:

(i) Cars getting stuck on the concrete kerbing on the tree pits

(ii) Buses never staying within a single lane

(iii) Delivery vehicles blocking lanes for other traffic

(iv) People panicking when an emergency vehicle is trying to get through

(v) Some cyclists still using the road and not the cycle lane

(vi) Some cyclists coming up St Asaph Street the wrong way on the footpath

(vii) Cars turning in/out of driveways end up going into both lanes to avoid buildouts or driving over concrete buildouts to stay within one lane.

(c) Mr Benjamin Gough, who highlights similar concerns with safety, parking, and his own concerns as a cyclist.

(d) Mr Shaun Stockman, who emphasises the importance of on-street parking to retailers and especially to certain types of businesses and also his concerns with safety on St Asaph St.

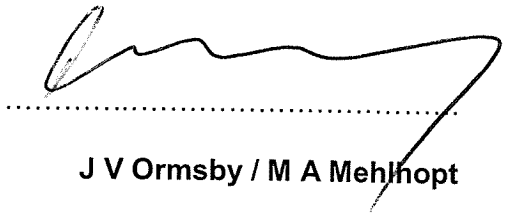
(e) Mr Murray Cleland who highlights his own safety concerns and also states: "'Real life' experience has already shown that regeneration requires a pragmatic balancing of maintaining current activity whilst planning for and implementing the process of renewal…On street parking is an essential element of retail. Look at shopping malls as an example. Clients today require convenience and access to their retail destination."

(f) Mr Clark Richards, CFO of Ballantynes, who states: "We would like to see a well functioning central city so that people want to come

into the city…this must cater for pedestrians, bus users, cyclists and motorists…At the moment we see a "Copenhagen" style city being forced upon an unsuspecting city following a natural disaster. Christchurch is not Copenhagen; its population density is many times less and its streets are narrower…much of the narrowing has been achieved through superfluous "build-outs" which waste valuable and scarce roading real estate. Valuable in that it could be used to increase safety, and valuable in that it could be used by motorists for parking".

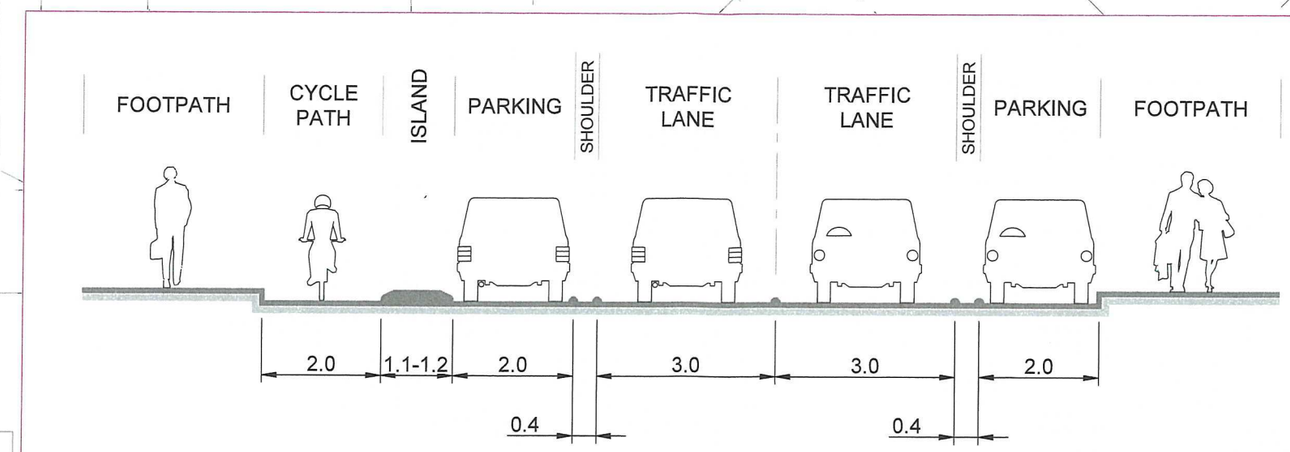
(g) Mr Tim Glasson emphasises similar concerns and the importance of on-street parking to the success of retail and other businesses in the City.

Dated this 30th day of October 2017



**J V Ormsby / M A Mehlhopt**

**Counsel for Central City Business Group**




TYPICAL CROSS SECTION
ST ASAPH STREET

LANE

MANCHESTER STREET

MADRAS STREET

LOADING ZONE

M/C

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# ST ASAPH STREET ROAD SAFETY MITIGATION

OPTION 2

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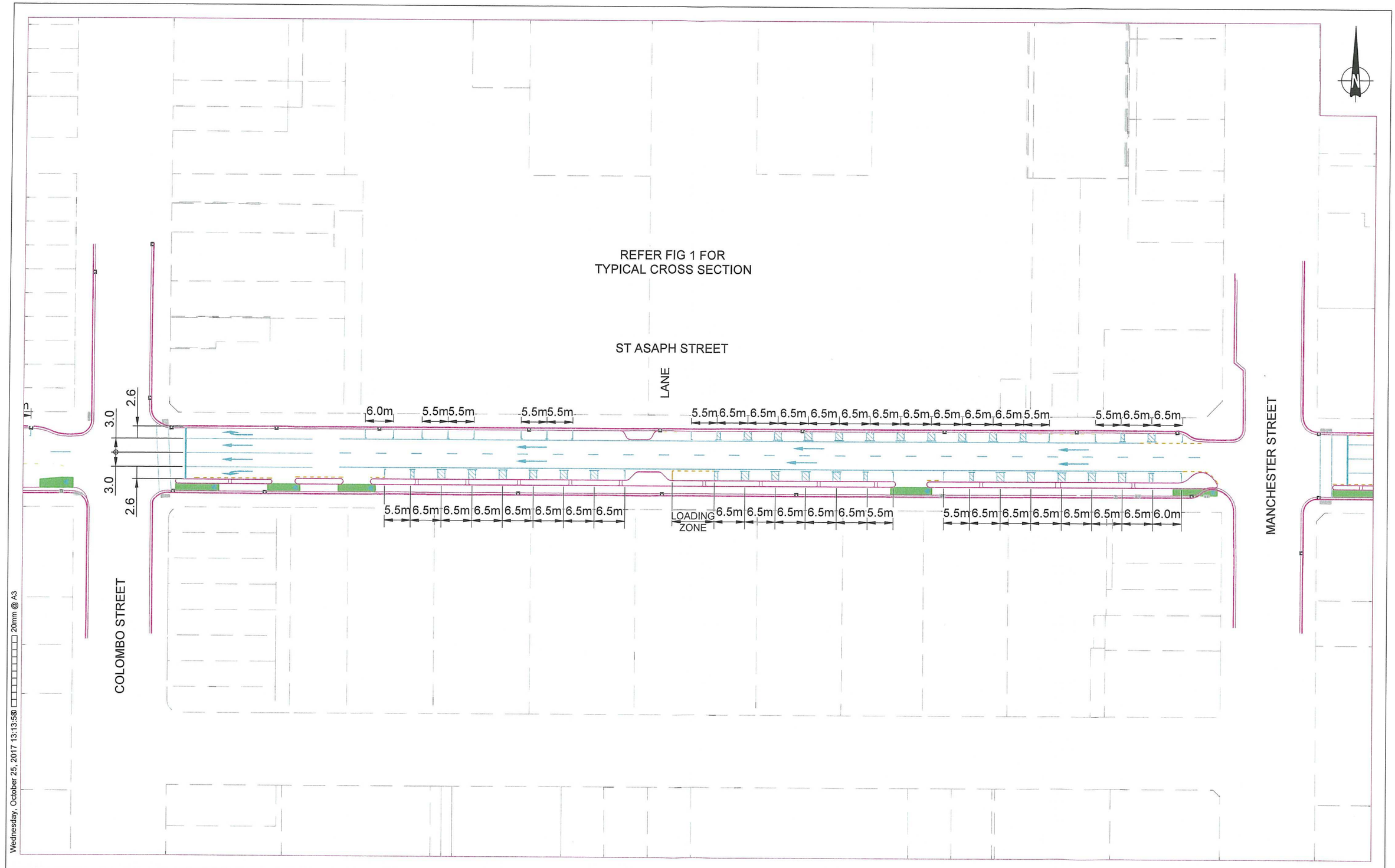


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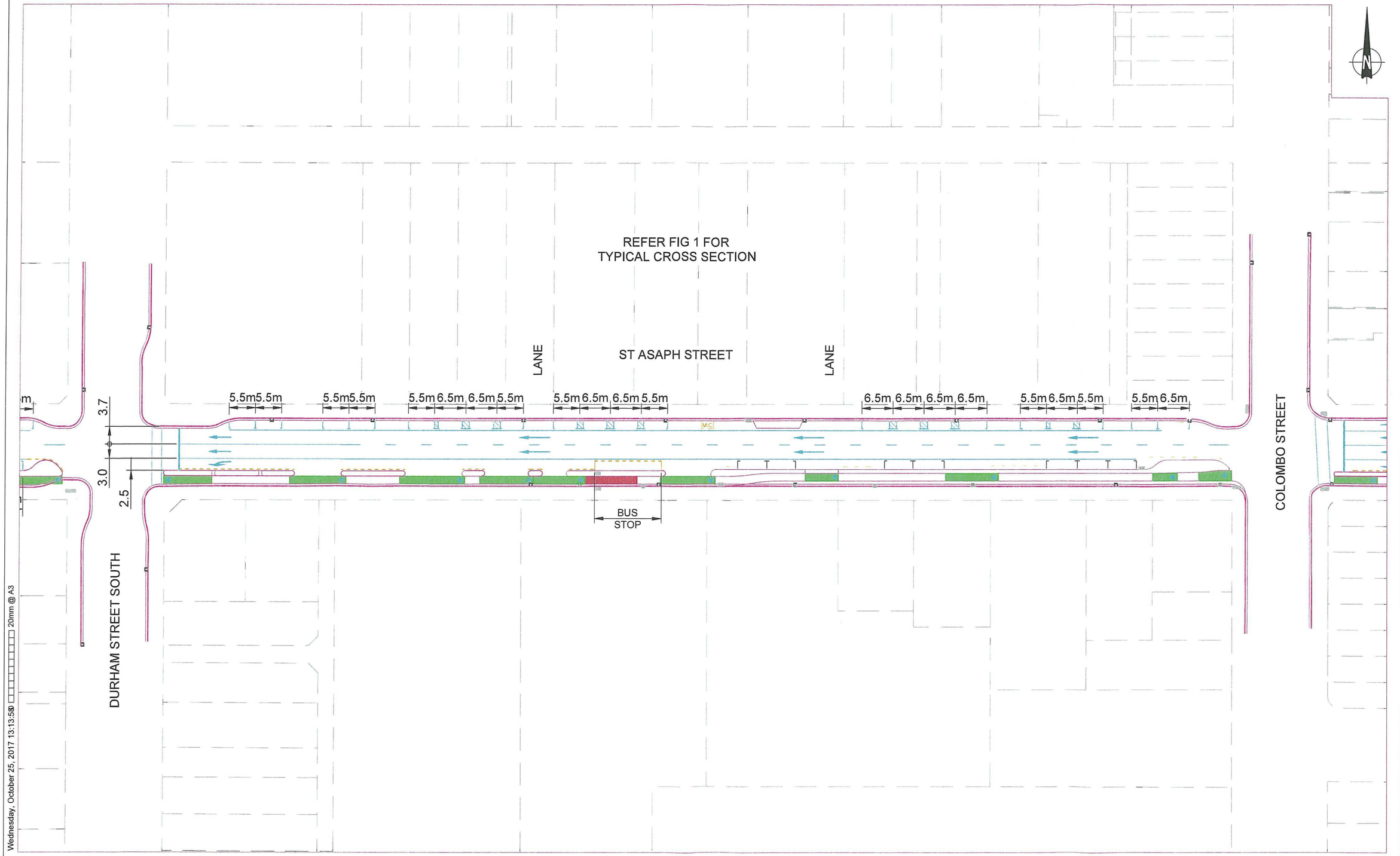


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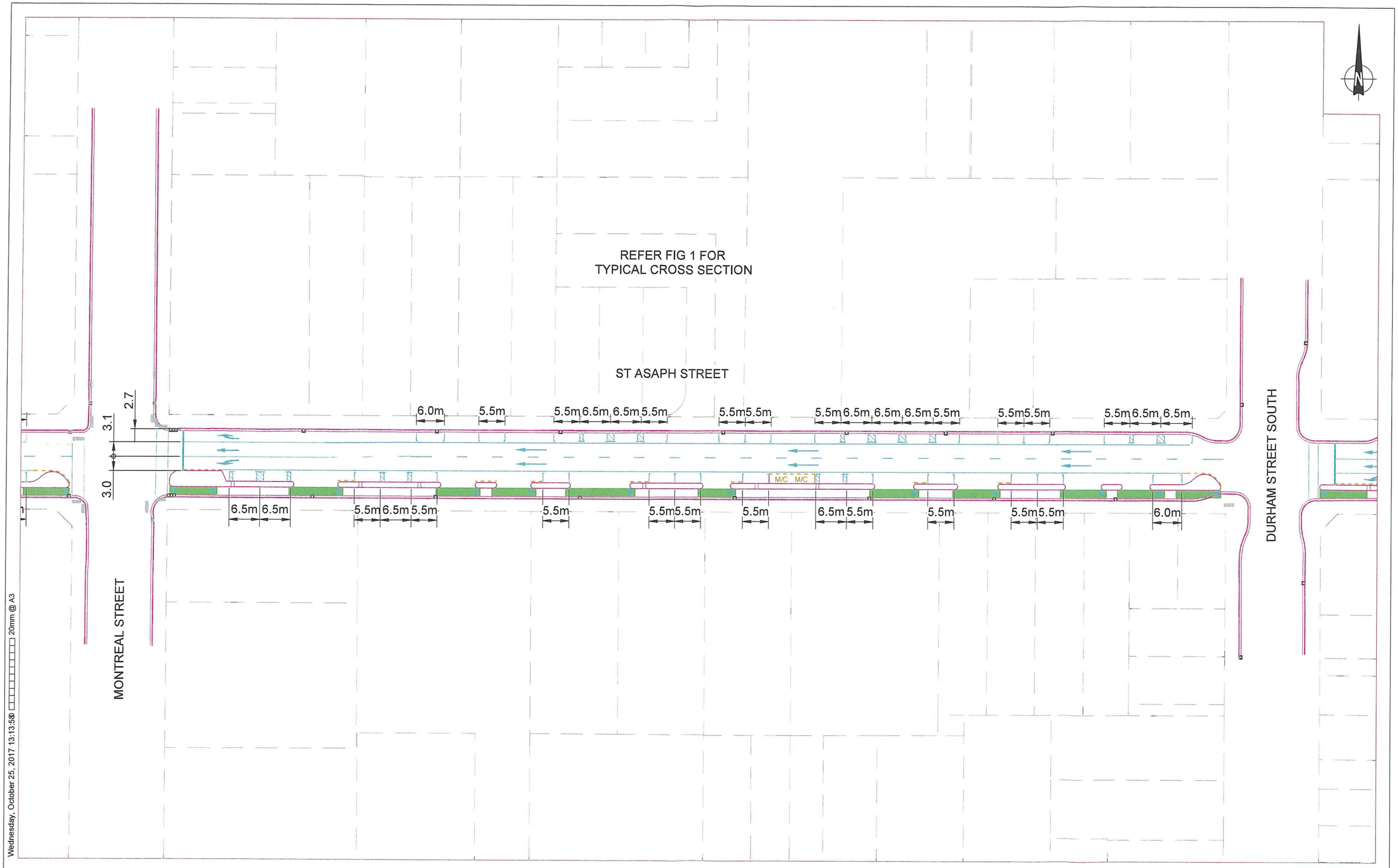


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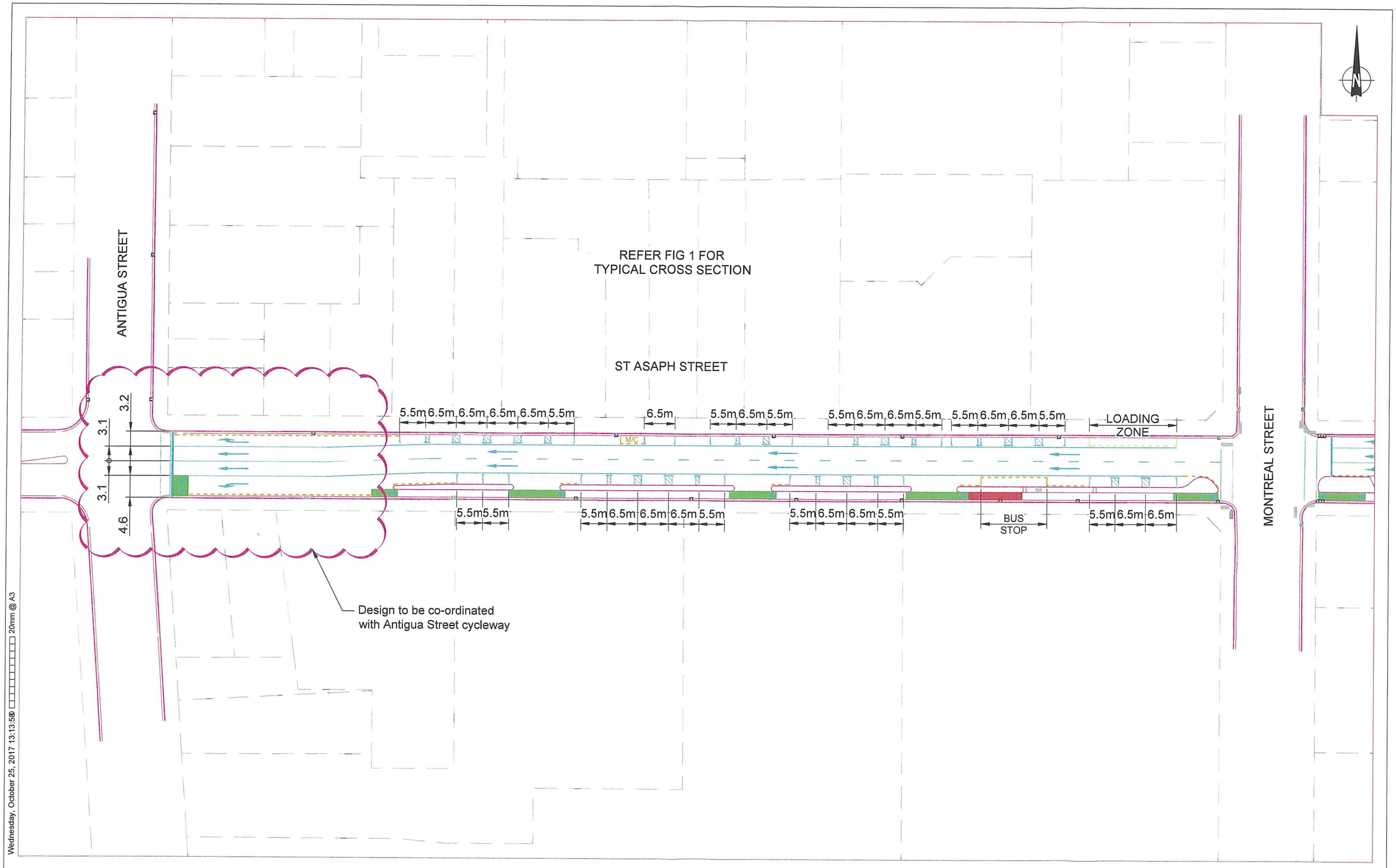


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