

Main North Road bus priority consultation summary

Council Have Your Say consultation was open from 24th October to Friday 17th November 2017. A link to the website was emailed to stakeholders, and approximately 1500 leaflets and submission forms were hand delivered to businesses and residents, posted to absentee landowners and stakeholders, and distributed to libraries and service centres. A separate invitation to a meeting for those in the Grassmere Street area was hand delivered and posted to residents and property owners in Grassmere, Roderick Alleyn Lane, Taunton Green and Grants Road as far as Proctor Street.

Three well attended public information events were held on:

- Friday 27th October - Northlands Mall drop in session 2:30pm to 6:30pm
- Wednesday 1st November - Meeting for Grassmere residents 5:30pm – 6:30pm
- Tuesday 7th November - Public Information Event at the Papanui /Innes Board Room 4:30pm -6:30pm

Interim feedback

Key issues raised by the 12 residents attending the Grassmere Street meeting and reflected in the submissions were:

- Neither Option A nor B is acceptable as full access is needed.
- Not enough access space for adjacent residents or large vehicles e.g. boats and/or trailers.
- Other congested/narrow intersections and roads such as Mary Street are unsuitable alternatives.
- The implications of 400 new houses planned in Cranford Basin needs to be considered.
- Does adding more lights and /or changing the Grassmere Street intersection help buses?
- Risk of more congestion between Sawyers Arms Road and Grassmere Street.
- Free left turn requested out of Grassmere Street.
- Grassmere Street residents' concerns were not heard during the cycleway consultation.
- Don't think the changes to access at Grassmere Street/Main North Road intersection are justified by the cycle use.
- Don't necessarily need two pedestrian crossing points at Grassmere Street.

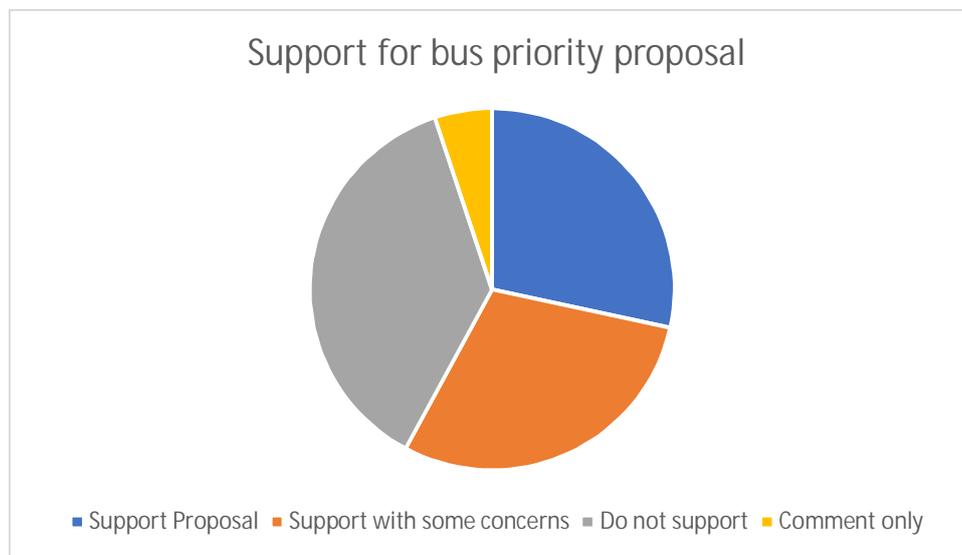
Key additional issues about the proposal raised at the two general drop in sessions and also raised in the submissions were:

- Parking loss for businesses – general and specific.

- Questions about access to local streets.
- Changes to Langdon's Road intersection and vicinity including pedestrian access.
- Effects of the proposal on traffic and congestion, including Grassmere issues as above.

Feedback to the proposal

197 submissions were received. Fifty six indicated full support for the proposal, 32 of these with no additional concerns or suggestions and the remainder with a range of suggestions to improve the proposal's function or layout. Fifty eight indicated support with some concerns, 73 do not support and 10 made comments only (see chart below)



Submissions by area:

Of the businesses in Main North Road, feedback was received in opposition, or with key concerns about parking loss and turning restrictions from the owners and three businesses at 2-12, 17B and 17 C and 29 Main North Road. Businesses at 55 and 58 Main North Road support the proposal.

Of the 192 submitters providing a street address, 45 submissions were received from residents in the Grassmere Street, Taunton Green and Grants Road area and four from Ngaio Marsh Retirement Village. Three of these submitters indicated full support for the plan, 23 indicated support with concerns and 19 indicated opposition, with issues focusing on access to Grassmere Street, effects on the local road network and wider network concerns.

There were 54 submissions from approximately 20 other Papanui Streets, 10 in full support and 10 in opposition, with a range of support comments and suggestions from the remaining 34 submitters.

The rest of the submitters were divided among those from wider areas: 33 from the surrounding suburbs of Northwood, Casebrook, Redwood, Merivale and Mairehau, 49 from other Christchurch suburbs, five from four Christchurch satellite towns, and two identified from outside the region.

51 support Option A (left in left out only) including Age Concern, Go Bus and Red Bus, and 78 support Option B (signals at intersection allow all turns including right turn out, but no right turn in)

The remaining 68 submitters did not indicate a preference for A or B including the Canterbury District Health Board (CDHB), which supports whichever Grassmere option provides the most efficiency for buses. Of these, 17 submitters commented that they did not support either option A or B at Grassmere Street, including Heavy Haulage Association, Ngaio Marsh Retirement Village, Papanui High School and Grants Road Holdings and Northwood Residents Association.

Overall support comments and suggestions

Overview: A range of support comments about the bus priority proposal and related improvements was received from over a hundred submitters. Suggestions included support for improvements in bus times and reliability and how to do this, including full time full length bus lanes, priority merging for buses and more enforcement of the bus lanes.

Cyclists and pedestrians: There was significant support for pedestrian safety, and six submitters commented that the parking loss is justified by the benefits to the proposal. Ten indicated unqualified support for cycle provision in the proposal, a further five including suggestions for improvements, and another 12 in support expressing concerns about safety for cyclists in bus lanes. Generation Zero expressed strong support for the proposal but requested cycle safety education for cyclists. However, two submitters including Red Bus were concerned that cyclists in the same lane as buses could reduce the efficiency of the bus service, and ten submitters opposed any improvements or priority for cyclists as part of the proposal.

Generation Zero and CDHB support the bus priority proposal with some suggestions for improvements for pedestrians and cyclists. The CDHB also supports bus shelters, and anything that improves safety for pedestrians and cyclists including a preference for separated cycle lanes. It recommends the removal of all parking except for Mobility Parking and along with Spokes suggests slowing traffic to 30kph through this section of Main North Road to reduce the risk for the range of transport modes sharing 'such a busy, constricted space', noting also that parking removal will help improve traffic flow. Spokes requested assurance of adequate cycle lane widths. Age Concern supports the plan, requesting no right turn out of Loftus Street on to Main North Road.

Members of the project team met a number of times with Kiwi Property representatives as owners of Northlands Shopping Centre to discuss the scheme and specifically changes to their exit onto Main North Road. Staff worked through Kiwi's initial concerns and our understanding is that Kiwi is now more comfortable with the scheme owing to the updated modelling provided. The project team will continue working with Kiwi throughout the design process to ensure the changes are in keeping with the mall frontage.

Key concerns

Twenty-eight submitters commented that they considered the benefits of the proposal to buses would outweigh the negative effects of the changes, and the range of issues and suggestions raised across all submitters included parking loss for businesses, inconvenience for Grassmere Street residents, and increased congestion on local roads owing to the changed road layout and

additional traffic lights, including the section between Grassmere Street and Sawyers Arms Road. Northwood Residents Association did not support the plan, citing concerns about increased congestion and suggesting the bus interchange should be located off Main North Road.

The three main areas of submitter concern were:

Wider network implications for the efficiency of the proposal and the potential effects on the Grassmere Street intersection

Twenty submitters raised concerns about wider network implications, noting the Cranford Basin Regeneration needed to be taken into account in planning any changes to this section of Main North Road, and in particular the Grassmere Street intersection. Many suggested that changes to Main North Road should be delayed until this is known and the subdivision complete.

Concern about the associated effects of from Options A and B of turn bans at Grassmere Street/Main North Road including increased traffic volumes using local roads in the area and creating additional traffic on Mary Street.

Fifty-five submitters flagged concerns about the effects on the local road network if access to Grassmere Street is restricted further - in particular if the right turn access is lost. There was strong concern that additional traffic and congestion would overload local roads that would be used as alternative access, including Grassmere Street, Grants Road and Mary Street. It was pointed out that these roads, and in particular Mary Street, are already narrow and congested with parking. There is no access from Proctor Street and Mary Street is already under pressure as a through route. Questions were raised about access for large, heavy or emergency vehicles at the Grassmere Street intersection and via these streets.

Business and community concerns about proposed parking removal for the full time northbound bus lane and to a lesser extent about the increase of one hour to the operational southbound bus lane times.

Approximately forty submitters raised concerns about parking loss that would result from the implementation of the proposal - especially but not limited to the North-western side - and over half of these opposed any parking loss. There were strong links to the effects this would have on the directly affected businesses, and also the wider business area. Key comments were that provision for off-street parking does not compensate for available on-street parking.

Papanui High School supports the overall bus priority proposal with concerns that potential delays from the changed road layout and additional sets of traffic lights on Main North Road could result in traffic diverting through Sissons Drive. This could have safety implications for the school, especially at the unsignalised pedestrian crossing on Sissons Drive. The crossing issue is being addressed separately by staff.

Sixteen submitters indicated concerns about turning and associated safety issues at the Grassmere Street/Main North Road intersection, including the amount of space available for buses to merge into the northern traffic lane, the majority commenting specifically on the road space taken up by the existing cycle and pedestrian build-out.

Five submitters requested removal of parking in Mary Street outside the police station near the Main Road to reduce queue times for traffic exiting to Main North Road, and it was pointed out that it is difficult for vehicles to turn right from Haliwell Avenue into Main North Road.

Spokes commented that Option B would work better for cyclists, with some further suggestions to improve the layout.

Bus stop and passenger shelter feedback:

Initial concerns from Mobil about the proposed relocation and extension of the bus stop outside Mobil, Papanui at 23 Main North Road, were resolved following a site visit and clarification of the plans.

Two business owners on the south side of Papanui Road are concerned about the parking loss for businesses at and adjacent to 20 and 24 Main North Road. One of these submitters requested that the proposed double bus stop on the south-eastern side be moved to the other side of Loftus Street (24 A, 26 and 30 Main North Road), to allow for P15 parking outside businesses from 2- 24 Main North Road.

Other comments and suggestions

These included a request for a pedestrian island on Main North Road near Age Concern. It was questioned why Council would re-introduce the pedestrian crossing on the north side of the Langdons Road intersection after recent removal, and concern was raised about the effects of the proposal on place-making and amenity in Papanui.

There were various concerns and suggestions about the effects of proposed restrictions to turning movements and access including the intersection at Sawyers Arms Road, Langdons Road, Winston Avenue, 12 Main North Road, and questions about how to deal with traffic exiting Northlands Shopping Centre to Main North Road. There were also three requests for speed reduction through the area.

The following changes were made as a result of consultation:

The island on Main North Road to re-enforce the turn bans into Winston Avenue, and improve safety and efficiency on Main North Road, has been amended to retain the right turn in to the car park at the rear of number 12 Main North Road. It was not possible to re-introduce the right turn out. This is a low demand movement and drivers can still turn left out, and then use Horner Street and Loftus Street or Mary Street to turn right out on to Main North Road.

A sign is to be provided at the Northlands Mall Exit/Halliwell Avenue/Main North Road intersection only to remind drivers turning right from the Northlands Mall to give-way to traffic exiting Halliwell Avenue.

Additional coloured surfacing has been provided between the northbound through traffic lane and the left turn exit slip lane into the Mall to highlight the presence of cyclists and buses on the road at this point where drivers are indicating to turn left into the Mall.

Modify Option B (full signalisation) at Grassmere Street/Main North Road intersection to allow the right turn into Grassmere Street, now Scheme H. This requires partial removal of the build out on the west side of Main North Road that was installed as part of the Major Cycleway, and also introduces a shared through and left turn lane for southbound traffic as there is insufficient room for a separate through and left turn lane for southbound traffic.