

## Community Views and Preferences

### 1.0 OVERVIEW

Consultation on the proposed NorWest Arc cycleway route was undertaken from Monday 27 February to Monday 27 March 2017.

In total, 1,300 consultation booklets were hand delivered to properties along the route, 297 posted to absentee property owners and another 394 delivered to key stakeholders, Council service centres and libraries. Approximately 3,400 flyers were hand delivered to the wider community in the vicinity of the proposed route.

Three drop-in sessions were held for the proposed cycleway as follows:

#### Thursday 9 March

Cobham Hall at South West Baptist Hall  
Lyttelton Street  
Spreydon

#### Tuesday 14 March

La Vida Conference and Community Centre  
Hansons Lane  
Upper Riccarton

#### Thursday 16 March

Cobham Hall at South West Baptist Hall  
Lyttelton Street  
Spreydon

The drop-in sessions attracted a total of 41 people. The project team presented a 30-minute PowerPoint presentation, which provided details of the proposed cycleway scheme. This was followed by group discussions centred on large plans.

At the close of consultation, 147 submissions were received by Council. These were analysed as a whole and also according to specific sections of the route. A detailed analysis is contained in the following section.

### 2.0 DETAILED ANALYSIS

Of the total number of respondents, 63 supported the proposal, 10 did not support the proposal, and 60 support the proposal but had concerns. Fourteen submissions did not provide a response as to whether they supported or did not support the proposal.

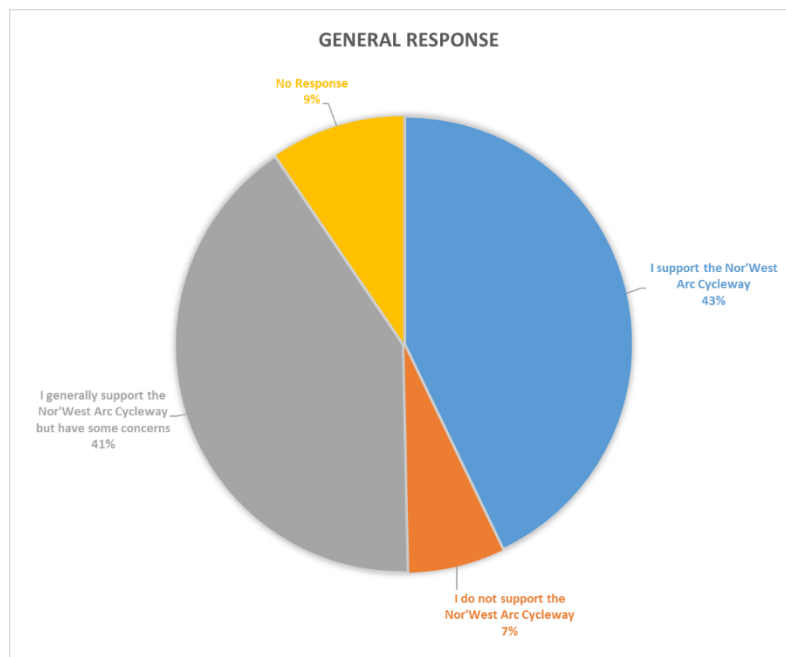


Figure 1: General Submitter Response

The following table provides a breakdown by suburb. The suburbs of Ilam, Upper Riccarton, Middleton, Hillmorton, Spreydon and Hoon Hay were considered to be along the Route. Other submissions were made from elsewhere in Christchurch and some of the submitters did not indicate a location.

General Response	Ilam	Upper Riccarton	Middleton	Hillmorton	Spreydon	Hoon Hay	Other (wider Christchurch)	Location not specified	Totals	%
I support the Nor'West Arc cycleway	4	7	1	1	7	9	31	3	63	42.9%
I do not support the Nor'West Arc Cycleway	0	0	0	0	0	2	8	0	10	6.8%
I generally support the Nor'West Arc Cycleway but have concerns.	3	7	2	2	3	9	32	2	60	40.8%
No response	1	2	1	0	1	2	4	3	14	9.5%
<b>TOTAL</b>	<b>8</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>22</b>	<b>75</b>	<b>8</b>	<b>147</b>	<b>100%</b>
<b>%</b>	<b>5.4%</b>	<b>11%</b>	<b>2.7%</b>	<b>2.0%</b>	<b>7.5%</b>	<b>15%</b>	<b>51%</b>	<b>5.4%</b>	<b>100%</b>	

The submissions comprised 44% from suburbs along the route; 51% from elsewhere in Christchurch; and 5.4% did not specify an address.

Thirty-two submissions were received from people who lived along the route (i.e. streets where the cycleway is proposed to be located). This included submissions from Ilam Road, Middleton Road, Suva Street, Hansons Lane, Blenheim Road, Annex Road, Lincoln Road, Domain Terrace, Glynne Crescent, Smartlea Street, McBeath Avenue, Pablo Place, Sparks Road, Rose Street, Palmside Street, Woodbank Street and Ferniehurst Street. The results are shown in the pie chart below. Of those submitters, 31% supported the scheme, 6% did not support the scheme, and 47% generally supported the Nor'West Arc, but had some concerns.

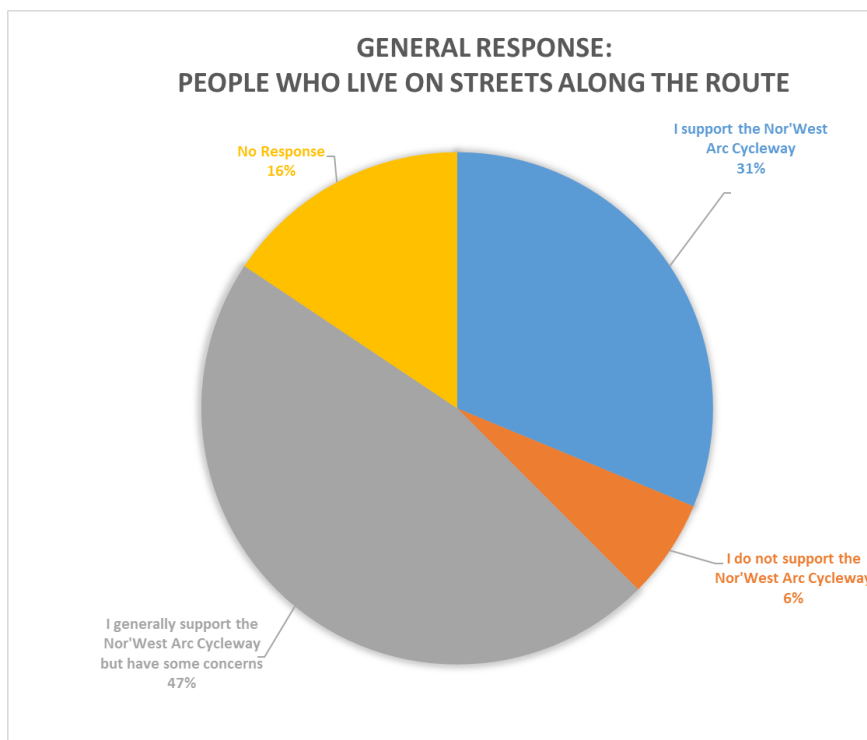


Figure 2: General Response – People who live on streets along the route

## 2.1 Key Concerns

Key concerns identified by all submitters are shown in Figure 3 below. Concerns about the Annex Road design, facility type (i.e. shared paths, two-way paths and greenways), landscaping, the proposal not meeting desirable criteria in the CCC cycleway design guidelines and loss of residential parking, are evident.

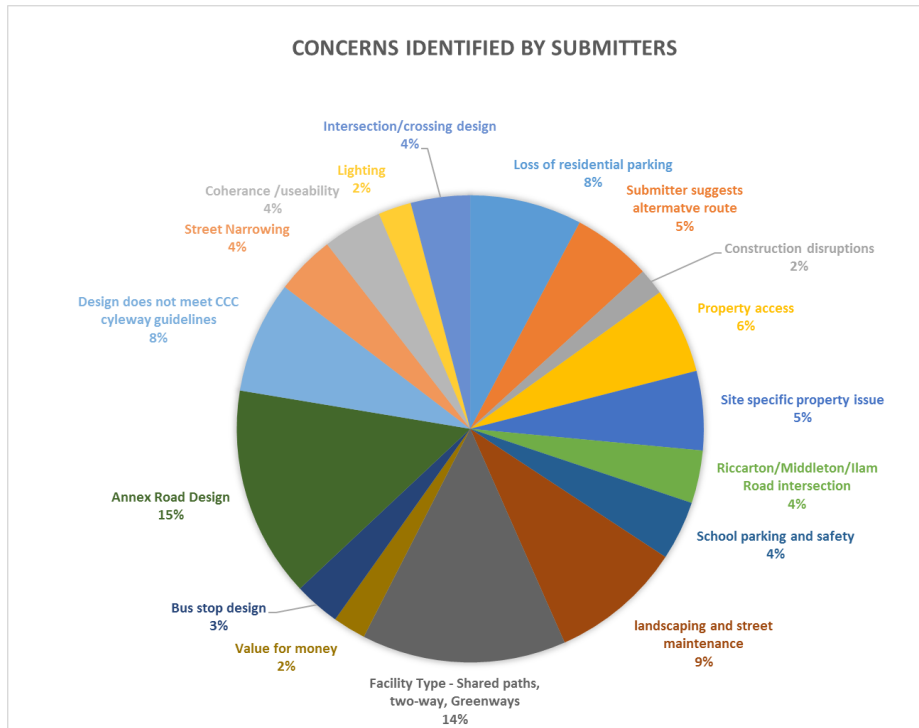


Figure 3: Key Concerns – All Submitters

The pie graph below highlights the key concerns of people who live along the proposed Nor'West Arc route. Concerns about landscaping/street maintenance, loss of residential parking and property access are evident. A number of submitters also had site-specific issues such as location of street build-outs or speed humps outside their property.

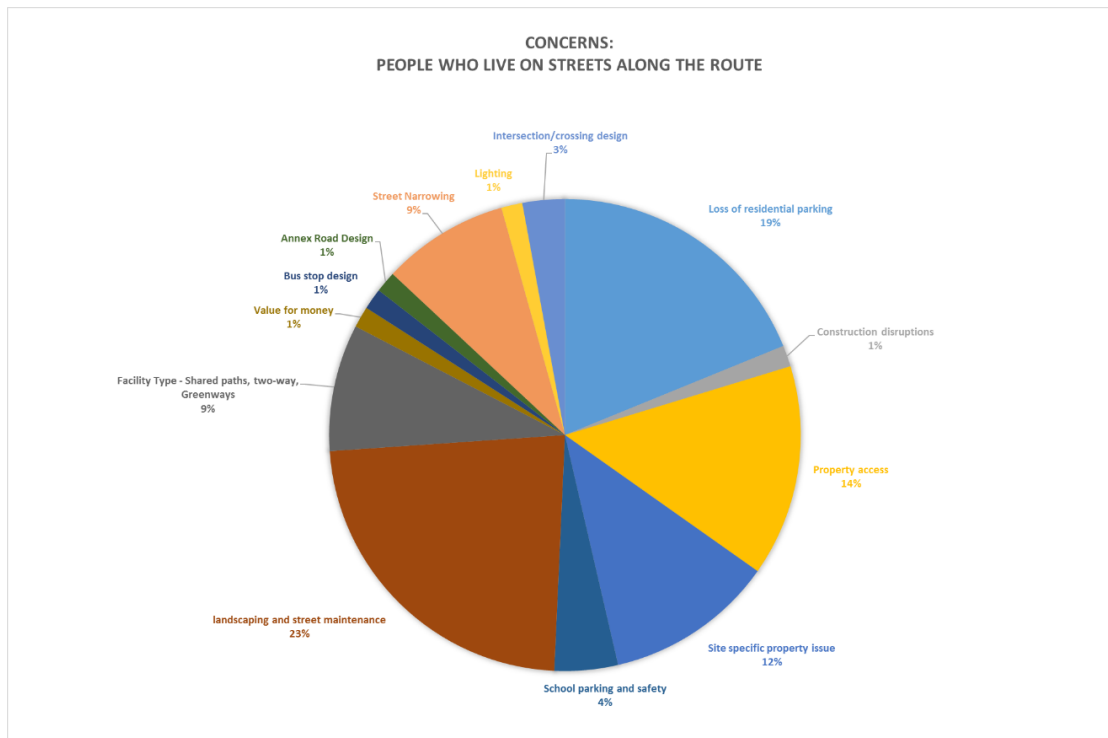


Figure 4: Key Concerns – People who live on streets along the route

## 2.2 Positive Feedback

Submitters in favour of the scheme reiterated the safety benefits it would bring. Comments voicing support described improved safety for cyclists as a result of separated facilities and safety improvements for cyclists and pedestrians due to signalised crossings and new or upgraded traffic signals at intersections. Submitters acknowledged that the existing road network generally was not safe for novice cyclists and that separated cycleways would significantly enhance safety, giving people greater modal choice.

Additional positive benefits identified by submitters included the facilities encouraging more people to cycle, improved streetscapes through landscaping and the positive environmental effects of more people choosing to cycle

## 3.0 KEY STAKEHOLDERS

### *Community Boards*

The NorWest Arc Project was presented to the Spreydon-Cashmere Community Board on 10 February 2017, Linwood-Central-Healthcote Community Board on 13 February 2017 and to the Halswell-Hornby-Riccarton on 14 February 2017. CCC and Peloton representatives provided a PowerPoint presentation of the proposed route and answered questions from elected and board members.

### *Middleton Grange School*

Middleton Grange School is located along Suva Street and caters for approximately 1400 year 1-13 students plus staff. The schools main pick-up/drop-off area is located off Suva Street and as such, Suva Street has high traffic flow and parking demand, especially at the start and end of the school day. Suva Street is also used frequently during the day by pupils crossing the road to access the school playing fields and tennis courts.

Three meetings were held with Middleton Grange School management between September 2016 and March 2017. During these meetings, school representatives noted they support the proposed Nor'West Arc cycleway but had concerns regarding access, parking and student safety. Where possible, solutions to these concerns have been incorporated into the proposed design including: the retention of 10 additional carparks on the north side of Suva Street (outside the play centre), kerb and channel upgrades, landscaping, raised platforms to slow traffic, and changes to traffic light sequencing at the corner of Suva Street and Hansons Lane to reduce traffic build-up on Suva Street.

Further details such as the use of warning lights, a potential school zone speed restriction on Suva Street and construction related requests will be addressed during detailed design and construction.

### *Ilam School*

A meeting was held with Ilam School management on 28 February 2017. The school representatives noted that they support cycling and the development of cycleways in Christchurch however, they had concerns about the loss of parking along Ilam Road and the shared pathway for cyclists and pedestrians along the school's main boundary and entrance. It was also requested that child safety be considered when planning construction works adjacent to the school i.e. undertake construction activities during school holidays to minimise disruption and risks to children entering and exiting the school via the main entrance.

Amendments to the proposed design along Ilam Road are detailed below in Section 6.0.

### *Police*

A meeting was held with a representative from Canterbury Police in October 2016. Discussions focused on high crime areas and the potential mitigation measures to increase safety along the proposed route. These include increased lighting, passive surveillance and vegetation maintenance. Feedback from NZ Police has been incorporated into the design of the Nor'West Arc Cycleway and a Crime Prevention through Environmental Design (CPTED) assessment has been undertaken.

### *Christchurch District Health Board*

Discussions with the Christchurch District Health Board (CDHB) regarding the proposed use of a section of land along Lincoln Road have been ongoing since September 2016. The Council and the CDHB's legal team are continuing to work together to reach an agreement.

The CDHB also provided a submission outlining the following key points:

The Canterbury District Health Board noted that they strongly support the development of good quality active transport infrastructure for cyclists of all levels, which is known to encourage physical activity and be beneficial to population health. The CDHB considers that the Nor'West Arc – Te Ara O-Rakipaoa will be valuable to people living southwest of Christchurch who wish to travel between Upper Riccarton and Spreydon.

The CDHB supported many aspects of the Nor'West Arc proposal but also made a number of suggestions, including:

- Adequate widths for shared paths
- Consistency in way finding and use of paving throughout the entire cycle network
- Adequate signage for two-way paths

- 30km/h speed limits on shared roads (greenways)
- Adequate lighting and bus stop design that meets the requirements of all users.

These points have been addressed in Sections 5.0 and 6.0.

#### *Other Key Stakeholders*

In addition to the above specific feedback, submissions were received from the following key Stakeholders:

- Orion New Zealand
- Blind Foundation
- GoCycle Christchurch
- Spokes
- Action Bicycle Club
- Living Street Otautahi/Christchurch

## **4.0 RESPONSES TO COMMON CONCERNS**

Responses to common concerns raised through the public consultation process are as follows:

### **Annex Road design**

Thirty-two submitters raised concerns with the proposed cycleway design along Annex Road between the existing underpass and Blenheim Road.

Many submitters considered that Annex Road was an unsafe environment for a major cycle route given the commercial/industrial nature of the area and therefore, the high number of heavy vehicles on Annex Road and side streets. Submitters noted that the proposed design was inadequate to ensure cyclist safety.

Another common concern was the confusing use of on-road and off-road cycling infrastructure. Many existing commuter cyclists considered the proposed design a reduction in service and noted that they would continue to bike on-road to prevent giving way to motorists on side streets. The following submission reflects many submitters concerns with the proposed design -

*“What is currently a satisfactory cycle path on-road with no intersections now suddenly involves several road crossings”*

The general feeling among submitters was that motorist should be required to give-way to cyclists at intersections along Annex Road.

A number of business owners/occupiers noted that the proposed cycleway would increase the danger for traffic turning into their properties. These businesses were generally located on the west side of Annex Road and noted that if the cycleway were to be re-located to the east side, there would be less side roads for cyclists to cross.

Three businesses had concerns with the provision of the traffic island on Nazareth Ave. Submitters noted that the traffic island would be hazardous to trucks and also to cyclists and pedestrians seeking safety on it.

During the route selection, Annex Road emerged as the favoured route due to its directness, existing popularity with commuters and a lack of alternative routes. The submissions were considered and the following changes made:

- Cyclists will have priority over Venture Place and a stop control will replace the give way control for vehicles. The traffic island will be removed.
- Bus stops will be reconfigured to meet the latest bus stop guidelines.

Cyclist priority was investigated at Nazareth Avenue, however due to the large number of heavy vehicles, a safe cyclist priority was not possible. The intersection will be monitored and a signalised intersection investigated if delays to cyclists are not acceptable.

### **Landscaping and maintenance**

Twenty submitters raised concerns about the proposed landscaping along the cycleway. Key matters of concern included loss of sunlight (especially from trees proposed to be planted along northern road boundaries), responsibility for on-going maintenance, cost of initial planting and on-going maintenance, effects on property access, location of proposed trees in relation to underground services and concerns about removal/replanting of existing trees.

Seven residents from McBeath Street made submissions regarding the proposed landscaping along their street. Loss of sunlight was the main concern for these residents.

The existing trees at the corner of Annex Road and Mokihi Gardens will be retained and the shared path will be constructed alongside the kerb. The proposed trees along McBeath Street will not be planted and landscaping within buildouts along the route will be rationalised to ensure sight lines are adequate and sufficient space for refuse bins is available.

### **Facility design (use of shared paths, greenways, and two-way cycle paths)**

Thirty-one submitters raises concerns regarding the facility type i.e. use of shared paths, greenways and two-way cycleways.

By far the most prominent issue among submitters was the use of shared paths along Ilam Road and Annex Road. Submitters generally consider shared paths to be unsafe due to low pedestrian awareness. Concerns for the elderly and children were also evident.

In terms of Ilam Road, concerns related to mixing cyclists with primary school children were obvious, especially at the peak times of school drop-off and pick-up.

The two-way cycle lane proposed for the majority of the cycleway (Middleton Road, Suva Street, Hansons Lane, Blenheim Road, Annex Road and Domain Terrace), attracted a number of submissions which noted the facility fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists.

Submitters also commented on the use of greenways noting that they should have a 30km/h speed limit to increase cyclist safety.

Two-way and shared paths were assessed to be preferable and more cost effective over separated one-way paths and minimised parking loss and land acquisition. Perceived speed issues along the greenways will be monitored and the build-outs future proofed so that speed humps can be installed if necessary. Painted warning markers at all driveways along Annex Road (north) as well as LED warning lights will enhance safety for cyclists.

### **Middelton Road / Ilam Road / Riccarton Road intersection:**

Eight submitters raised concerns regarding the design and safety of the Middleton Road / Ilam Road / Riccarton Road intersection and questioned whether a major cycleway route should travel through this intersection.

Two submitters suggested an alternative route, using Ilam Road, then either Hanrahan Street or Rudleigh Ave to Newnham Terrace, crossing over Riccarton Road, through Auburn Reserve to Renfrew Street, and then connecting back to Suva Street. Submitters noted that this route, while less direct, appears to offer safer and quieter cycling.

The Middleton/Ilam/Riccarton Road intersection will be upgraded as part of a CCC safety improvement and bus priority project and will be consulted separately. The alternative route through Auburn Reserve was assessed at route assessment as unfavourable, due to CPTED concerns in Auburn Reserve, reduced coherence in terms of route finding, and would require an additional signalised crossing over Riccarton Road.

### **Loss of residential parking**

Seventeen submitters raised concerns regarding the loss of residential on-street parking.

The Project Team presented a scheme at consultation that maximised the amount of on-street parking and is, as much as possible, sympathetic to residential and business owner needs. Without land purchase, the existing road width and traffic lane configuration limits available space and unfortunately the retention of all existing on-street parking cannot be accommodated along the entire length of the proposed cycleway.

Ten submitters supported the removal of on-street parking along the cycleway and noted that parking removal was essential to achieve a safe and user-friendly cycleway. These submitters noted that the design of the cycleway should not be compromised due to the desire to retain residential parking.

One submitter requested the removal of parking in front of their corner property to improve sightlines/safety at the intersection.

Further review of the scheme by the Project Team has added additional parking spaces as follows:

- One carpark at Field Terrace
- Ten carparks along the north side of Suva Street at Hansons Lane with a subsequent loss of four carparks on the south side.
- Carparks along Domain Terrace will be painted with line marking to maximise numbers
- One carpark at Pablo Place.
- Up to six additional carparks along Sparks Road.

### **Non-compliance with CCC cycleway design guidelines**

Seventeen submitters raised concerns regarding the lack of adherence to the desirable criteria in the CCC Cycle Design Guidelines for a Major Cycleway. In particular, the submitters noted the following:

- Separation along Ilam Road is a very good idea, as it makes less confident cyclists feel much safer. The width of these lanes should be increased to 2.4m wide with a 900mm door buffer zone (as per the CCC Cycle Design Guidelines for a Major Cycle Route).



- The two-way cycle lane proposed for the majority of the cycleway (Middleton Road, Suva Street, Hansons Lane, Blenheim Road, Annex Road, Domain Terrace) fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists. This option also does not meet the Cycle Design Guidelines' recommended 4m width.
- The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, and require motorists to give way to cyclists.

Ilam Road is a bus route therefore, traffic lanes have to be a minimum width of 3.25 m. The street supports high parking and pedestrian demand therefore the cycle lanes are 1.8 m to 2 m, which meets the desirable minimum in the Cycle Design Guideline.

Two-way facilities are preferable over one-way facilities in terms of retaining on-street parking and cost. The two-way facilities are generally along streets with residential driveways that generate minimal car movements, by generally regular uses familiar with the site (e.g. residents or employees) and are therefore not considered a significant risk. The two-way facilities meet the desirable width of 3.5 m in the Cycle Design Guideline.

Submissions were considered and the following changes made:

- Cyclists will have priority over Venture Place and a stop control will replace the give way control for vehicles.

### **In-lane Bus stop design**

Seven submitters raised concerns or provided suggestions regarding the design of the proposed in-lane bus stops. These included:

- Consistent use of paving and adequate signage to warn cyclists that they are required to give way to pedestrians boarding and disembarking from the bus.
- Provision of adequate space to allow bus passengers to wait for the bus without obstructing cyclists.
- Allowances for wheelchair access.

Only one submitter had concerns about the effect of the in-lane bus stop on traffic flows along Ilam Road.

All bus stops along the route will be reviewed to ensure they comply with the latest bus stop guidelines.

### **Lighting**

Lighting was raised as a general concern in the reserves and the accessway off Pablo Place. All lighting along the route will be upgraded.

### **Site Specific Property Issues**

Twelve submitters raised site-specific issues that included loss of parking, property access difficulties, location of raised platforms and road build-outs and location of landscaping. These issues have been reviewed by the Project Team, which has led to a number of design changes as listed later in this report. Property access will be further reviewed at detailed design to allow for any specific changes between now and then.

## 5.0 DESIGN CHANGES

As a result of community feedback and further technical advice, the project team has reviewed the scheme and recommends the following changes:

### Ilam Road

1. Double yellow lines will prevent cars overtaking buses at the in-lane bus stops.
2. Bus stops redesigned to comply with the latest bus stop guidelines.

### Middleton Road

1. A traffic island will be installed outside No.6 Middleton Road and the two-way path constructed on the east side between No.6 Middleton Road and Riccarton Road.
2. An additional carpark will be constructed at No.2 Field Terrace.
3. Retain existing pedestrian island south of Middleton Park.

### Suva Street

1. The existing garden in the berm at No.84 Suva Street will be retained.
2. The proposed platform at No.60 Suva Street will be moved west to the Middleton Grange School access.
3. Ten additional carparks will be constructed on the north side of Suva Street and four will be removed on the south side of Suva Street.

### Hansons Lane

1. Bus stops redesigned to comply with the latest bus stop guidelines.

### Annex Road North

1. Bus stops redesigned to comply with the latest bus stop guidelines.
2. Warning symbols will be painted at all the driveways to alert cyclists.
3. Venture Place / Annex Road intersection will be reconfigured to give cyclists priority.
4. Annex Road / Nazareth Avenue intersection will be changed from give way priority to stop controlled.
5. No stopping will be extended on Nazareth Avenue to the Kudos Driveway.

### Annex Road South

1. Kerb and Channel will be installed between the driveways at the Hillmorton Hospital frontage to encourage better parking and resolve ponding issues.
2. Access to the road will be provided at the Mokihi Gardens pedestrian / cycle pathway.
3. The shared path between No.29 Annex Road and Mokihi Gardens will split around the existing trees, which will be retained.

### Lincoln Road

1. The bus stop at No.30 Lincoln Road will be extended to allow for the bus to merge back into traffic more easily.

#### Domain Terrace

1. Trees will be rationalised to allow for more bin placement areas and longer sight distances.
2. Parking ticks will be installed to formalise parking areas and allow for longer sight distances.

#### Smartlea Street

1. The width and angle of the bridge over the Heathcote River will be reviewed during detailed design.
2. The raised platform at the McBeath Avenue intersection will extend across Smartlea Street and removed from Weir Place to ensure existing flood issues are not exacerbated.

#### McBeath Avenue

1. The driveway at No.8, 30 and 35 McBeath Avenue and No.10 Muirson Avenue will be widened.
2. The trees along McBeath Avenue will only be planted in the build-outs.
3. Speed concerns will be monitored and the build-outs future proofed so that speed humps can be installed.

#### Pablo Place

1. An extra carpark will be constructed on the west side of Pablo Place.

#### Sparks Road

1. Bus stop will be redesigned to comply with the latest bus stop guidelines.
2. Up to six extra carparks will be constructed in front of No.35, 37 and 39 Sparks Road.

#### Rose Street

1. The crossing island on Rose Street will be widened.

#### Palmside Street

1. Buildouts at No.22 Palmside Street will be reconfigured to enhance delineation.
2. Driveways at No.23 and 25 Palmside Street will be widened and splayed towards the Street.
3. Trees will be rationalised to allow for more bin placement areas and longer sight distances.
4. No stopping will be extended to the driveway at No.6 Palmside Street to allow better visibility.
5. A flush median will be painted on the road at Woodbank Street to encourage better lane compliance.

#### Woodbank Street

1. The driveway at No.5 Woodbank Street will be widened

#### Ferniehurst Street

1. The driveway at No.5 Ferniehurst Street will be widened

## **6.0 INFORMATION FOR SUBMITTERS**

Prior to the Infrastructure, Transport and Environment Committee meeting, all submitters will be sent a letter summarising feedback on the project, details of the meeting, and how to apply for speaking rights. The letter also includes a link to submissions and the proposed plans for Council approval. Hard copies will be sent on request.