

#	I support the Nor'West Arc Cycleway	I do not support the Nor'West Arc Cycleway	I generally support the Nor'West Arc Cycleway but have some concerns	No Response	
<b>Full Comments Nor' West Arc consultation submissions</b>					
1	Y				Meets a need for safer cycling down Middleton and Ilam Rd on my son's daily cycle [REDACTED]. Very happy to have cycles in our street too.
2			Y		I generally support the Now'West Arc with two main reservations 1) "The in-lane bus stop allows car parks along Ilam Road to be retained" Retaining on-road car parks is not a good enough reason for compromising this route's safety and usability. Putting bus stops in the bike lane will force cyclists to either move into the road to overtake the stopped bus, or wait behind the bus, breathing in diesel fumes- neither option a pleasant experience likely to encourage people to use the route 2) Smartlea Street, McBeath Avenue and Palmside Street are all described as quiet streets suitable for neighbourhood greenways but no mention is made of reducing speed limits. For greenways to work as part of an MCR, aimed at interested but concerned riders, speed limits on greenways must be reduced to 30km/hr. Speed bumps, buildouts and sharrows are not enough.
3				Y	It sounds amazing! It would be a great way to break down the safety barrier and encourage more people to cycle. As well as connect more areas of the city.
4			Y		I live at [REDACTED] and would like to see the yellow lines right to the start of my drive and have no parking in front of my house as it is too close to the corner and the road is too narrow there to have parking each side of the road. Even now it is quite dangerous having parking there as the two corners are close together and SUV's outside my house can block the view. It would be worse with cycles
5	Y				Looks fairly straight forward and should be completed to a high standard.
6	Y				I utilise parts of this route now and think the route chosen makes a lot of sense. I wonder if it is an opportune time to consider an extension to this route (and the future Ōpāwaho River Route cycleway) from their intersection point at Ferniehurst Street and Ashgrove Terrace to connect with Worsleys Rd and access to the Christchurch Adventure Park. The section of Cashmere Road between Ferniehurst St and Shalamar Drive and on to Worsleys Rd is very narrow and with the increased volumes of riders I've noticed many drivers crossing the centre line in their haste to overtake. Due to the obvious geographical restraints of the River and hillside Cashmere Rd is not a feasible option for a cycleway. I did hear a suggestion of an underpass at the end of Ashgrove Terrace going under Cashmere Road beside the Cashmere Stream to Worsleys Reserve and on to Worsleys Rd proper. I would support such an extension
7	Y				
8	Y				As a home owner on Domain Terrace I think this is a fantastic idea, I fully support the Nor/west arc Cycleway along our street.
9	Y				1. Hi there is a vandalism issue on the existing fencing to Pablo Place to McBeath Ave linkway and wonder how that will be addressed. 2. Really support the tree planting and street works, though with the existing power lines, it would be nice to see these put underground at this opportunity. Is this going to happen? The plans don't show power poles in the smart glossy plans. 3. Wondering if more effort should be made on linking this to Lincoln Rd and then Hagley Park, as there is loads of bike traffic down Lincoln Road, but its very dangerous at peak traffic times. 4. I regularly bike to work down mcbeath ave, and the bridge widening on Smartlea Street is a really great idea, as the current one is a bit tricky to negotiate,



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12 <i>contd</i>					<p>Reasons:</p> <p>a. This area is NOT part of the cycle way [REDACTED]</p> <p>b. We have worked hard to make the frontage of our place an attractive space. It currently has a wonderful mature tussock garden that we have worked on for years. Your plans appears to remove this and replace it with a wide path [REDACTED]. Please do NOT devalue our place [REDACTED].</p>
13	Y				
14	Y				I believe the proposed cycleway will enhance the route for existing cyclists such as I, and encourage prospective cyclists to take up the activity.
15			Y		I'm a very keen cyclist - road and mountain bike. I'm all for the new cycleways. Theres a huge objection of the cycleways from the motoring world, look at Facebook comments regarding the cycleways. If you as a council want to get the side of the motoring fraternity you could do things a lot better. The Brougham Street section has now been under construction for weeks and traffic cones have been in place with speed restrictions where there appears to be very slow progress. I passed the same area this week and there was a large number of contractors but very little progress. Also this section is very wide and overkill. I know that money has to be spent to create these paths but they dont have to be so wide and why are they taking so long to produce?? This section is in full view of traffic everyday. Its a similar scenario in Wrights Road, road cones have been there for weeks and the cycle cross over point has been changed more than once. Why are the cones there and nothing happening. Hope you find this as constructive criticism - you want to win over motorists and dont show them that you're wasting big dollars.
16			Y		Who is going to be responsible for the mowing of the extra berm in Domain Terrace and other affected streets? With the number of rental properties in Christchurch there is always difficulty in getting the berms mowed. If there is another berm to be mowed I feel it will get left like quite a number are now and will just make the streets look more untidy. Would it be better to have the area filled with bark or another type of maintenance free surface.
17			Y		<p>1. No driveway access is shown for [REDACTED]. We would like on to the south.</p> <p>2. VERY concerned about the cycle-way at the Middleton / Riccarton /Ilam Road intersection. This is a VERY dangerous intersection. I have seen several accidents and numerous near misses here. I NEVER EVER turn right into Middleton or Riccarton off Ilam. I NEVER EVEN turn right into Riccarton off Middleton or go blind across to Ilam off Middleton. That is in a car. Unless the intersection and light functions are considerable altered, it would be extremely dangerous on a bike.</p> <p>1. It looks as the parking is being reduced outside [REDACTED].</p> <p>2. VERY concerned about the cycleway crossing Riccarton Road between Middleton Rd and Ilam Road. This intersection is DANGEROUS and one to avoid even in a car.</p>

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					I would like to see a large scale diagram of how the intersection will be reconfigured to be safe for ALL users. Including very necessary (already) changes to traffic light control
18	Y				As avid cyclists, my partner and I 100% support this plan. The introduction of more safe cycle-ways around Christchurch has helped and encouraged us to travel by bicycle more often. We both use bicycles to travel to work. So this would .... Some of our commute. Would use the new Nor'West Arc, making it safer and more enjoyable. (we both work). North of here near Addington and currently make use of some of the Little River Link that has been/will be built). Our road, Ferniehurst Street, will greatly improve with the new proposed "Greenway". It will help slow traffic down (it's not overly busy, but cars tend to use it as a throughway between Rose Street and Cashmere Road, and drive at speeds too fast for a family area, often over 50kph), divert through traffic around, increase .... traffic and create a much safer road to live on. Great work - please keep the cycleways coming and make Christchurch the cycling capital of New Zealand.
19	Y				I whole heartedly support the Nor'West Arc cycleway. Noting that Lincoln Road cycleway should remain as a direct link to the city
20	Y				We strongly support both the particular route details and the overarching 'arms' of this and other routes in the new network. - Encourage a shift towards walking / cycling rather than motor transport for environmental and health benefits - Dedicated routes make both cycling and driving safer Placement of the many wonderful proposed new trees should be with householder thought even though we don't own the verge please. Small moves up or down property frontages may benefit householders as well as the route. Win/win!
21	Y				Sounds great
22			Y		The intersection of Middleton/Riccarton Rds is currently a terrible layout. Any change is unlikely to be bad. There are currently two tour buses living on Suva St. I do not believe there will be enough space for them to park/manoeuvre the proposed design. The area on Suva St outside Middleton Grange looks good at a glance, however the designer can't have considered school traffic. As it is the parks fill up and cars park all down Suva St at pick up time. Parallel parking in school traffic, with all the mums driving tanks will not go well. Angel parking would be much more effective in my opinion. Has the school been engaged to mitigate traffic issues?
23	Y				Great! The more direct route into the city from this area is via Lincoln Rd, is increasingly used by cyclists. While other routes (southern motorway route) are welcome, Lincoln Rd needs to be made safer for cyclists as they are likely to continue using the more direct route. There are many hazards, buses, parked vehicles etc down through Addington and unfortunately some drivers ignore the marked cycle lanes. Need to make buses more economical (reduce fares) week / month tickets / season tickets and encourage non car journey to schools

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24	Y				<p>We are excited and thrilled for the new cycleway! Congratulations on designing and planning an innovative, forward-thinking, and safe cycleway which will beautify our city, reduce congestion and increase the fitness, health and mental health of our people.</p> <p>We especially like the double - lane, broad ways planned and the tree planting. This will keep cyclists much safer and truly encourage us to use the cycleways more (given a significantly reduced fear of being hit by cars). Trees make streets feel so much more suburban and residential and less like busy, impersonal thoroughfares - which, in my opinion, will surely help to increase community and decrease crime and anti-social behaviour (such as the thieving of supermarket trolleys which seems to so often happen on Hansons Lane, where we live). Green spaces (i.e. grass and trees) are also so important to making us feel calm and happy.</p> <p>The proposed cycleways also increase the value (to us) of houses less central suburbs because they will make commuting to work more pleasurable (thereby increasing our future fitness (because we will bike further on a regular basis)).</p>
25			Y		<p>Whilst no objection to the formation of a cycleway itself, I do NOT want a tree in front of my property which already has 2 large trees on the section (small), due to security issues and blocking of late sun, especially for the winter months.</p>
26			Y		<p>I live at [REDACTED].</p> <p>I comment that the Western side of the Annex Road (Footpath) is the preferred side for mothers with children walking to school and the Lincoln School shops from the Mokihi subdivision.</p> <p>I wonder why you mix the bikes with the pedestrians particularly when they get to the Seager Park area which is a children's play area when there is plenty of space at the eastern side which is seldom used.</p> <p>Otherwise, well done.</p>
27	Y				<p>I have asked Council to put speed bumps down Ferniehurst St but still awaiting an answer?? After a year ago when I rang??? (Feb 16) now, you want to put a cycle lane there. GOOD IDEA but, WILL IT REDUCE THE SPEED OF THE NUMB SKULLS THAT USE FERNIEHURST ST AS A RACE TRACK.</p> <p>Waste of time getting police car there, NO POLICE (shortage).</p> <p>So put a cycle lane there and speed bumps to make it safer for bikes.</p> <p>SPEED BUMPS IN FERNIEHURST ST AND CYCLE LANE (Good idea)</p>
28	Y				<p>Please ensure safe crossings on Sparks Road as these are particularly dangerous.</p> <p>Well done - great to see these taking shape in the city.</p>
29	Y				<p>As a parent of young children living in Hoon Hay, I support the proposed cycleway. In particular, the improved facilities through Hoon Hay and the signalised crossing on Sparks Road will be especially useful for me and my children.</p>
30		Y			<p>I live in Cashmere Road and cycled to work for 30 years until I retired 10 years ago, firstly from St Martins to town then from my present address to Riccarton. My preferred route to Riccarton was Thornington St, Ashgrove Tce, Aylmer St, Selwyn St then through the park to Bartlett St then down Riccarton Rd to Clarence St. I chose this route because it was quiet and gave me options to go either into town or to friends in Fendalton near the University. I would never use that today as Selwyn St has been ruined as a cycling route because of the traffic between Brougham St and the park.</p>

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30 <i>contd</i>					<p>I still cycle, not as frequently as before, but my preferred route now is Thorrington Rd, Studholme St, Somerfield Park, Sydenham Cemetery, Simeon St, Collins St, Church Sq, Grove Rd then Hagley Park. It is simple and quiet and connects with the proposed Quarrymans Trail at Roker St and the Little River Trail at Brougham St. If you press on through the park it links with the Uni-cycle (but those paths need sealing first) and then to the Northern Line Cycleway or you can go into town. I recently had an appointment at the hospital I was home again in 75 minutes. Try doing that in a car or bus today! By the way I am 73. The route you propose is a dogs breakfast, zig zagging all over the place and it looks like it would cost a bomb. Keep it simple. My route may be a bit longer but is straight forward would cost a lot less and I dont believe that it would take longer because you are not dealing with endless intersections and lights. It is also far more flexible as it connects with cycle routes and town.</p>
31			Y		<p>My starting position is to acknowledge that the proposed Cycleway is not designed for cyclists like me. Generally I am comfortable riding amongst cars and other vehicles and reluctant to use off-road cycleways as they are poorly conceived (prioritise motorised traffic flow over non-motorised traffic flow), poorly designed (having limited and badly designed connections to on-road cycle lanes) and inherently dangerous for cyclists (mixing cyclists with 'random-walk' 'plugged-in' pedestrians).</p> <p>I regularly commute through the part of Christchurch covered by the Nor'West Arc Cycleway proposal. One route brings me eastwards along Wigram Road to travel north on Annex Road and Hansens Lane to Church Corner, returning the exact reverse. Another route brings me northwards on Middleton Road to travel west on Riccarton Road to Church Corner, rarely returning the same way.</p> <p>My main concerns with the plans as proposed are as follows:</p> <p>Middleton Road: A cyclist travelling south to north along the full length of Middleton Road appears to have no opportunity to join the proposed cycleway other than coming to a complete stop and joining at Suva Street. Following traffic will assume the cyclist is taking a left turn into Suva Street, not coming to a full stop. If the cyclist elects to stay on Middleton Road their visibility to vehicle on their left is compromised by the proposed tree plantings (and the A pillar of the vehicles themselves).</p> <p>Suva Street/Hansons Lane: A cyclist travelling south to north (especially at school arrival times) will encounter a large number of distracted pedestrians in the shared space from the Suva Street intersection northwards. This will this force the cyclist to ride defensively (ie slowly) to avoid a collision but riding defensively will not guarantee safe passage. A cyclist travelling north to south along the full length of Hansons Lane appears to have no opportunity to join the proposed cycleway other than coming to a complete stop and joining at the Suva Street intersection. Forcing the cyclist to come to a full stop to await a crossing opportunity naturally discourages the cyclist from joining the cycleway. If the cyclist elects to stay on Hansons Lane their presence is an irritant to the vehicles travelling south (in the reduced width lane) who naturally argue that the cyclist should be in the cycleway ("that was provided a vast expense for them...").</p>

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31 <i>contd</i>					<p>Hansons Lane/Blenheim Road/Annex Road: The removal of the on-road cycle lane on Annex Road will force southbound cyclists on Hansons Lane towards the proposed cycleway. It is unclear where they may safely join it. The later (further south) re-marking of the on-road cycle lane on Annex Road then removal again is confusing. This confusion/duplication is repeated at the intersection of Annex Road with Birmingham Drive and Wigram Road with both off-road and on-road provision. I just find the proposals really confusing and this doesn't bode well for their usage.</p> <p>I return to my starting position, that the Cycleway is not designed for my type of cyclist. It does, however, impact on me. Not only does the proposal remove some of the on-road cycle lanes that I use now but, by reducing road width in a number of places, it tries to force me to use the proposed cycleway to avoid direct confrontation with motorised traffic. In all likelihood I shall adapt to the finished design regardless of whether changes are made or not, neither using the proposed cycleway as intended nor ignoring it altogether. I only hope that the design finds favour with the target audience because the construction cost and subsequent traffic disruption is doing nothing for relations between cyclists and drivers.</p> <p>Should you wish to speak with me further on this subject I am happy to engage with CCC. There are a few examples of good cycleway/cycle lane design (and execution) around the city but far too many examples of poor design. I would be happy to spend a little time illustrating these if it informs future designs.</p>
32			Y		<p>Not sure why trees need to be dotted all along the way. More unnecessary expense and on going care and pruning. Especially on quieter suburban streets where there are private gardens.</p> <p>I so ride my bicycle to various destination around Hoon Hay / Cashmere.</p>
33	Y				<p>We would be delighted to have the proposed cycleway in our neighbourhood. It will be a great asset to the community and we would certainly use it with our children. We believe the proposed design will not only make the route safer for cyclists but also reduce dangerous traffic speed along our street. The additional tree planting would also enhance our streetscape.</p>
34	Y				<p>I live in Suva Street. I ride a bike to work wet or fine. My car is rarely used. I am very pleased to have a cycleway outside my house.</p> <p>I bike down Waimarri Road ( a bit dangerous).</p> <p>May need a 30km speed limit?</p>
35	Y				Fully support
36	Y				<p>Concerned about how safe the crossing will be across Lincoln road and Franklin street. We would suggest that having car parks near the cycle way in this area would not be appropriate. It would take up space, unless it encourages motorists to slow down because they have less space.</p> <p>Welcome the paved area in the intersection between Fernihurst and Woodbank streets, along as the residents coming out from the end of culdersacs can easily get through it as well.</p> <p>Would be good to see native plantings (trees, not just grasses) along the cycle ways as we can already hear local native birds and this would encourage them coming into the city.</p>

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37	Y				<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>I am really impressed with CCC's enthusiasm for the major cycleways and generally maintaining a good build quality even when a few people have opposed the cycleways. I support this proposal, however I see there is some room for improvement as follows.</p> <p>There is a small section of 1.8m wide cycle way on Ilam Road and a lot of 2m width- the CCC design guidelines suggest 2.4m which would be much better - please consider increasing the width as it makes a big difference if you have to overtake another cyclist.</p> <p>Riccarton Road intersection. It is not clear how a South bound cyclist on Ilam Road would transition to the bi directional cycleway on Middleton Road. This should be clarified. A separate light phase for cyclists and pedestrians would make crossing the busy intersection to the opposite side of the road much safer.</p> <p>Middleton Road. Its great to see the cycleway has give way priority over side streets. This has been a major problem with some other cycleways eg Matai st.</p> <p>Blenheim Road - This section of shared path is likely to have a significant amount of foot traffic and so 3.5m width will be very frustrating for all users and must be widened.</p> <p>The side roads on Annex Road particularly Venture Place and Nazareth Ave should give priority to cyclists. Queued traffic at these points are likely to block the intersection making it very frustrating for cyclists. At the very least there must be no stopping hatches painted to prevent cars blocking cycle thoroughfare. Have you considered the route going directly south down Middleton Road, straight south across Blenheim rd and through the industrial area onto Annex Road. Some land purchase may be required but it is more direct than Suva St and avoids difficult intersections on Annex Road</p> <p>Overall looks very good - just need to keep the paths wide enough to avoid conflicts.</p>
38	Y				<p>To whom it may concern,</p> <p>My interest in this consultation is informed by several factors. I have a PhD in transport geography and generally support improved provision for users of active and public transport. I also live in Domain Terrace and commute to the University of Canterbury by bicycle. The proposed cycleway will pass directly in front of my house, my existing commuter route is almost identical to the proposed cycleway, and I am likely to be a regular user of it.</p> <p>I generally support the route and infrastructure choices. I have two concerns that I should like to see addressed in the plans.</p> <p>1. Sheet 3 and the accompanying notes show cyclists giving way to bus passengers. I should like to see details of the signalling and road markings that will</p>



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					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>indicate the give way priorities. The close proximity to the University will mean regular turnover of users of this section of infrastructure, meaning low levels of learnt behaviour and raising the importance of clear signalling. Both cyclists and bus users could be vulnerable to collisions and the likely success of the route would be enhanced by early consideration of this potential risk.</p> <p>2. Sheets 11, 12 and 13 show crossings for cyclists at the intersections of Annex Road and Lunns Road, Annex Road and Venture Place, and Annex Road and Nazareth Avenue. I support the provision of off road cycle infrastructure, however, this section of the route is already used by a large number of relatively confident commuter cyclists. I anticipate that existing cyclists will prefer to continue to use the road than to use a cycleway that requires them to give way at three side streets in quick succession. Allowing for ongoing road use by cyclists here would be prudent as I would suggest it is very likely to occur.</p> <p>Aside from these two minor concerns, I support the development of the Nor'West Arc cycleway. I think the infrastructure being proposed is largely appropriate and has been well considered. I congratulate CCC on providing comprehensive and clear information to stakeholders (especially to residents of affected streets) and on doing so in sufficient time to allow submissions.</p> <p>I look forward to the development of the cycleway and thank you, in advance, for your consideration of the points I raise.</p>
39	Y				
40			Y		<p>To whom it may concern,</p> <p>I have just learned today about the proposed changes to Nazareth Avenue in terms of an island being added for pedestrians and cyclists. I am a keen cyclist myself so I support the promotion of cycleways throughout the city I do however have some concerns on the proposal:</p> <ul style="list-style-type: none"> <li>• It appears that only the businesses on Annex Road were given information proactively i.e. someone visited. Unfortunately we are on a 'no exit' street that feeds onto Annex Road and will be impacted by the changes so I would have thought we would also have been proactively advised.</li> <li>• The proposed island on Nazareth Ave will be hazardous to trucks and also the cyclists/pedestrians seeking safety on it. In particular for heavy vehicles (container trucks, those with b-trains, long trailers) entering from Annex road onto Nazareth Ave. They require space to enter the street so that the tail does not climb the curb. Narrowing the space with an island will promote vehicles climbing the curb and the island.</li> <li>• It will create issues for traffic leaving Nazareth Ave onto Annex Road. Right now two vehicles can sit side by side – one turning left and one turning right. If it goes down to single lane it would back up the traffic significantly.</li> <li>• We operate a transport company down the street. I will provide a count in the next week of the amount of vehicles that enter that intersection based on our GPS. There are other logistics companies and commercial businesses that would be generating heavy vehicle traffic into the street.</li> </ul>

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40 <i>contd</i>					<p>Given I have only just learned of this I am not sure I can attend the meeting Thurs 16th of March. Are there other meetings available?</p> <p>The intersection I am referring to is below:  <i>Refer end of document for diagram</i></p>
41			Y		<p>Re: Sheet 2 - Homestead Lane to Kirkwood Ave</p> <p>Within a very small distance you have 2 T-intersections, plus a school, shops &amp; houses.</p> <p>The proposed 'separators' are death traps. Which further restrict movement in an area with this level of congestion (road users going into and out of Kirkwood Ave and Ramtree Street quite apart from we residents trying in vain to leave or access our homes).</p> <p>The existing cycle lanes are working well here - why on earth would you want to make things worse?</p>
42	Y				<p>Can we have it tomorrow!</p> <p>A few thoughts:</p> <p>Annex Road - through the commercial area</p> <ul style="list-style-type: none"> <li>- Can this be completed first - it is very dangerous &amp; the only reason we do not allow our daughter to cycle to school</li> <li>- Is there a judder bump between cycle way &amp; road - so cars &amp; trucks must wait for a break in on-coming traffic rather than racing into a driveway across the cycle lane.</li> <li>- How will you stop trucks parking on the cycle lane to deliver goods</li> </ul> <p>Domain Terrace - where we live:</p> <ul style="list-style-type: none"> <li>- Will you underground the powerlines to make it safe &amp; attractive</li> <li>- Will the new trees be mature with significant protection or will they be little plants that idiots can drive over &amp; park on.</li> <li>- Will you dig up the current road to build the cycle lane to make it appealing and attractive or</li> <li>- Will it look like other unappealing Spreydon roadside gardens like an after thought or</li> <li>- Will you just plonk green paint on whats already there</li> </ul> <p>Thank you for your time</p>
43	Y				<p>I support the Nor'west Arc cycleway because I feel that it will give me safer access to more of the built up area of Christchurch.</p> <p>At present I feel safe riding my bicycle only out in country, low car/vehicle areas.</p> <p>Good luck with its completion!</p>
44	Y				<p>I support all the amazing work you are doing on cycle ways. Well done</p>
45	Y				<p>We are delighted to have the Nor'west Arc cycleway running through our community as we have a family of keen cyclists.</p> <p>We love that it will provide safer options for travel to nearby schools.</p> <p>Our children regularly need to cross Rose St to access the Centennial Park.</p>

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45 <i>contd</i>					<p>Could you please ensure there is further street-calming measures at the intersection of Rose and Palmside - for a safe crossing facility i.e. on East side of Palmside.</p> <p>Could you please confirm the street lights at the intersection of Fernihurst St, Woodboule St &amp; Karaka Place will stay in their current locations. We would NOT want them to be removed.</p> <p>Thank you</p>
46	Y				We support all cycleways and all things to improve our beautiful Christchurch
47		Y			The inconsistency and stop start nature will mean cyclists will not use and use the road instead which will infuriate motorists.
48			Y		<p>I fully share the views of this post by Cycling in Christchurch: <a href="http://cyclingchristchurch.co.nz/2017/03/16/cccs-norworst-arc/">http://cyclingchristchurch.co.nz/2017/03/16/cccs-norworst-arc/</a></p> <p>This route design is way to complicated and unsafe for a major cycle route.</p>
49			Y		<p>you say it has little impact on other road uses this is untrue...pre 50s into the 60s, 70s were the time of cyclists its feathered out over a few decades and now we are a motorized nation...this is the times nothing innovative about getting people back on bikes...pity they don't have the same road rules as motorists...when I was growing up and on a bicycle I always got off my bike to cross a pedestrian crossing....used hand signals to let other uses have a fair idea of what I was up to...we and I mean we are not bloody mind readers there is no amount of training out there for this special skill....I do like what it looks like on your plans less landscaping to save money and time and perhaps put into public transport ey.....all this money being spent for a minority of people....if you wanted less cars on the roads in town why didn't you plan on having big parking lots on the edge of the city and give free transport in the four aves. I am speaking from experience as a road user 7 days a week. I understand about having to put up with detours, road closures, due to the erratic amount of road works while cycle ways are being spread throughout the city. please forget the cobbles being laid...overtime they become uneven and a hazard definitely not sustainable and people will start to sue the c.c.c. for damages and a.c.c. will need to be in the picture oh dear such a knock on effect...also everything is grey why. your experts have no inkling of big vehicle road usage. three bus exchanges in and you still haven't learnt that putting carparks across the road or next to public transport causes congestion...narrowing of roads in the c.b.d. is certainly not bus friendly they have problems turning into streets as there is not enough room to stick to their lane but have to encroach on the other lane when two laned. road marking is inadequate...street signage appalling poor locals...forget the tourists...lack of light co-ordination...not enough right turning arrows for right turning traffic..road rage drivers and red lights...wow the list goes on... our city is a shambles and I'm very saddened .....yeah we can all have our say... you already have your damn plan and what anyone says about the impracticality of any part of it or concern goes by the by.... I know I will get a reply you have to be accountable for something. get your experts, transport planners council admin whoever and start taking public transport....there is less traffic here than in auck or lon yet it seems far worse why is that.... p.s. transparency ..great word nothing seethrough about the c.c.c.</p>
50		Y			The issues are that this proposed project fails to meet most of CCC's own Cycle Design Guidelines for MCR's. Instead we are offered a smorgas board of on and off road paths and lanes, bi-directional cycle lanes, shared lanes, generally of inadequate width, shared spaces and neighborhood green ways.

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51			Y		<p>As a fairly experienced cyclist who rides this route regularly (with the caveat that I turn right at Annex road into Blenheim and go straight down Middleton road), I strongly dislike the two way cycle lanes.</p> <p>Especially around Annex road. What is currently a satisfactory cycle path on-road with no intersections now suddenly involves several road crossings, making the whole cycle path a lot more dangerous than it is currently.</p> <p>Unless something can be done to avoid the extra road crossings, I would not use the cycle ways proposed. For example if the cycleway along Annex road can be on the other side there are no intersections involved.</p> <p>The Hansens Lane crossing of Blenheim Rd is also very unusual and irregular (which is why I avoid it as it stands now as well).</p>
52	Y				
53	Y				I fully support this proposal as it would significantly improve the safety of my daily bike commute from Hoon Hay to the University and back. It would also allow me to transport my son to pre-school by bike in the future.
54	Y				<p>I support the cycleway and as commuting cyclist I'm particularly happy to see warning LEDs and a dedicated off-road cycling path included in the proposal. I have the following comments:</p> <ul style="list-style-type: none"> <li>- Middleton Rd at Middleton Park: I oppose the removal of the traffic islands at Middleton Park. This punishes nearby residents and children and makes it harder for everyone to enter and exit the park across Middleton Rd.</li> <li>- Suva St/Hansons Ln intersection: "A new cyclist and pedestrian diagonal crossing will allow all users to cross simultaneously to and from Hansons Lane." It is not clear if this is a signalised crossing or if there will be any signage to give right of way to cyclists to safely cross diagonally. This road is fairly high volume so simply waiting for all four directions to be free of cars is not feasible in rush hour traffic. In this case, providing traffic islands would be a much better solution.</li> <li>- Annex Rd Venture Pl and Nazareth Ave traffic islands: This solution is very bad for cyclists and worse than on-street cycling. I can imagine that most commuting cyclists using Annex Rd will chose to stay on the road because crossing Venture Pl and Nazareth Ave will become much harder. Traffic coming out of those side streets has to slow down and stop before turning onto Annex Rd anyway, yet cyclists waiting to cross have to wait for traffic to clear first. Especially Nazareth Ave is very high volume with long queues during rush hour. As long NZ doesn't adopt the rule of turning traffic giving way to pedestrians and cyclists this does not allow, as described in the proposal, "cyclists and pedestrians to safely cross". However, I do agree that this is better (mostly for pedestrians) than previously without any kind of traffic island or median. Ideally, the cycling path should continue and have right of way over turning traffic,</li> </ul>

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54 <i>contd</i>					<p>like in other parts of the proposal, e.g. Suva St or Illam Rd.</p> <p>- Annex Rd south of motorway: this is a very low volume traffic road and I don't think a new shared path is required. Not having to build anything for a whole km would probably cut down costs significantly. This fits into the city greenways category and therefore on-street cycling is fine until the Linden Grove roundabout or even Lincoln Rd. Making the road lower speed would improve safety if this was a concern during planning. However, if this is proposed mostly for the large amount of children cycling to school I fully support it because it is important to encourage cycling from an early age and provide a safe infrastructure for them and their parents.</p>
55	Y				<p>Looks fantastic - can't wait!</p> <p>I like the idea of artwork on the heathcote river bridge.</p> <p>If I had to give way to cars exiting / entering side streets while biking along the cycle path on Annex road, I'd consider riding on the road instead where they have to give way to me.</p> <p>When heading south down Middleton road, I'd continue straight down to Blenheim then onto Annex if it was faster / more direct than going via Suva st.</p> <p>Likewise, if Lyttelton street was faster / more direct I'd take that route.</p>
56	Y				<p>Any move that will encourage motorists to leave their cars at home is specially welcome. Keeping cyclists separate from motorists is an essential step. Many older motorists dare not cycle because they are "scared of traffic".</p> <p>Remember that cyclists (many of them,anyway) also are ratepayers.</p>
57		Y			<p>Mixing high density traffic, people, bikes, limited areas for people on foot and bikes, definitely doesn't mix. Surely there are alternatives to this plan</p>
58	Y				<p>For a number of years I have used the section of this proposed cycle path from MacBeath Ave to Cashmere road, and I currently use a small section from MacBeath to Cobham street. I am impressed with the proposed changes to these two sections of the route (I will not comment on the other sections as I don't use them). The crossing across Sparks road and the lane along the road to Centennial Park are well needed. I like the idea of a separate path for some of the way through the park. The island to cross Rose Street is also well needed.</p> <p>One thing that I would comment on is the bridge crossing the Heathcote at Smartlea. I am glad that this is being widened, but I also think it would be useful to reconfigure the bridge so that two 90 degree turns are not needed on the Smartlea side of the bridge. I think a straight entrance onto the bridge would be ideal, which would mean cyclists don't have to slow to a crawl or stop to negotiate the two corners. I'm glad you will remove the massive Willow at the Smartlea bridge entrance. Branches hang down onto the bridge and are a hazard (as they are right now - they need a trim).</p>
59			Y		<p>Hello - This comment isn't necessarily associated with the Nor'West Arc Cycleway but nearby.</p> <p>Is the Council going to develop a cycleway connection to the Villia Maria College area which has 800 students travelling daily to the school? If not could you please let us know what is being planned for a safe cycleway to Villa Maria College for a significant number of students? Thank you.</p>

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60	Y				I live on Greenpark St in Hoon Hay and work at the university. Will definitely use this!
61			Y		<p>The only concern I have is the Barnes Dance, at suva st / hansens lane. I think that this is certainly worth a try, there will need to be an effective education campaign so that people know what to do. Other cycling infrastructure around town has not had much in the way of explanation to users, and people get confused then frustrated.</p> <p>Initially I was concerned about running the route parallel rather than along hoon hay road, but on reflection I think that the proposed route is really good. I am thinking in particular of the less confident rider, and of younger riders. The less traffic they have to be aware of on the adjacent roadway, the better!</p>
62			Y		<p>My family and I live at [REDACTED] and have some concerns and questions regarding the proposed design works to be completed outside our home and our neighbours.</p> <p>As keen cyclists ourselves we firmly support the idea of continuing to have Palmside Street included as a preferred cycle route and the plans to moderate the traffic flow and include landscaping such as trees in berms.</p> <p>We consider the proposed intersection design upgrades for both Rose and Woodbank/Ferniehurst will act as a deterrent to stop Palmside Street being a preferred short cut.</p> <p>Over the past 10 years we have noticed an increase of through traffic I believe due to the reduction designs already introduced to Cashmere View and Fairview Street plus the desire to have an uninterrupted route and bypassing the Cashmere Road / Hoon Hay Road intersection.</p> <p>Our main concern is the proposed location of the road corridor narrowing on the bend outside our home.</p> <p>Has there as yet been any consideration to the site lines? We consider a narrowing here dangerous as the traffic from both directions of Palmside Street have built up a speed at this point. We know the corner consistently takes people by surprise!</p> <p>Concern 2 - removal of on street parking.</p> <p>We acknowledge there must be a reduction of on street parking when narrowing a road. The proposed removal of on street parking outside our home does not affect us directly as we do not have any at present, but our neighbours whom are concerned about this.</p> <p>Concern 3 - reduced access to driveways</p> <p>There is already tight access out of our driveway and would appreciate, if the corridor reduction does stay in the bend location, a detailed plan to confirm access has been reviewed.</p> <p>Also a constraint in access is the close proximity of the timber power pole. The plans indicate lightpoles. Can you please confirm if undergrounding of power is proposed along Palmside Street?</p>

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					<p>In summary we generally support the proposed Nor West Arc cycleway. We look forward to the landscaping in the berms to enhance Palmside Street and welcome the traffic moderating plans to ensure the cycleway route traffic is moderated.</p> <p>Unfortunately we were unable to attend either of the two public meetings therefore we are basing our concerns on the available documentation and the feedback from our neighbours at [REDACTED].</p> <p>We look forward to an update and would welcome any further correspondence or feedback on our concerns.</p>
63	Y				<p>I think this is an excellent idea that will really revitalize the city, making it an accessible, vibrant and forward-thinking place to live and be a part of. Cycling is my preferred mode of transport as it is active, economical and, most importantly, environmentally friendly. As a uni student I think this is an excellent idea and I will definitely be using the route as much as possible. After spending time overseas in Europe and Australia I was amazed by the number of cyclists and the excellent pathways provided. I felt that this created a really positive atmosphere, and I whole-heartedly believe that by providing such excellent solutions and options as the Nor'West Arc and other proposed routes we will see a shift in the mentality of the citizens of Christchurch, as we turn their attention and preference away from own-car transport and toward more healthy and 'green' options, making us a more forward-thinking city in terms of pursuing more eco-friendly options. I think this will also be a great thing for families and communities, encouraging more interaction and outdoor activity, and offering an exciting way to see Christchurch for both tourists and locals alike.</p>
64			Y		<p>Unless cycleways are efficient and very safe for cyclists you will not see a significant increase in cycling. Dismounting and "islands" in the middle of heavy traffic areas are neither safe nor efficient. Those who already cycle will probably continue to use the road and those who you are hoping to encourage into cycling will not find these incentive enough. Listen to the experts, not the whingers, please!</p>
65	Y				<p>Most of the plan looks nice, and I am greatly enthusiastic for it. It will make my travels in this direction generally safer and easier, especially on Ilam Road and the Ilam-Riccarton intersection, which have always been quite dangerous.</p> <p>I live at the University end of this route and routinely travel to Hoonhay and Cashmere. I also previously worked on Annex Road, and cycled twice daily for the Uni-Wigram Road section. The major weakness I can see are on Annex Road. Also, as a confident cyclist I would greatly prefer the alternative via Middleton-Blenheim-Penn-Annex, if it could be made to a similar standard. This is more direct, involves less intersections, and less cycling on annex road.</p> <p>More specific comments follow:</p> <p>Uni to Kirkwood – 2.0 m is a bit narrow. But in the absence of car parking I guess we'll manage. Otherwise good.</p> <p>Kirkwood to Ilam, 2.0 m isn't really wide enough considering there are also opening car doors to contend with. Would be fine if the lane was 2.4m, and separation from parked cars of 1.0m.</p> <p>Middleton Road. Looks nice.</p>

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					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Annex Road. I don't really like this part of the proposal. I think I would greatly prefer to have one-directional lanes on both sides of Annex road, and not have them deviating down side roads, as is presented. This looks quite unmanageable in the peak hour as the side streets are quite busy. Really this is not anything like MCR standard.</p> <p>The proposal makes Annex road more of a hassle than it is currently at all times of day. More confident cyclists are more likely to continue using Middleton-Blenheim-Anex to get between University and Hoon Hay. The proposal means an extra two crossings of annex, and two extra intersections that previously were straight through with right of way over side streets.</p> <p>As noted previously, I would greatly prefer the alternative route via Penn place. One of the reasons is that it would skip a portion of Annex road.</p> <p>Anex Road (hospital side)</p> <p>I don't want to be rude, but this road is very quiet, and just needs lower speed limits and some traffic calming measures. The proposed cycleway in this section looks like a hassle for cyclists and pedestrians and a waste of resources. Again the path deviates down a side street (Linden Grove), which will discourage cyclists from using the path in the first place. I would probably use the main roadway for cycling even if the path were installed.</p> <p>I am less familiar with the remainder of the proposal, as I usually travel via Hoonhay road to Cashmere or Hoonhay. However I have looked through the plans and thought generally look good. I would certainly try it once complete</p>
66			Y		<p>Hello - We get the idea of cycleways / walkways but, in relation to Annex Road, particularly Sheet 16 (which directly affects us):</p> <ol style="list-style-type: none"> <li>1. Move existing (3) trees - really ?? - lovely trees, expense to move, damage to lawns, recovery unlikely</li> <li>2. Light standards - cost to remove / relocate</li> <li>3. Existing water, sewerage, power, gas, fibre - cost to remove?</li> <li>4. 3.5 metre wide path?? totally unnecessary</li> </ol> <p>- Straw survey</p> <p>: Cyclists do and will continue to use the roadway</p> <p>: Joggers use roadway &amp; footpath</p> <p>: Day Care people use opposite side now won't change</p> <p>: Most Hillmorton people use opposite side</p> <p>Surely 2 metre would be wide enough</p> <p>5. Annex Road is 'generally a quiet street' anyway as opposed to Lincoln Road where a good pathway is needed</p> <p>6. Why not incorporate Curletts Rd or Wrights Rd new / existing paths in your plan</p>



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67			Y		<p>We think it is great to have cycle ways , but feel to take them through an industrial area like annex road is unsafe.</p> <p>Our concern is the amount of traffic on this major industrial road is no place to have a cycle way . Trucks often have to block annex road as they reverse into various businesses. A truck driver is already looking at a number of obstacles, the last thing that is needed is cyclists to come whizzing up the cycle way on the footpath. Even though trucks have loud reversing beepers, it is amazing how many cars try to ignore this now. Cyclists on a designated cycle way will feel safe as it is a cycle way and won't consider the same risks as if they were on a road. Trucks and cars will at times have to cross this cycle way to go about their daily business. The number of vehicles crossing this cycle way will be far greater than what you will find in a residential area, thus increasing the risks to the cyclists not to mention the mental state of any driver if they have an accident with a cyclist.</p> <p>There are only a small number of businesses down Annex road compared to the number you will probably require to prevent this from happening. We are therefore at a disadvantage already as a protestor . We do not believe this area is a safe and useable route, useable yes safe definitely not will the planners of thie cycle way through annex road accept responsibility for any accidents/deaths that their plan could cause. Planners need to take responsibility of the consequences of their designs. This is gross stupidity . They a knowingly putting a cycle way in an area that they know is not safe Please note this is two votes</p>
68			Y		<p>Would like to see the interactive plan that has been used for other cycleway consultations.</p> <p>My main concern with the scheme is the section along Annex Rd from Blenheim Rd to Birmingham Drive. At present this is a pretty horrible place to cycle due to the large volume of large trucks that use the roads due to industrial area. The compromise of shared paths having to give way to every side road would make this route less than ideal especially at the junction with Lunns Rd. This route would be far more usable and feel safer with fully separated cycle lanes either on both sides of the road or a single dual direction cycleway on the north east side of Annex Rd.</p> <p>I have also read the critique of the Nor'west Arc route on the Cycling Christchurch website (<a href="http://cyclingchristchurch.co.nz/2017/03/16/cccs-norworst-arc/">http://cyclingchristchurch.co.nz/2017/03/16/cccs-norworst-arc/</a>) and am concerned that they believe that in general the standard of this particular cycleway falls far short of the standard that CCC have adopted for cycleway design.</p>
69	Y				<p>Thank you for this opportunity to submit.</p> <p>██████████ fully supports the provision of good quality cycling infrastructure. We are concerned that otherwise people on bikes may ride of the footpath, thus increasing pedestrian's real or perceived risk of injury. This is particularly so for the young, the elderly and infirm.</p> <p>We see that some of the proposed route will be shared (pedestrian and cyclist) paths. We tend to not support shared paths because there will always be users who are inconsiderate of others. Generally it is pedestrians who come of worse when there is conflict. Shared paths often increases pedestrian's perception of risk and fear. If planners cannot avoid shared paths we request that these be created at maximum width available to safely and comfortably accommodate both modes. Clear signage is needed to indicate pedestrian priority. The design of the shared pathways in Hagley Park to the north of Hagley Avenue work well.</p>

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					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>The Nor'West Arc has a number of two way cycle ways. We suspect that this is not the best solution for people on bikes and they definitely can be confusing for people on foot as they may not remember to look (or listen in the case of visually impair pedestrians) both ways when crossing. We request that these be turned into one ways, on both sides of the road. We realise space restraint means this may not be possible, and therefore request that they be well signed to reduce the potential for conflicts between pedestrians and cyclists and that you consult with the Blind Foundation to find the best solutions for these. Where the cycleway goes on-road, we recommend 30km speed limits to ensure lower severity of any collision between pedestrians/cyclists and vehicular traffic. Road humps, raised platforms and patterned surfacing will slow traffic. Besides, a safer environment for cyclists, including children learning to ride, will reduce the temptation to ride on the footpath.</p> <p>We request that there is lighting provided through Centennial Park and Annex Road Reserve. This will increase usability for multiple users for longer periods. We are concerned that the design of bus stops along the proposed cycle way may not give adequate room for passengers, particularly wheelchair users and parents with prams and especially when alighting from bus. They need a designated space to ensure they do not step into the path of passing cyclists.</p> <p><u>Specific comments</u></p> <p>██████████ supports the Nor'West Arc – Te Ara O-Rakipaoa proposal with the following suggestions.</p> <p>The pedestrian crossing at Ilam across the shared path to the school gate should be extended. This would encourage pedestrian priority, especially very young children who may be unaware of approaching cyclists. We ask that signage is installed to increase cyclists awareness of the possibility of pedestrians crossing.</p> <p>The proposed cyclist and pedestrian diagonal crossing on Hansons Lane- an important feature for convenience, safety and connectivity- needs to be a 4 m wide path with clear markings separating pedestrians from people on bikes.</p> <p>The section of Annex Road to Hillmorton Hospital could be a neighbourhood greenway, ie with lower speeds and thus retain the footpath for pedestrians. We recommend that the paving used is consistent throughout the cycle way to ensure legibility and to ensure that cyclists will know that they are approaching a bus stop and be required to slow or stop. The paving used on the Annex Road bus stop) is different from the paving used on the rest of the cycleway. We support the installation of a pedestrian refuge on across Venture Place to provide a safe place for pedestrians (and cyclists) to cross. We request that it is large enough to accommodate both cyclists and pedestrians.</p> <p>██████████ would like to see a crossing point at the intersection of Ferniehurst Street and Cashmere Road. It can be difficult for both pedestrians and cyclists to turn right at this busy intersection due to the road corner close to it's approach. We suggest similar infrastructure to that which is proposed for the Heathcote Express MCR where Garlands Road meets Rutherford Street</p> <p>13. We support the new speed humps on Suva Street, the new signalised crossing at Hansons Land and Blenheim Road, the use of new LED lights along Annex Road, the new island at Nazareth Avenue , the new signalised pedestrian and cyclist crossing across Wigram Road and Lincoln Avenue.</p>

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70	Y				<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>General Comments</p> <p>8. [REDACTED] strongly supports 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.</p> <p>9. Nor'West Arc – Te Ara O-Rakipaoa will be valuable to people living south west of Christchurch who wish to travel between Upper Riccarton and Spreydon.</p> <p>10. [REDACTED] notes that some parts of the proposed route will be shared pedestrian and cyclist pathways. These shared pathways must be wide enough to accommodate both pedestrians and cyclists and have clear pedestrian priority signage to ensure pedestrian safety and reduce the likelihood of accidents. The design of the shared pathways in Hagley Park work well.</p> <p>11. This cycleway will intersect with other major cycleways. [REDACTED] recommends that there is consistency in wayfinding signage throughout the cycle network. This will help people navigate around the city and encourage use of the cycleways.</p> <p>12. There are a high number of two way cycleways used on the Nor'West Arc. It is important that clear signage is used on streets containing two way cycleways so that users are aware that cyclists are travelling in both directions thus removing potential conflicts between pedestrians and cyclists. An educational programme should also be used to inform residents about the intricacies of shared pathways, e.g. look both ways when backing across a shared pathway. This would make a safer environment for all users.</p> <p>13. On shared roads such as Smartlea Street, McBeath Avenue and Palmside Street, [REDACTED] recommends the use of 30km speed limits, road humps, raised platforms and patterned surfacing to slow traffic thereby creating a safer environment for cyclists.</p> <p>14. It is unclear what level of lighting will be used for the cycleway, especially through Centennial Park and Annex Road Reserve. [REDACTED] recommends the incorporation of CPTED principles to mitigate any potential safety issues and make the cycleway attractive to new users, encouraging more active transport and improved health outcomes.</p> <p>15. [REDACTED] has concerns regarding the design of bus stops along the proposed cycleway. [REDACTED] recommends that the detailed design of these stops ensures there is adequate room for passengers to wait, board and alight the bus safely. It is noted that much of the route uses roads that are used for high-frequency buses therefore potential conflicts between cyclists and bus passengers need to be reduced.</p> <p>i) Alighting passengers in particular need a designated space to ensure they do not step off the bus directly into the path of passing cyclists.</p> <p>ii) The design must also meet the requirements of wheelchair users and parents with prams.</p> <p>iii) Bus passengers must be able to wait in a safe, dry location where they are not at risk at being hit by cyclists. Passengers must also be easily visible to the approaching bus drivers.</p> <p>Specific comments</p> <p>16. [REDACTED] supports the Nor'West Arc – Te Ara O-Rakipaoa proposal and has a number of recommendations for consideration which would further improve health outcomes for the community.</p> <p>17. [REDACTED] is aware of the Council's intention to divert the cycleway from the designation corridor onto undesignated CDHB land at the corner of Lincoln</p>

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70 contd					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Road and Annex Road (Sheet 18). [REDACTED] notes that the existing road reserve on Annex Road materially encroaches onto CDHB's land at CDHB's boundary with Annex Road (from the corner of Lincoln Road and Annex Road heading north toward the Southern Motorway). [REDACTED]</p> <p>18. [REDACTED] supports the retention of the pedestrian crossing at Ilam School (Sheet 2). Consideration should be given to extending the pedestrian crossing across the shared path to the school gate. This would give priority to pedestrians especially very young children who may be unaware of approaching cyclists. Adequate signage should also be installed so that cyclists are aware that pedestrians may be crossing.</p> <p>19. [REDACTED] understands that the Ilam/Middleton/Riccarton Road intersection does not form part of this consultation. [REDACTED] recommends that when this intersection is revised consideration is given to extending the two way cycleway on Middleton Road across Riccarton and onto Ilam Road. By placing a cycle crossing point on the north side of Ilam Road and connecting it to a crossing point on the west side of the Ilam/Riccarton Road would result in fewer conflicts between cyclists and vehicles.</p> <p>20. [REDACTED] supports the inclusion of new speed humps on Suva Street (Sheet 6) as this will reduce the risk to cyclists.</p> <p>21. [REDACTED] supports the new cyclist and pedestrian diagonal crossing on Hansons Lane (Sheet 8) as this is important for safety and connectivity.</p> <p>22. [REDACTED] supports the new signalised crossing at Hansons Land and Blenheim Road (Sheet 10).</p> <p>23. [REDACTED] notes that the paving used on the Annex Road bus stop (Sheet 11) is different from the paving used on the rest of the cycleway. [REDACTED] recommends that the paving is consistent to ensure legibility and to ensure that cyclists will know that they are approaching a bus stop and be required to slow stop. This will reduce conflicts with bus passengers and cyclists.</p> <p>24. [REDACTED] supports the installation of a pedestrian refuge on across Venture Place (Sheet 12). It is vital that there is a safe place for pedestrians and cyclists to cross. It is also important that the refuge is large enough to accommodate both cyclists and pedestrians.</p> <p>25. [REDACTED] supports the use of new LED lights along Annex Road (Sheet 13), this will make the route safer for cyclists.</p> <p>26. [REDACTED] supports the installation of a new island at Nazareth Avenue (Sheet 13) and recommends that a raised platform is installed at this crossing point to ensure that cyclists have more visibility and vehicular traffic is slowed down.</p> <p>27. [REDACTED] supports the installation of the new signalised pedestrian and cyclist crossing across Wigram Road (Sheet 14). This area is very busy at peak hours, this new crossing will allow commuting cyclists to easily cross the road and reduces the likelihood of accidents.</p> <p>28. [REDACTED] supports the installation of the signalised crossing on Lincoln Avenue (Sheet 19)</p> <p>29. [REDACTED] recommends the installation of speed humps on Rose Street to slow traffic approaching the intersection of Palmside Street (Sheet 28). This would make it easier for pedestrians and cyclists to cross the road.</p> <p>30. [REDACTED] recommends that consideration is given to installing a crossing point at the intersection of Ferniehurst Street and Cashmere Road (Sheet 31).</p>

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<b>Full Comments Nor' West Arc consultation submissions</b>					
70 <i>contd</i>					<p>It can be difficult for cyclists to turn right at this intersection as visibility is poor due to the curvature of the road and the speed of the traffic. Consideration should also be given to installing raised platforms on the south side of Cashmere Road to slow traffic.</p> <p>Conclusion</p> <p>31. [REDACTED] does wish to be heard in support of this submission.</p> <p>32. If others make a similar submission, [REDACTED] will not consider presenting a joint case with them at the hearing.</p> <p>33. Thank you for the opportunity to submit on the Nor'West Arc – Te Ara O-Rakipaoa.</p>
71	Y				
72			Y		<p>The Hoon Hay/Curletts Rd route looks better, more direct, brought this up at the drop is session, was told there were problems but they didn't seem worse than any other problems and it does avoid the Annex Rd dog fight. Points I have noted are in no particular order</p> <p>Sheet 2, Cars crossing the cycle lane to park is not a good idea, could lead to accidents, cycle lane needs to be on the inside with a raised section protecting cyclists from car doors opening as shown outside number 58 on sheet 2.</p> <p>Sheet 11, footpath on Annex road needs to be smoother.</p> <p>Sheet 25, accessway needs to be well lit</p> <p>Sheet 28, will probably need a better crossing on Rose St, can be quite a busy road</p> <p>Sheet 2 &amp; 3, Separator needs to be wide enough to prevent parked car doors opening into cycle path, 0.6-1m cycle design guidelines 2.2.3</p> <p>Middleton Rd and Suva St, enforcement will be needed to prevent cycle path becoming extra parking space.</p> <p>Sheet 11, smooth crossing of railway tracks.</p> <p>Sheet 12 &amp; 13, Drivers on Venture Place and Nazareth Av to give way to cyclists (Cycle design guidelines 2.5.4), I know this has been consulted on but seems an obvious omission.</p> <p>Sheet 16, All shared paths really need to be 4m and one way paths 2.4m (cycle design guidelines 2.4.1)</p> <p>Sheet 27, will need good lighting in Centennial Park</p>

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<b>Full Comments Nor' West Arc consultation submissions</b>					
73				Y	<p>Good Evening</p> <p>With the council pro cyclist providing all the cycleways what are they going to do to control cyclists blatantly riding through several sets of red lights thereby endangering motorists? I witnessed one woman do that this morning on one of the new proposed cycle routes. When I was bought up in the 70's we had road rules for cyclists which we obeyed the generation now does not care, and if stopping for a red light slows them down they will just ride through it or another example turn out of a side street and swing round in front of traffic stopped for a red light only to cycle on in the direction of the stopped traffic through a red light.</p> <p>If something isn't done before these fast routes are put in place accidents will happen and guess who will be blamed the motorist.</p> <p>Perhaps a suggestion would be to put the police camera van in these areas the only downside is that cyclist don't have licences so no revenue could be gathered.</p>
74			Y		<p>I have a problem with the fact that we are going to lose the on street parking outside of our place, due to the fact that a crossing is going to be put in front of it! Where we are situated there are a few units that have shared driveways, which we then rely on workers to park on the road. Plus also at [REDACTED] there is a long driveway with maybe 4 houses down it that possibly also rely on their visitors parking on the street. There are always cars parked out on the street, and with the cycleway and crossing this will force them further down the street and make it quite congested. I would also be hoping that visibility when reversing out our drive has been thought of, as our neighbours have a high fence which makes it difficult to see anything coming from the direction and from what I can gather it is going to be a shared-path two way. I would think that maybe someone should come out and have a look at the numbers of cars that especially use parking on the street at night time.</p>
75			Y		<p>Please don't narrow the streets and roads with trees and double tree narrow 6m wide crossings. If you want to slow traffic down then use speed limits. I live @ [REDACTED] Hoon Hay. I have a boat. I also used to own a glider and I intend to get another one. Glider trailer is 8-9m long. To back the trailer up my drive to park @ the rear of the house I have to pull over to the right side of the road in front of my place heading in a south east direction. I then turn into [REDACTED] until trailer is aligned and then reverse it up my drive. IF you put this 6m wide double tree crossing? that overlaps numbers [REDACTED] McBeath Ave I will not be able to back my long trailers up my drive. Please do not narrow the road to 6m in this area. Because of the location of my drive qya relative to the driveway @ [REDACTED] I cannot drive into [REDACTED] drive way from a north west direction.</p>
76		Y			<p>Definitely Not.</p> <p>We have a quiet street and want to keep it that way</p> <p>Many cars park outside their houses on the street, with landscaping also thi will be narrow and dangerous to drive through.</p> <p>After the quakes and rebuilds of homes the last things people would want is yet another road work programme to inconvenience them.</p> <p>And yes the road has just been redone/ok for essential services. Who looks after the grass landscaping CCC of the home owner if it gets untidy like around the river banks.</p>

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<b>Full Comments Nor' West Arc consultation submissions</b>					
76 <i>contd</i>					<p>If you want landscaping renew the trees on the hills with more fire resistant ones / also red zones shared community gardens.</p> <p>Tree roots get into all underground pipework cables etc. Trees when tall shadow lights making it unsafe in the street.</p> <p>I'm sure the council could find better ways to spend money in basic necessary improvements after fire and quakes so it would be very kind to leave things as they are. Thank you</p>
77		Y			<p>Wow! The development on Suva Street in Middleton was NOT thought through.</p> <p>Middleton Grange School and Cornerstone Pre-School are not zoned schools. The majority of children get to school by CAR! How can parking be taken away?</p> <p>I am also very concerned about the catastrophic disruption it will cause BUILDING the cycleway. It is chaos already at drop-off and pick up time. I can only see disaster coming.</p> <p>PLEASE! Do not go ahead with this in Suva Street. Come and see for yourselves during 8am-9am and 2.30-4pm. Consider that parents have no other options, especially for the primary school children</p>
78			Y		<p>My concern is the proposed tree planting in front of my property.</p> <p>My reason is that I already have a large native Kowhai tree in the front corner of my property. Where the roots are likely to be disturbed with the proposed position of the curbside tree.</p>
79			Y		<p>Thank you for the opportunity for us to provide feedback on the proposed Nor'West - Te Ara O-Rakipaoa Cycleway.</p> <p>We would very much like to register our <b>objection</b> to the planned works at site 2 of Sheet 29 of the plan, being the restriction in the road outside numbers [REDACTED] Palmside Street. Our grounds for objection are several, and are as follows:</p> <p><b>Objections:</b></p> <ol style="list-style-type: none"> <li>1. <b>Public Safety.</b> We are the original occupants of [REDACTED], and have now lived here for 56 years. In that time there have been no (zero) accidents on that corner. If the restriction is intended to reduce accidents we'd suggest that it is not required here, and that if any accidents occur following the proposed "improvement" they'll be as a result of it. We will not be backward in pointing this out.</li> <li>2. <b>Public Safety.</b> If anything, the proposed restriction will <b>create a hazard</b>, as cars coming down the rise from Rose St will need to brake suddenly when they realise the road narrows around the corner. Even worse, cars going up the street towards Rose St will be forced towards the middle of the road at the restriction, but at the same time, will not have a clear view up the street of any oncoming traffic.</li> <li>3. <b>Our Safety.</b> It will create a hazard for us when turning into our drive from the Woodbank end of the street. We'll potentially be forced across the centreline and into the path of oncoming traffic.</li> <li>4. <b>Our Safety.</b> It will make exiting our driveway dangerous. If bus or trees are planted where shown, our view from the Woodbank end will be obscured. It also makes reversing into the driveway extremely dangerous, as the manoeuvre will need to be completed entirely in the stream of traffic, rather than at the margin as it can be done now.</li> <li>5. <b>Other Resident's Safety.</b> It will be a hazard for the 3 back sections ([REDACTED]) that share the drive at the uphill throat of the restriction. They will</li> </ol>

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79 contd					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>be unable to see traffic approaching from the Woodbank end of the street.</p> <p>6. <b>Accessibility.</b> As an elderly couple, and often have elderly visitors who are not confident entering and exiting our drive as is, let alone when it becomes more dangerous. They currently park on the street outside our house, but this parking will be lost if the restriction is installed. Our elderly visitors will be forced to park some distance away and walk, which will be difficult for some of them.</p> <p>7. <b>Obstruction.</b> If the restriction is landscaped, where will we put our rubbish bins at our gate, will they be collected if they're now behind a garden area?</p> <p>8. <b>Detour.</b> We fear cyclists will detour onto the footpath outside [REDACTED] to avoid meeting oncoming cars on the narrowed road. This will be a hazard both to them and to us as we exit our driveway.</p> <p>9. <b>Drainage.</b> We'd like an assurance that the council considered the flooding that occasionally occurs in our street, and what effect the restriction and landscaping might have on:</p> <p>a. Drainage</p> <p>b. Where the bark chips or whatever is used as ground cover for the landscaping will float off to, or into.</p> <p>We have lived here 56 years, and have seen several floods, we would like Council acknowledgement that they'll carry liability for any issues this new obstruction will create.</p> <p>10. <b>Maintenance.</b> We would also like an assurance from the Council that the landscaped area would be well maintained, and kept rubbish free. We take great pride in the appearance of our property, as do many of our neighbours. Our concern is that we've seen similar structures set up by the Council become unkempt rubbish traps. We will not be backward in reminding the Council of their obligations to keep this area well maintained.</p> <p>Please understand that we are not against the objectives of this project, but are concerned about the potential hazard created by the location of the proposed traffic restriction.</p> <p><b>Suggestions:</b></p> <p>1. We propose that it would be more safe and sensible to install a restriction, if one is even necessary, in the straight sections of road on either side of the bend in Palmside Street, where the approach and exit can be clearly seen in both directions. Having observed traffic dynamics in our street over more than half a century, we believe a better location would be further down the street, maybe outside [REDACTED], as the shortness of the sloped section from the bend to Rose St tends to restrict speed anyway and cars generally travel faster down towards Woodbank Street. In fact, the two accidents that we do recall happening in our street both happened outside [REDACTED]. (Drunk driver into the fence at [REDACTED], child hit by car outside [REDACTED]).</p> <p>2. We challenge those who believe that this location is good for the restriction as planned to:</p> <p>a. Back a car up our drive once the restriction is in place without crossing the centre line.</p> <p>b. Back a trailer up our drive without crossing the centreline.</p>



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79 <i>contd</i>					<p>Both of these activities are currently possible without crossing the centre line, but will be impossible afterwards.</p> <p>3. If the objective is a speed restriction, and those that think they know better than 56 year residents believe this is the place for it, maybe mild speed humps and a pave area while retaining the full road width would be a safer alternative.</p> <p>We thank you for the consideration of these 10 objections and 3 suggestions, and welcome the opportunity to meet suitable qualified Council representatives on site to discuss our concerns.</p>
80			Y		<p>To whom it may concern,</p> <p>I generally support the Nor'West Arc cycleway, but have some concerns.</p> <p>As background, I am an experienced and confident cyclist, commuting daily from my home to work in Riccarton.</p> <p>Specific comments re the cycleway in the McBeath Avenue / Smartlea Street area (Sheets 23 to 25 in the booklet provided):</p> <ul style="list-style-type: none"> <li>- it should be possible to redesign the bridge over the Heathcote River at Smartlea Street (sheet 23) without the removal of the large established willow trees on the eastern side of the street. Perhaps the bridge can be re-built at an angle to the riverbank (rather than at a right angle to it)? I would also question why the bridge needs to be 5m wide. I understand that some of the extra width was to allow pedestrians to stand on the bridge while cyclists are using it. Perhaps a viewing platform in the centre of the bridge would be an alternative option. Children often stand there feeding the ducks.</li> <li>- at the 'build outs' on McBeath Ave, ( ) can we please have raised platforms to keep traffic speeds down? In my experience, build outs do not slow traffic – vehicles simply travel at the same speed through the narrow gap (eg Cobham street on the south-western side of Lyttelton St).</li> <li>- I understand that the Pablo Place / McBeath Ave access way (sheet 25) cannot be widened (private property either side). What provision is being made for pedestrian safety through this access way?</li> <li>- the proposed trees along McBeath Ave are a good idea. However, what species will they be? Bearing in mind that there are services below ground (roots getting into sewers and water supplies) and over head (power and communication lines), how will the trees be managed long term? There are small trees planted in Cobham St, but these are further out from the property boundaries because of a wider berm. Also, with U guttering in McBeath Ave, falling leaves from deciduous trees may become an issue in the autumn / early winter.</li> </ul>

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80 <i>contd</i>					<p>- the landscaping treatment on the corner of McBeath Ave and Muirson Ave will need review. The driveways of the properties on the corner ( ) are set at 45 degrees to the street. Landscaping is proposed over both driveway exits. In addition, the storm water drainage on the corner is very poor. There is always flooding there during the winter. This will also need attention before any landscaping is done.</p> <p>Many thanks for your consideration.</p>
81			Y		<p>Hi. We are the current owners of , Hoon Hay which the cycleway passes our property. We have lived at the address for 13 years and plan to remain there for sometime. We are totally supportive of the cycleway and the improvements to roading and landscaping to McBeath Ave which will enhance the area. The only change we promise is the grass verge on the corner. Can this be taken out and further landscaping be extended as shown on the map. I note the rest of the street on our side does not have grass verge and I do not think it adds much value. We have planted Buxus hedging right across our boundary which provides plenty of green zones to our section. Your thoughts would be appreciated and hope you are supportive of the above request. <i>Refer end of document for attachment</i></p>
82			Y		<p>We are not against the proposed Nor'West Cycleway but as residents of a property bounding the cycleway, we have some queries &amp; concerns. Our property is .</p> <p>Width of cycleway</p> <p>Having a 3.5m cycleway alongside a road which has only 4m on each side, including roadside parking, seems excessive. More grass verge would allow for walk off space if required &amp; would look more in proportion. Almost no one walks on our side of the street. Pedestrians going to &amp; from Hillmorton Hospital &amp; the daycare, almost without exception, choose to do so on the eastern side of the street. We believe reluctance to share the space with cyclists is going to mean that that is likely to continue.</p> <p>Trees</p> <p>There are three trees in Annex Rd (one outside ) earmarked for transplanting. These trees are part of an avenue of Pinoaks which run along the Linden Grove subdivision on Annex Rd (att 1066). Sadly we think that these beautiful trees which are approximately 5m by 8m tall are too big to transplant.(att 2017). If they have to be replaced please consider using the same species as they thrive in this area, provide good visibility &amp; still look attractive when their lower branches are trimmed.</p>

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82 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Lighting in Annex Rd (Linden Grove)</p> <p>We can find no specifics about lighting in the proposal. Is the existing street lighting going to light the cycleway? What is proposed for the cycleway through the Annex Rd Reserve where there is no lighting at present? There are at least two streetlights in the residential stretch of road which are in the path of the cycleway (att 1051). Are these to be relocated (if so to where), or are they going to be replaced with other lighting. The street &amp; walkway lighting throughout Linden Grove is attractive &amp; distinctive and we would not like to see it changed (atts 1051&amp;1058).</p> <p>Annex Rd from Lincoln Rd is a beautiful street which suddenly deteriorates where the residential housing ends. A variety of streetlights are used past the daycare &amp; Hillmorton Hospital (att 1067). We would like to see strong consideration given to extending the subdivision lighting past the hospital. We feel that the creation of the cycleway gives us an opportunity to create a better sense of inclusiveness between the hospital &amp; the residential community. We believe that the seamlessness created by extending the lighting, coupled with the proposed tree plantings, would achieve this.</p> <p><i>Refer end of document for photos</i></p>
83			Y		<p>Smartlea Street - McBeath Avenue - Weir Place Intersection</p> <p>Need another raised platform on Smartlea Street before intersection to slow down cars. This intersection is used as a burn out pad for drivers and also a month ago Police turned up to measure skid marks across intersection from Smartlea St into McBeath ave as there was a reported accident on the Saturday night.</p> <p>Many driver entering from Smartlea into McBeath cut the corner and with cyclists traveling from McBeath into Smartlea in the opposing direction and can see the possibility of accidents in future should Cyclists buy into this route and use it.</p> <p>In 2013 SCIRT installed a new pressure sewer system into lower Smartlea and Weir place the pipes for this run through the grass berms and not as indicated in the street on SCIRT drawings that we were given. This will prevent the installation of trees into the berm as the CCC drainage regulations stipulates no tree's above infrastructure. This is the second time this has been proposed for this street, and think that it is about time the planning department updates its infrastructure maps.</p> <p>Why does the bridge need to be 5m? Will it allow traffic like cars to access it? How will the current ramp on a right angle to current bridge work with the new 5m bridge for access. The Heathcote stream floods at this bridge when we get high rainfall, will the access from the street to the ramp be taken into account when making these changes. Smartlea Street and Weir Place flood and are in a FMA.</p> <p>Also a number of houses have high front fences obscuring the view to the street when vehicles are reversing out their driveways, this also can prove to be dangerous for pedestrians and cyclists alike.</p>

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83 <i>contd</i>					<p>The connection between Glynn Crescent and Smartlea street to Hoon Hay Road and McBeath Ave are popular walking and cycling routes already, we are on the corner and have watched the flow of traffic and people for 22 years now my concern is in relation to the traffic coming off Hoon Hay Road and Turning into McBeath Ave, cutting across the cyclists traveling into Smartlea Street from McBeath Ave, we believe something is needed to slow the cars down and stop them from cutting this corner.</p> <p><i>Refer end of document for attachment</i></p>
84	Y				<p>The proposed continuation of a separated one-way cycleway along Ilam Road will help ensure less confident cyclists feel safe and are encouraged to use this cycleway. The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.</p> <p>The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p> <p>The proposed design of Annex Road is inadequate in ensuring the safety and usability of this cycleway. The unsafe combination of a shared path and restricted door buffer zone for on-street parking may result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, or force more confident cyclists to share this congested road with motorists and heavy vehicles.</p> <p>The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, requiring motorists to give way to cyclists.</p> <p>The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</p> <p>The proposed new signalised crossing across Lincoln Road and Sparks Road will facilitate an easier and safer crossing for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.</p>

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85		Y			<p>I do not support this cycleway through Pablo Place and on to Sparks Road. When the Quarrymans trail was passed by six Councillors we were promise FOUR on street car parks for the 24 properties, from HoonHay road to the Heathcote river. Under this proposal we are now only have ONE on street park for 24 properties. We were also promised the lights at Lyttleton Street/Sparks road and HoonHay road Sparks road would be sequenced. This cannot now be possible as an on demand pedestrian/cycleway light is between the two intersections. As the two lane Quarrymans trail exceeds the Safer City Cycle Guidelines I feel this will increase the risks to cyclists.</p> <p>AS with all cycleways proposed by the Council the risks have been assed but no management of the risks. Under the new H&amp;S rules once risks have been assessed a management of the risk must be advised.</p>
86			Y		<p>Our comments refer to the cycleway as shown on Sheet 13.</p> <p>As owners of [REDACTED] Annex Road, tenant [REDACTED].</p> <p>We are very concerned that developing a two way cycleway along Annex Road as shown on Sheet 13 will increase the danger for traffic turning into our property from both directions but especially from the north-west end (Blenheim Road end). Cars making right turns into our carpark will have to wait in the middle of the road and be aware of cyclists behind them as well as in front of them. These cars will also have to wait in the middle of an exceedingly busy road for a much longer time to allow for cyclists travelling in both directions to clear before completing their turn.</p> <p>Cyclists approaching from behind the right turning motorists will not be easy to see because they are relatively small compared with a car and the motoris will have a reduced chance to see them in the rear visions mirror. We think it would be much safer for the cyclists to retain the present format with a cycle lane on each side of Annex Road.</p>
87			Y		<p>[REDACTED] appreciates that CCC is part way through delivering the biggest programme of transport changes under taken in the City. Results to date indicate that the public are appreciating the facilities that have already been delivered with counters indicating that uptake is much more rapid that anticipated. With this success in mind [REDACTED] members feel that every effort needs to be made to deliver infrastructure that complies with the original Council aspirations as published in the Cycle Design Guidelines. As new cycleways are developed the network reach increases thus making it simpler for the interested but concerned potential cyclist to become a trial cyclist. However, the level of infrastructure provided will affect the reach of the cycle option to the 70% of the population originally identified as interested but concerned. Cycleways which are well designed without changes in the design will appeal to more people than those with varying treatments and constant changes. Like an iPhone, the cycleways need to be understandable without instruction for the intended user. In the case of the cycleways potential users are those aged from 10 to 80 years old. At the extremes of this group are people that will require most of their concentration to stay upright and follow a straight line. Asking them to share a path with pedestrians, their pets, buggies, wheelchairs, skateboards and whatever else they walk with results in worse experiences for all users. The culture change of people choosing to cycle will also require the culture change of drivers learning to look for other road users and to share the road. This will be a major hurdle and will require CCC, NZTA and others to offer skills training and ongoing promotional educational campaigns. The police will need to begin to actively enforce traffic laws. The media will need to get on board. This is currently seen as 'out of scope'. It needs to be integrated to make cycling and the MCR's work.</p>

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87 contd					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>There are only 13 Major Cycleways identified so there are limited streets where these routes pass. They have been identified as the core network for cycling in the City so need to comply with CCC's Cycle Design Guidelines that put people on bicycles first. <b>"Major cycleways</b> should aim to cater for both adults and children (10 years and over). They should provide safe links to popular destinations and key activity centres and <b>offer the highest level of service to cyclists."</b> Emphasis added. MCR's are the cycle arterials offering safe attractive routes for both the 'interested but concerned' and commuter cyclists.</p> <p>Inadequate lane widths, two way cycle lanes on one side of a road and paths shared with pedestrians are fraught with safety concerns which make them unattractive. Frequent road crossings also create conflict points. All should be avoided, not relied upon, for a MCR. [REDACTED] has grave concerns that safety is compromised and cycling and walking are discouraged by these practices. With pedestrians seeking their own safe space on the roads the practice of mixing modes, especially at intersections, is likely to generate another face of NIMBYism.</p> <p>The consultation document states clearly that cyclists will have to give way to pedestrians in shared path environments. This makes sense, but also highlights why this approach is in conflict with CCC's Cycle Design Guidelines which state <b>"On major cycleways, the priority needs to be providing space for cycling and as a result alternative routes may need to be provided for other road users."</b> And MCR's should <b>"offer the highest level of service to cyclists"</b>. So much of the Nor West Arc fails to accomplish exactly what a MCR is expected, and has been promised, to provide.</p> <p>Please maintain consistent paving and signage throughout the project. Where the carriageway is to be shared the speed limit should be 30 km/h. All bus stops should provide both adequate waiting room and for passengers to embark and disembark without risking collisions with people on bicycles. A child suddenly stepping off the bus should not be in the path of a cyclist, but have a safe area.</p> <p>[REDACTED] generally supports this project with the following changes required.</p> <p><b>Project Reveiw</b>  Sheet 1 University to Homestead  It is good to see CCC recognize that one way cycle lanes need to be greater than 1.8m width. The 2m width lanes on offer are less than required by the CCC Cycle Design Guidelines for a MCR which specifies 2.4m width for one directional cycle lanes. Offering cycle lanes which go behind bus stops to reduce conflicts is appreciated.</p> <p>Sheet 2 Homestead to Kirkwood:  Sadly the east bound cycle lane is reduced to 1.8m in spite of the carriageway width allowing a 2m+ width. People on bikes will also need to dodge cars accessing the on street parking while also watching for opening doors into the inadequate 70cm door buffer zone. Moving the cycle lane to the inside lane</p>

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87 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>could help to reduce conflict. Increasing the door buffer zone to 90cm and the lane to 2m could also be accomplished. As designed this fails to follow the Cycle Design Guidelines. With many drivers challenged to park hard up against the kerb there is a high likelihood that cars will encroach on the door buffer zone reducing its effectiveness. These are very concerning safety issues which may be due to cost concerns with moving kerbs. People on bicycles are left with inadequate infrastructure compromising both safety and usability.</p> <p>Sheet 3 Kirkwood to Rudleigh The bus stop may have pedestrians blocking the path and cyclists are to give way. On street parking on the east side has a 80cm door buffer zone and a narrow 2m wide parking slot. Again failing to meet the promise of the Cycle Design Guidelines and MCR's, a safe compliant redesign is required.</p> <p>Sheet 4 Rudleigh to Middleton The intersection design needs to be a part of this consultation process. As a potential bottleneck another route might be preferred. It also fails to address how the 2m separate paths will transition to a 3.5m bi directional path on the west of Middleton.</p> <p>Sheet 5 Middleton Road [REDACTED] appreciates that side streets are to give way to the cycle path.</p> <p>Sheet 6 Middleton/Suva Intersection &amp; Sheet 7 Suva Street Why is the cycleway converted to a shared path here? Please retain consistency and continue with the cycleway. A fully off road connection between the two streets is appreciated. The 'no man's land' shared space at intersections is not. On pavement signage is the minimum required here. Education and promotion of how this is intended to function will be required. With a 3.5m bidirectional path serving two MCR's CCC must either widen the path or be certain to provide for that option in the near future. Continuing the cycleway would make more sense than mixing modes and increasing confusion. There is concern that some motorists may use the cycle path, especially the bit at the intersection as an extra parking space. Enforcement will be required. The connection to Middleton Park is not developed. Instead the existing islands in Middleton Road at Suva Street are to be removed. This connection needs to be developed, not degraded.</p> <p>Suva Street is to be a part of two Major Cycleways so cyclists should have the right of way in most cases. The pedestrian access to Middleton Grange School that crosses Suva Street has cyclist giving way to pedestrians who in turn have to yield to motorists. This places cyclists third in the hierarchy. This does not occur for other modes on their arterial routes so should not be part of the messaging in this case. From a practical point of view if the pedestrians are yielding to the cars they will stand on the cycle path causing obstructions.</p>

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87 contd					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Sheet 8 Suva/Hansons          [REDACTED] would prefer pavement markings to help pedestrians and cyclists share and navigate intersections more easily. The 'free for all', 'shared zones' design offered is prone to conflict. [REDACTED] assumes that this intersection will be signalized. Experienced cyclists will likely opt to use the vehicle lanes with the cars. Some drivers become quite irate as they believe that the road belongs to them alone. This is part of the educational and enforcement process sorely needed to bring about the transport attitude culture change required to make cycling and the MCR's safe and inviting. Signage is required to advise motorists that cyclists may 'take the lane'.</p> <p>Sheet 9 Hansons Lane          At around 110 Hansons the bidirectional bike path becomes a shared path 'free for all' 'shared space' as it reaches the intersection with Blenheim. Please redesign or at least provide on pavement markings to help all use the space safely.</p> <p>Sheet 10 Blenheim Road          It is unclear if this is to be a single or two stage crossing when Hansons meets Blenheim. Moving the Hansons infrastructure from the start to the east side would make this a single crossing. This is a challenging intersection and the solution offered is only adequate if not encumbered by long wait times, which will be likely given traffic engineers hesitancy to inconvenience motorists on a very busy arterial.          While too narrow, the 1.6m wide cycle lane is appreciated. The 3.5m shared path will be wholly inadequate to accommodate this MCR as well as the added congestion of workers and customers accessing the many business and industrial sites on Annex Road. Please widen this to at least 4m and make waiting times short.</p> <p>Sheet 11 Annex Road          [REDACTED] submitted on this in December 2014. Quoting from that submission "[REDACTED] is unclear as to how this fits in with the planned "Nor'west Arc" Major Cycleway that's meant to run approximately along the Annex Rd corridor – the proposed facilities are clearly not at Major Cycleway standard. Is a future upgrade planned?" The on again off again infrastructure, congested crossings and inadequate width shared path may frustrate some cyclists in to using the road, a very dangerous choice given the many heavy vehicles using this road. This section of the Nor West Arc will leave many riders wishing there was another route. As designed this is unsafe infrastructure and not acceptable for a MCR. A full rethink is required. At the very least prominent and repeated signage informing motorists that 'cycles may take the lane' are needed.</p> <p>The shared path width varies from adequate to not and is encroached on by the lack of a door buffer zone for the on street parking. The careless opening of a door could easily send a cyclist careening into pedestrians. The Annex Road portions of this project are fatally flawed and must be redesigned as an urgent public safety matter. [REDACTED] formally requests that we be made a part of this redesign at the earliest stage.</p>



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87 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Sheet 12 Annex Road The crossing at Venture Place has great potential as a bottle neck and conflict point with cars queued on Venture Place blocking the crossing. Section 2.5.4 of the Cycle Design Guidelines require motorists to give way. Please design the intersection to achieve this.</p> <p>Sheet 13 Annex Road The crossing at Nazareth Place has great potential as a bottle neck and conflict point with cars queued on Nazareth Place blocking the crossing. Section 2.5.4 of the Cycle Design Guidelines require motorists to give way. Please design the intersection to achieve this.          ■■■■■ notes the emergence of a narrow shared path at 220 Annex, probably to allow those traveling to Birmingham Drive a direct route. A means to get to that route safely from the shared path on the other side is not provided. Yet another example of the inconsistent and piece meal infrastructure provided.</p> <p>Sheet 14 Annex Road to Underpass This should be a neighbourhood greenway. Retain the footpath and reduce the speed limit. This will be cheaper and easier for all.</p> <p>Sheet 15 Underpass to Hillmorton Hospital &amp; Sheet 16 Annex Road Hillmorton Hospital &amp; Sheet 17 Annex Road Linden Grove          ■■■■■ has already noted our concerns with shared paths. While this design makes for a quiet green space it will also see experienced cyclists preferring to use the road. Designating this as a neighbourhood greenway will help with the inadequate shared path width and lack of room for expansion. Per section 2.4.1 of the Cycle Design Guidelines all shared paths are to be 4m width and one way paths 2.4m width. This route offers far too many substandard width paths.</p> <p>Sheet 18 Annex Road Reserve This is a great creative solution for this stretch of Lincoln Road and the 4m wide bidirectional cycle way is much appreciated. Provide an easy on and off for bicycles where the shared path diverts away from the road and widens to 4m. Be sure signage requires to motorist to give way at Lincoln Road.</p> <p>Sheet 19 Lincoln Rd and Domain Tce          ■■■■■ urges that pavement markings make clear that while a shared space some areas are prioritized for pedestrians, some for people on bicycles. CCC should monitor usage and be prepared to widen the cycle path should it be required. Consideration of reallocation of space to make Domain Tce a neighbourhood greenway may do a better job of meeting the needs of people who drive, walk, and cycle.</p> <p>Sheet 20 &amp; 21 Domain Tce At 80 Domain Tce in addition to a neighbourhood greenway, which will suffice when Domain use is low, the shared path approach may better suit due to the large amount of on street parking provided for the Spreydon Domain. CCC's Cycle Design Guidelines section 2.1.1 "Wider shared paths are safer and</p>

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87 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>therefore major cycleways need to be as wide as possible. Additionally they need to cater for current and future cycle and pedestrian peak-time volumes. ·· Where shared paths have higher volumes ideally there needs to be separation of pedestrians and cyclists.” Offering both a shared path and neighbourhood greenway would begin to achieve this intent.</p> <p>Sheet 22 Domain and Glynne Room for possible expansion should be planned for.</p> <p>Sheet 23 Smartlea &amp; Sheet 24 McBeath The neighbourhood greenway approach makes good use of limited space.</p> <p>Sheet 25 McBeath at Pablo The access way will need to be well lit and at least 3m wide to prevent conflicts, a 4m width would be best. [REDACTED] has already noted our concerns with narrow width shared paths. These require widening. Should route use achieve sufficient numbers an alternative will be required.</p> <p>Sheet 26 &amp; 27 Sparks at Centennial park Lighting along the route will be required.</p> <p>Sheet 28 Rose and Palmside At a minimum Rose Street to Hoon Hay Road should be signed to share the road, preferably it would be a neighbourhood greenway. Making it a greenway to the entrance to Cashmere High School should be a priority. A greenway treatment will also improve safety at the crossing by slowing traffic. Short sections of greenway reinforce that roads are to be safe for all road users and attentiveness and sharing the road is a full time requirement.</p> <p>Sheet 29 Palmside and Woodbank &amp; Sheet 30 Woodbank and Ferniehurst With 3.8m on each side for pedestrians there is ample room for expansion should traffic numbers so require.</p> <p>Sheet 31 Ferniehurst to Cashmere [REDACTED] looks forward to working with CCC on this intersection as part of the Opawaho River Route MCR in future. A pedestrian crossing should be installed here as part of this project, with a view to upgrading it in future.</p>

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87 <i>contd</i>					<p>██████ encourages CCC to reactivate the Cycle Advisory Panel so that real world users can share their experience and input prior to plans being too far progressed to allow required changes. As designed this project creates conflicts between users. If it cannot be changed as too far progressed, the need for early involvement which a panel could provide is underlined. With more MCR's still to come we need to learn from experience and empower all community members for the benefit of fit for purpose infrastructure.</p> <p>Supplement to ██████ submission dated 23 March 2017          ██████ has significant concerns about the Riccarton/Ilam /Middleton Road intersection. Rated the second most dangerous in Christchurch according to Stuff <a href="http://www.stuff.co.nz/the-press/news/89993420/christchurchs-most-dangerous-intersections-revealed-but-improvement-budget-highly-constrained">http://www.stuff.co.nz/the-press/news/89993420/christchurchs-most-dangerous-intersections-revealed-but-improvement-budget-highly-constrained</a>          ██████ already commented on the intersection of the proposed route with Riccarton Road.          "Sheet 4 Rudleigh to Middleton          The intersection design needs to be a part of this consultation process. As a potential bottleneck another route might be preferred. It also fails to address how the 2m separate paths will transition to a 3.5m bi directional path on the west of Middleton."          After further consideration ██████ believes that the proposed route will endanger lives while discouraging people from cycling.          Riccarton Road is a bus priority road with heavy traffic. The new two story building on the corner of Riccarton and Ilam roads blocks the view of traffic down Ilam Road from Middleton Road, the side the proposed double lane bike path will be on. This forces the question of how buses, cycling and cars can safely co-exist. ██████ notes an alternative route, marked as a dotted green line on project plans. Ilam Road, then either Hanrahan St or Rudleigh Ave to Newnham Terrace, add a dedicated cycle crossing at Riccarton Road, through Auburn Reserve to Renfrew Street, and connect back to Suva St. This route, while less direct, appears to offer safer and quieter cycling.          A major cycle route must offer safe, convenient and timely conveyance. Please redraft this project's plans to provide true mode choice.</p>
88	Y				<p>This is a combined submission from the ██████ for the team to consider. First we would like to point out that we support the project and we also wish to thank the team (Kate, David &amp; Brendon) who came and met with us, looked at our issues and have addressed some of our concerns in the current planning. For clarity we have listed those here as well.          ██████ Suva Street is one of our main entrances into the school plus we also have pupils crossing the road during the day to access our playing fields on the opposited side of Suva Street.          Our concerns/requests are:          * Really happy that the footpath and roading on the South side (School side) of Suva Street will be upgraded with flat gutters, trees removed and as much parking provided as possible. We would further request that as we do lose a large amount of parking with this project, that the full South Side Street from our cycle entrance through to Hansons Lane be made into parking. Currently the area has a grass verge and as such cars are not allowed to park there. Given the number of cars that currently park in Suva Street and the number of parks that will be lost to the project this would seem to be a reasonable request. The</p>

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88 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>current plans do not show this.</p> <p>* We are very happy with the speed humps and kerb build out that is planned for where pupils cross the road to access the school's tennis/netball courts and playing fields.</p> <p>* When we were in discussions with the team we suggested some form of warning to let pupils know cycles are coming. Some sort of sensor which would activate flashing lights would be helpful.</p> <p>* We would like a School sign and a speed restriction to 40kpm to warn people that they are entering a school zone. These signs could be static. Our ideal choice would have been an unmanned crossing as pupils do cross throughout the day but we have been told that is not an option.</p> <p>* While work is being constructed we would welcome the opportunity to have a services channel laid under Suva Street. This would enable us to run cables under the road thus providing for the possible addition of disaster warning bells (Lock down etc which is now a requirement under Health &amp; Safety) plus provide power to our fields plus future proofing. This will be our only opportunity to do this.</p> <p>* Currently we have one-way traffic coming out of our drop off/pick up area on Suva Street. While we have suggested to parents not to turn right some choose to do so and if they have to wait for a gap cars get backed up right around the area causing extra frustration. We wondered about having a left and right turning lane coming out of this exit.</p> <p>* Currently most traffic leaving school would turn either left or right into Hansons Lane at the Suva Street / Hansons Lane intersection. With the new design of the intersection if a car wishes to turn right but has to wait then all other traffic behind them are held up and not able to move. Currently we can have cars in grid lock backed up past our Gymnasium. This does cause extra congestion and frustration.</p> <p>If not possible to have a right turning lane from Suva Street into Hansons Lane (as you show from Hansons Lane turning right into Suva Street) then we would request that traffic signals be programmed to allow for a smooth traffic flow at school peak times. Possibly a green light from Suva Street with all other three directions having red, thus allowing the congestion to be managed.</p> <p>Again thank you for your consideration of [REDACTED]. We already have a huge amount of congestion on Suva Street around drop off and pick up times and the possibility of adding large amounts of cycle traffic plus the reduction of parking will certainly create some challenges. [REDACTED] appreciates Council wanting to work through these issues with us.</p> <p>We support the new cycle way plans but as a school the health and safety of our pupils and staff is paramount and submit that our requests will mitigate many of the risks that the new cycle way will generate for the school.</p> <p>Finally we would ask to be kept informed as time goes on especially as construction commences. While construction is under way there will be increased risks to pupils and staff which will need to be carefully managed</p>

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89			Y		<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>The route where it passes through Suva St (bottom picture, sheet 7) is going through a very high traffic area where there is already major congestion on school mornings and afternoons. It will pass between a preschool and a school (Cornerstone Early Learning Centre and Middleton Grange). This area is full of students and parents dropping off students who already find it difficult to navigate safely without a cycleway going through. There is little parking available already and most of the streets around this area are getting more congested with workers from businesses on Blenheim Rd parking on them more and more. You have mentioned (point 3) that parking will continue on the north side, however this parking capacity is greatly reduced by your plan from its current amount. On top of this Rannerdale War Veterans home is developing the corner of Suva and Hansons with more accomodation. So there is potentially more people who will have reason to visit the area and will require parking options that are already stretched. Putting a cycleway through Suva St will stretch resource and will inevitably lead to an accident/s. Surely it would be unwise to introduce more traffic to an already congested area of Riccarton. Please take the time to visit Suva Street around 8:15 to 9:00 and again 3:00 to 3:30 and you will witness first hand the congestion and danger already present without a cycleway to further increase the probability of serious harm to students and preschoolers in the area.</p> <p>Please note, I have mentioned an already congested area, I recognize that a cycleway would improve the safety of cyclists (although not many actually use Suva St), but to the detriment of the other road users who would then have an additional hazard to navigate in an area that is already, at the best of times, hazardous for road users and pedestrians.</p> <p>As a family we have children at both the preschool and school, with my wife being on staff at the preschool. When the preschool carpark is full, parents park on the Preschool side of Suva in order to drop their children off. Where can they safely park in order to drop their children off?</p> <p>Thank you for considering this submission</p>
90	Y				<p>I fully support this plan, both the route that is proposed and the majority of infrastructure to be constructed. The area contained around Riccarton Road, south to cross Blenheim Road , Annex Road to Lincoln Road I find particularly unpleasant to cycle in. With such good connections to the other current and to be constructed cycleways the southwestern areas of the city will now become more easily accessible for our household.</p> <p>Some points to note.</p> <p>Sheet 3 Point 2 . I fully agree with this layout where anyone on a bike will give way to disembarking passengers. Having gotten used to this design when riding along the St Asaph St cycleway it is no less distracting than having to divert behind the bus stop , as on Ilan Road further north. Where there is only one bus route this requirement is a very minor inconvenience.</p> <p>Sheet 4 . It will be good to have a better designed intersection at Riccarton Road , Ilam Road and Middleton Road for ALL users, particularly those on a bike .</p> <p>Sheet 8 . I think that the Barnes Dance intersection proposal is appropriate for this intersection.</p> <p>Sheet 10 . It would be a huge improvement to have a designated signalised cycle crossing on ANY Blenheim Road intersection.</p> <p>Sheet 11 . Given the large amount of heavy traffic using the Annex Road Lunns Road intersection it may difficult to cross Lunns Road on the south side.</p> <p>Could this intersection be signalised at some point ?</p>

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90 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Sheet 12 and 13 . It is disappointing that both the intersections at Annex Road with Nazareth Avenue and Ventura Place request require cyclists to give way. The raised platform crossing requiring traffic travelling on Deans Avenue and turning left into Riccarton Avenue works very well on a bike , it is good to see some priority treatment on busy roads in Christchurch at last.</p> <p>Annex Road in general seems a hotch potch of path widths and treatments. Confident cyclists may still wish to use the road, however for me being able to ride without the traffic will be totally joyful.</p> <p>I am supportive of the shared path on Annex Road , south of Wigram Road to the underpass rather than being on road. There can be more movements of commercial traffic in this area than you would expect for a cul de sac .</p> <p>I am generally supportive of shared paths, the Hagley Avenue shared path works well and I see no reason that shared paths will not work on this route. Publicity about the etiquette of using a shared path would be helpful, as well as signage. More people simply need to know of the requirement to keep left when using a shared path, to overtake safely and to look before changing direction. Whilst it would be nice to future proof this route to absorb the predicted increase in the use of e-bikes I think that at this point in time, widths are adequate .</p> <p>The remainder of the route south to PMH seems OK to me, with the exception of the narrow accessway connecting McBeath Avenue with Pablo Place. This will require adequate signage and lighting.</p> <p>Thank you for the opportunity to make this submission,</p>
91			Y		<p>██████████ are concerned with the lack of comment on the safety (real or perceived) for the pedestrians in this consultation information. The focus is on the cyclist yet there are sections where the footpath is shared and there are complex street crossings required by pedestrians.</p> <p>SK101 shows that cyclists have both a dedicated cycle lane and are able to cycle of the footpath in front of Holmstead Lane. We do not support this. The footpath should be retained for pedestrians. On the North side the bus stops have tactile ground surface indicators (tgsi) that do not extend the full width of the footpath. These need to be extended to the extent of the shared path where it meets the shared footpath. The greening of the eastern shared path will not be interpreted by those who are blind or have significant low vision. It may also be of concern to those who have cognitive impairments. Travellers who are blind or have low vision generally walk mid to building line side of the footpath. The higher section of the footpath tends to have less slope and be clear of footpath clutter. This area should be prioritised for the pedestrian with the cyclist required to give way to pedestrians and specifically those who are older, have impairments (not all are easily identified visually), younger person and parents with prams or young children. AS this section should only be used when there is a bus parked the cyclist is not expected to be there at all times. Also this is the line up for the pedestrian to reach the designated crossing position for the carpark entry and exits. The tgsi layouts are not all correct - there a single tiles without a longer leading edge.</p> <p>SK102: As per above re why is there two options for the cyclist - shared path and a cycle lane? Pedestrian crossing - can this be on a raised platform. This will serve to slow and remind cyclists to give way. Also concerned that drivers and pedestrians who are blind or have low vision and children have a complex crossing. They need to wait until the road is clear or they determine a vehicle has stopped to give way. The bus boarder is not of sufficient width for</p>

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91 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>pedestrians who are waiting - they will stand out on a multi bus stop to ensure they are seen by the driver. It is also too narrow for wheelchair ramps to be lowered as this will cross into the cycle lane. This puts the bus customer, driver and cyclist at risk. Bus boarders should not be installed at such narrow widths. There must be room for people boarding to stand out of the cycle lane and also for those exiting the bus to stop to check for cyclists. The red marking on the road is also of concern. The addition of extra colours will be confusing and may even be too challenging for some people to deal with visually (including those who have cognitive impairments or brain injury). Why has the Council not retained the green lane markings. This is now associated with cycle lanes. What is the purpose of the zebra crossing on the rear section. There should be markings on the road prior to the bus stop to require cyclists to stop while pedestrians are boarding or exiting. They should not be permitted to continue through. Education and awareness is required. Extend directional tgsi to boundary.</p> <p>SK103: As per previous for the bus stop - too narrow and question on layout, colour and zebra crossing placement.</p> <p>SK104: As per previous for bus stop - too narrow and question on layout, colour and zebra crossing placement. How is the intersection to be designed for the pedestrian to cross from West to East across the two way cycle lane. Will the pedestrian get priority and the slip lane removed and a single crossing phase introduced?</p> <p>SK105: The pedestrian street crossings from the West side show the pedestrian is stopped prior to the cycle lanes then continues across the road way where there is a berm adjacent. Should there not be additional warning tgsi to stop the pedestrian before entering the roadway and also on the journey East to stop if the cyclist is not required to give way to the pedestrian? This is a safety risk to the pedestrian and specifically those who are blind or have low vision. The directional tgsi shown on some layouts appear to be less than 1 m. If the footpath widths are narrow they may not be required. The directional tgsi on the South East corner of Lochee Road to direct to East West crossing of Middleton Road are not required. The same for the directionals shown at Field Terrace. Directional tgsi at number 15 need to be extended full footpath width. Is there a kerb upstand on the North corner of Auburn Ave - if not this could be stepped through as the tgsi layout shown leaves a gap. Directional tgsi may not be required - what is the setback from the corner on this North side? South side needed.</p> <p>SK107: Suva Street zebra crossing should be extended to be full road crossing. This is confusing with the zebra only on the cycle lane. Assumptions will be made by pedestrians with the first part being a zebra. Those who have low vision will assume to be full width. Renfrew shows indented crossings with no other environmental features - need to have directional tgsi to locate the crossing position. Is there a kerb upstand either side of this? If not pedestrians may step out anywhere.</p> <p>SK108: The green tgsi on the South East corner are not laid in the correct position to prevent entry to the cycle lane. The tgsi on the North West corner need to be closer to the entry to the cycle lane i.e. closer to Suva Street.</p> <p>SK109: Bus Stop refer to all earlier comments. Safety risk.</p> <p>SK110: Recommend additional warning and signage at businesses crossing the shared footpath. Cars do not currently give way. Lunns Road tgsi stagger is incorrect with individual tiles and equivalent leading edge and set back. Is the kerb raised adjacent to the warning tgsi, if not potential to walk through to road without detecting.</p>

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91 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>SK112 Pedestrian and cyclist refuge island - what is the design? Recommend grab rails on both sides not in the middle.</p> <p>SK113: As per above pedestrian and cyclist refuge island comments.</p> <p>SK114: Incorrect tgsi stagger shown on North West Corner.</p> <p>SK118. There is little guidance for the pedestrian not to cross at the cycle lane. Need directional tgsi to lead to corner. Corner crossing at Lincoln Road is misaligned. Recommend to reconfigure to give a straight line for the pedestrian. The kerb radii on the West side of Annex does not require this steepness - it could be reduced and still enable larger vehicle movements with the refuge being redesigned and a straight crossing requiring less width within the refuge. Tgsi not shown drawn correctly.</p> <p>SK119: Domain Terrace West side radii could be realigned to improve pedestrian crossing facility - enable straighter line.</p> <p>Sk120: Need directional tgsi to locate crossing on Domain Tce on both sides from number 78.</p> <p>SK121: Need directional tgsi on DeeJay Lane. Need directional tgsi at Neville Street as no clear corner position.</p> <p>SK122: ?Painted lines around corners - these will not be detected by all pedestrians and may lead to some conflict with user expectations. Is the existing kerb shown to be kept?</p> <p>SK123: Extend directional tgsi to building lines and into planted line/warning tgsi where no other environmental feature to guide. Recommend to extend grass area on Weir place West side to prevent step through.</p> <p>SK124: Extend directional tgsi.</p> <p>SK125: What is the width of the footpath at Muirson/McBeath? ? need for directional tgsi. Extend on South East side and at crossing by number 14 and 1/11.</p> <p>Bus Boarder - same comments as earlier - safety risk. Are the lines shown separating the cyclists and pedestrians tactile and contrasting in colour - width at least 600mm? If not pedestrians may not detect and this can lead to conflict.</p> <p>SK127 as per previous with lines on the footpath.</p> <p>SK128 as per previous with lines on the footpath.</p> <p>SK130 tgsi layouts not correct - need to follow 1428.4.1 to have changing direction of directional tgsi.</p> <p>SK130 page 31 extend directional tgsi</p> <p>SK126: Extend directional tgsi to property boundary at lights.</p> <p>██████████ does not support shared paths as these present issues for those who are blind or have low vision. Reallocation of road space should be the first approach.</p> <p>There needs to be further assessment of the cycle lane designs and specifically where the pedestrian is required to cross and at the bus stops. There should be some national consistency in design. This is not the case. Without an National Standard we are putting the onus on pedestrians to interpret these and also cyclists to behave in a certain way. Experience of nearly being taken out exiting a bus shows this is not the case.</p>



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91 <i>contd</i>					I have drawn on the plans with the above comments if you would like further clarification these can be submitted.
92			Y		After viewing the map we appear to live at the worst possible part on Suva Street. From our fence it is 9.9 meters minimum to the road and we go out onto the hump which is the narrowest part of the road. I assume the school will expect to cross the road to the Playing Fields using the hump and after school when crossing the road as students depart for the day. Will this cause us to have restricted access to our property when the hump is being used for this purpose? I agree the safety of all people is most important. I see no mention of a reduced speed limit, will one be put in place as it is around most schools? We have no turning bay on our property therefore we need to reverse out which causes visibility to be greatly reduced. The trees on either side of our driveway could also cause reduced visibility. I would like to discuss my concerns with someone in person if that is possible.
93			Y		Costs are too high, for the low volume of summer cyclists & even fewer winter riders. Cheaper options were overlooked, the making of foot paths into dual carriage for pedestrian and cyclists, utilising the green areas of footpaths that could have been sealed. Getting young cyclists off the road is the safest option along with recreational and cyclists going to work. The current loss of car parks and endangering people by having their parked cars too close to the moving traffic is not a solution for the city. The work outside Northlands Mall appears both excessive, disruptive and unnecessary.
94			Y		<p>Thank you for the opportunity to comment on the cycleway plan. Our concerns are around the impacts on parking and transport congestion along Ilam Road. Already there is a heavy demand for on street parking Monday-Friday from university students and Saturday from the Seventh Day Adventist Church at 26 Ilam Road (which has a car park but it fills up very quickly). The demand for parking is set to worsen as the University of Canterbury has raised its parking fees to \$1000 a year (information from UC staff) and that only gives people the right to look for a park, not secure one. When parking is tight, we witness illegal parking and dangerous driving practices as people look for a park or drop off passengers. Under this plan 60% of parking on Ilam Road, from the University to Riccarton Road is set to go, and if the in-lane bus stops are not approved, there will be no parking. This is going to create difficulties for local residents. The University makes this an unusual case. There are nearly 15,000 students attending (UC website), plus a lot of staff as well. We don't know what the answer is, but we would like the council to look into extra car parking provision in the area or encourage the university to operate park n ride services so people can park further afield.</p> <p>In addition to the parking issue, is the congestion along Ilam Road at peak times. This has worsened since the narrowing and slowing of Ilam Road from Roundtree St to Crekye Road with the cycle lanes that were constructed there. This has not deterred people using Ilam Road as a through route and traffic delays will worsen, especially with inefficiency at the Middleton Rd, Ilam Road and Riccarton Rd intersection.</p> <p>We also worry about the shared pathways for pedestrians and cyclists along Ilam Road. We know the idea is that confident cyclists will use the road based cycle lanes but our experience living in the area is that a lot of cyclists use the footpaths and that can be dangerous for children and elderly.</p>

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94 <i>contd</i>					While welcoming cycleways that provide a safe route for cyclists, we would hope that you can look further into the parking provision in the University of Canterbury area and develop the Ilam Road and Riccarton Rd intersection so it will reduce the heavy traffic congestion with cars regularly being backed up at those lights.
95		Y			<p>I am very strongly opposed to this cycleway for a number of reasons.</p> <p>1. The massive loss of car parks to the area. I have had children attend Ilam School and Kirkwood School over the last 13 years. During this time there has been a huge reduction in the number of car parks available. The demand for these is big because of the University, preschools and schools in the area. Car parking is already diabolical, particularly since the loss of car parks on the West side of Ilam Road from Ilam School down to Maidstone Road, when a cycle lane was installed a few years ago. Removing further car parks will worsen this problem. Driving around this area is at times very dangerous as Parents and University students look for parks (particularly at drop-off and pick-up times). This would further endanger the safety of the children. It is bad enough having the cycle lane outside Ilam School now as you need to cross it to get into a car park or sit waiting in the lane while another car leaves and you wait for their park. It is chaotic all ready!!</p> <p>2. The insertion of in-lane bus stops as a result of car park losses will slow traffic more on what is all ready an exceedingly busy road.</p> <p>3. The idea of a shared bike and pedestrian lane is totally unsafe and unnecessary when you all ready have a separate cycle lane. It might be good in theory but the reality is that it would cause chaos. School age children riding scooters on that footpath is bad enough as they do not have any concept of keeping left and just ride randomly wherever they see a gap, often cutting in front of pedestrians and causing many near misses. To complicate this further by adding cyclists would, in my view, be a disaster waiting to happen. I would have thought that a cycle lane down Clyde road from Riccarton Road to Creyke Road would make more sense as the University has a large amount of grassed land and it is away from the school.</p>
96			Y		<p>General:</p> <p>I have ridden the preferred route several times, and support the proposal as stated, provided that the Riccarton Road project does not preclude this. This has been a frequently used (i.e. natural) route for some years, which the proposals will bring to a high and safe standard.</p> <p>Cross sectional drawings:</p> <p>As previously advised, a number of these as shown in the consultation plans have incorrect labels showing their orientation (i.e. EAST / WEST), which may cause some confusion to readers, but not such as to have any material effect on the proposals. However, I hope that any subsequent documents will have these errors corrected.</p> <p>Sheet 1:</p> <p>Having a one way cycleway plus a two way shared path adjacent to each other (and on both sides of the road) is likely to lead to confusion for casual (i.e. non-habitual) users, and also to mis-use.</p> <p>I suggest that a better arrangement would be to have a wider (say 3.5m) segregated cycleway and (say 2m) footpath on each side of the road in this high use</p>

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96 <i>contd</i>					<p>section.</p> <p>Sheet 11: I can't see the point in widening the shared path to 4m (i.e. extra cost), when it reduces shortly after to 3m at the railway crossing and beyond.</p> <p>Sheet 23: The existing bridge is just 1.5m wide, so 5m would be excessively large and out of scale in that location. Also the right angled ramp shown would be awkward to negotiate and is directed toward the driveway of No. 24. I suggest that a 3 to 4 m wide straight bridge is more appropriate, and could be aligned with the centre of Smartlea Street. If built slightly further east than the old one, it would allow use of the existing bridge (by residents and contractors) during construction.</p> <p>Sheet 25: It is not clear from the consultation document exactly what is being proposed for Pablo Place, as the text on P. 64 has "4 metre wide shared path", the plan has "4m Segregated path", and the cross section shows a 3.5m shared path. In my opinion, Pablo Place does not require a separated cycleway; just 'Sharrows' on the pavement, and therefore parking can be retained on both sides.</p> <p>Conclusion: I look forward to seeing this project completed in three or four years time!</p>
97	Y				<p>Very interested to see/experience the success (or not) of the Suva Street and Hansons Lane intersection. This intersection has a proposed diagonal crossing feature for cyclists. Should this be successful this may spur similar developments in the city!</p>
98	Y				<p>I generally support this cycleway but I believe the design of this cycleway has been rushed. My main interest is Ilam to Lincoln Road as this is the part I am most likely to use. I will use this cycleway to go to AMI, Court Theater and restaurants in the area. My main concern is the road crossings particularly Ilam/Riccarton/Middleton.</p> <p>According to Stuff  <a href="http://www.stuff.co.nz/the-press/news/89993420/christchurchs-most-dangerous-intersections-revealed-but-improvement-budget-highly-constrained">http://www.stuff.co.nz/the-press/news/89993420/christchurchs-most-dangerous-intersections-revealed-but-improvement-budget-highly-constrained</a>  This is the second most dangerous intersection in Christchurch, only the temporary roundabout at the airport is higher. Riccarton Road is to be a bus priority Road and many buses turn right at this corner. The council let the vets on the corner build a new two story building that blocks the view of traffic down Ilam Road from Middleton Road, the side the new double lane bike path will be on. I don't see how it can be changed to allow bus, cycling and cars to safely co-exist. When I bike in this area I go down to Waimairi Road as a safer alternative.</p>

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98 <i>contd</i>					<p>There is an alternative route. Ilam Road, then either Hanrahan St or Rudleigh Ave to Newnham Terrace, a dedicated cycle crossing across Riccarton Road, through Auburn Reserve to Renfrew Street, which connects back to Suva St. This route is actually marked on the map as a dotted green line.</p> <p>The Orbiter buses coming in and out of Homestead Lane are also problematic as it is so narrow and should be shifted to Roundtree St. The pedestrian crossings work surprising well on Ilam Road. The Islands jutting out at Kirkwood Ave look too wide, hazards for car make drivers distracted and stop looking for cyclists.</p> <p>On Middleton Road The entrance to the double lane is on the worst side of the intersection where there is the most conflict with traffic (except buses). While this design works well on Matai Street, this road has 2-3 times the traffic. It will be interesting to see how the Hansons Lane Suva Street intersection will work in practice but it is worth a try. It can be very busy at certain times of the day. The Blenheim Road crossing looks to be the best option available. Annex Road needs to be truck proof. The connection with the Little River cycleway is appreciated as is the Annex Road Reserve shared cycleway. At various points the cycleway is quite narrow, this is a concern particularly near the university where there is increasing numbers of cyclists, skateboarders, pedestrians and other modes of transport sharing spaces.</p>
99			Y		<p>The proposed continuation of a separated one-way cycleway along Ilam Road is a great idea as this area is usually filled with busy parents and students who aren't looking out for cyclists. It would help students given the difficulties with university parking.</p> <p>The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.</p> <p>The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway. Who would feel comfortable cycling so close to other cyclists coming from the other direction?</p> <p>The proposed design of Annex Road is inadequate - it combines a walkway and a cycleway without allowing for car users opening their doors in front of cyclists. I've had this happen to me going at 30km/hr and it put me off biking for a while. On top - the motorist blamed ME for "Biking too close the car". CCC, give a cyclists their own space on the road!</p> <p>The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or</p>

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99 <i>contd</i>					redesigned as a neighbourhood greenway.  The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.
100	Y				We've got to everything we can to get this infrastructure in place ASAP, so we get the aggregated benefit of these important investments.  #morefaster #please
101			Y		Sections of this route needs more research on the impact for both the residents and cyclists. The section of Sparks Rd has now changed once again without any consultation from the Quarrymans Trail this should have been looked as one not be included in both with different plans, on the the plans sent out this was known back in Jan 2016. The section of Sparks Rd between Hoon Hay Rd and Lyttleton St is one of the busiest streets in Christchurch and is getting busier with the grown of the suburbs of Halswell/Wigram etc, and the 600 new sections going in down Sparks Rd by Hendersons rd, at the moment at rush hour (Morning and Night) it can take a long time to exit driveways when driving out and longer in you have to back out, with the no parking that will be along this section we will be unable to safely leave our driveways as most will have to reverse out with the road code says you should not do that it is safer to drive out most of us do not have space to turn on our property, at the moment we are able to park and then back in when it is a bit quieter it would be safer for cyclist too as when driving out we can see then coming long before if we back out and one of the main reason for these routes is to make it safer for cyclists in this case it will not be and if we have to park down the road is safe for us to retrieve our vehicle late at night by having to walk in the dark if we live alone hence no safety for us. At the moment there are already cars parking the grass verge making it difficult for handicaped, elderly and mothers with pushchairs it will be even worst if they have to negotiate more obstacles. The new road crossing would be better by the entrance to walkway to Centennial Park as there is more space there for it. The decreased road width of the road that the cycleway and lights will take up will even harder to safely access driveways. We already have a cycle lane that works along this section of road and have had for number of years but there has never been one from Barrington st to Lyttleton St and From Hoon Hay Rd to Halswell along Sparks Rd. At the moment we have a footpath, grass verge, parking and a cycle lane, now you want no parking for a shared cycle lane when in point you could use the grass verge for this and still have parking. The money that will be spent on this should at present be spent on repairing the roads that still need replaing since the earthquake that the Government are paying for some of it (cycleway) is not going to happen as the council now have a bill to pay the government for the share of the earthquake damaged properties so you are talking about putting a fuel tax to pay for things but cyclist pay nothing is that a fair deal. If the roads are repaired properly they will also be safer for cyclists. The Annex Rd route is too dangerous being a industrial area with large amounts of trucks entering and leaving premises is just not safe as large vehicle have blind spots where they just can't see small cars, cyclists etc it needs to be looked at more I have spoken to some cyclist and they all say they would not use that route.
102	Y				The proposed continuation of a separated one-way cycleway along Ilam Road will help ensure less confident cyclists feel safe and are encouraged to use this cycleway. The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.

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102 <i>contd</i>					<p>The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p> <p>The proposed design of Annex Road is inadequate in ensuring the safety and usability of this cycleway. The unsafe combination of a shared path and restricted door buffer zone for on-street parking may result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, or force more confident cyclists to share this congested road with motorists and heavy vehicles.</p> <p>The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, requiring motorists to give way to cyclists.</p> <p>The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</p> <p>The proposed new signalised crossing across Lincoln Road and Sparks Road will facilitate an easier and safer crossing for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.</p>
103	Y				<p>In a city that becomes more congested by the day, having ample and sufficiently extensive cycleways is absolutely essential to the continued flow of traffic. Students are much more inclined to bike (and take up less space on the road) if there is extensive, dedicated cycle routes. Trying to get parking is a nightmare at the uni. Biking is always a better option.</p>
104	Y				<p>I support the bike route. I unsure if the Riccarton Middleton intersection will work as this is reliant in other groups eg bus lanes which are unable to be assessed at present. Currently this corner is dangerous. But I don't want to delay the commencement of the cycle route in case the cycle route doesn't happen.</p>
105			Y		<p>Feedback on McBeath Avenue - Sheets 24 &amp; 25:</p> <p>The proposed plan shows landscaping blocking our driveway entry/exit at ■■■ McBeath Avenue. We request that our driveway is able to be accessed as it is currently.</p>

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105 <i>contd</i>					We request that any trees planted on McBeath Avenue immediately outside our properties at ■■■ McBeath Avenue and ■■■ McBeath Avenue are of a type that has a maximum height of two and half metres when fully grown to avoid blocking morning sun from reaching our properties as we rely on the sun to provide morning warmth in the house.
106		Y			<p>I am a huge supporter of the MCW project and support the nature of this project in its intent. I have always wanted to cycle to work and when I changed jobs at the start of 2016 I was able to do so, in part thanks to the Uni Cycle route which makes my commute safe and efficient. The more I cycle regularly, the more often I want to! It has such a positive effect on how I feel that I miss it when I cannot cycle. I want other people in Christchurch to experience this as well.</p> <p>Although I ride on the Uni Cycle route daily, I also have been using Hanson's Lane and Annex Road to visit my parents who live in Westmorland. I am thus interested to see how this MCW could improve my journey along that route.</p> <p>Joining at Hanson's Lane/Suva Street intersection heading south seems straightforward, as there is access from the on-road lane into the shared space to then cross at the lights. The two-way cycleway is nice, especially as it has priority over the side-roads. The intersection with Blenheim Road is an improvement, especially heading south, as I never liked entering the traffic flow at that point. I hope though that the lights are synchronised so that I don't have to wait at the Steel &amp; Tube lights after crossing Blenheim Road.</p> <p>However, Annex road is a significant downgrade for me. Currently I can ride right along Annex road on the on-road cycleways, quickly covering that distance and using the new lights at Birmingham Drive (which have cycle lanes/waiting spaces/hook turns marked) to cross that busy road. Now instead I have to cross onto the western side of Annex road for a jumble of shared and two-way cycle spaces, of varying widths, stopping for each intersection. This is a downgrade compared to what is currently offered and a downgrade compared to treatments along the rest of the route where the cycleway gets priority over side-roads.</p> <p>Given that there is one cul de sac on the eastern side of Annex Road, compared with three intersections (two major ones) on the western side, I wonder why the two-way cycleway isn't on the eastern side of Annex Road. I realise it requires crossing Annex Road at some point, but given that there is already a crossing planned for the south side of the railway tracks this would seem to be doable. Putting that crossing back on the northern side of the railway tracks and shifting the two-way cycleway to the western side would seem a more sensible solution. This should allow a two-way cycleway to run on the eastern side of Annex Road, with priority over Midas Place traffic, until the Birmingham Rd intersection.</p> <p>The current proposal along Annex Road of heavily interrupted shared path, with a bit of two-way cycleway in the middle, before reverting back to a shared path, is in my opinion poor design and needs to be reviewed!! I realise that this may cater to the interested-but-concerned riders more than the current on-</p>

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106 <i>contd</i>					<p>road cycle-lanes, but a compromise of retaining the on-road cyclelanes for the confident riders would be an option as well.</p> <p>The section of Annex Road south of the motorway is a sensible treatment. Confident riders can choose to ride on the road without a cyclelane given the low traffic volumes, while less confident riders can take the shared path.</p> <p>If I'm heading to my parents, at this point I usually turn right onto the footpath and cross Lincoln Rd via the pedestrian island. It would be nice to have a more formal way for riders to make that right hand turn. This would give cyclists heading southwest along Lincoln Road an advantage over cars and thus encourage more people to cycle. Perhaps a short section of shared pathway in front of Spreydon School would be beneficial, so that people can then cross to Hoon Hay Road using the lights or head along the pathway beside Curlets Road to the A&amp;P Showgrounds and the future Nga Puna Wai Sports Hub. This would also easily connect the school to the MCW.</p> <p>I haven't looked at the rest of the plan is as much detail. However, from my brief glance it also seems to be a mix of shared spaces and two-way cycleways. From my experience on the Uni Cycle route it is definitely beneficial to have the two-way dedicated cycleway over shared spaces unless the width is significant, like through Hagley Park. It reduces the potential for conflict significantly and I would like to see that reviewed.</p>
107	Y				<p>I have lived in Riccarton for the past 8 years. For years of that was very close to this cycle area and I'm pleased that this plan is being put into place for future residents. We absolutely can not rely on roads being the only transport solution and proposals such as this have important health and environmental benefits. Having said that, I share the following concerns:</p> <p>The proposed continuation of a separated one-way cycleway along Ilam Road will help ensure less confident cyclists feel safe and are encouraged to use this cycleway. The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.</p> <p>The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p> <p>The proposed design of Annex Road is inadequate in ensuring the safety and usability of this cycleway. The unsafe combination of a shared path and restricted door buffer zone for on-street parking may result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, or force more confident cyclists to share this congested road with motorists and heavy vehicles.</p>



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107 <i>contd</i>					<p>The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, requiring motorists to give way to cyclists.</p> <p>The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</p> <p>The proposed new signalised crossing across Lincoln Road and Sparks Road will facilitate an easier and safer crossing for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.</p>
108			Y		<p>1. I have concerns about the sub standard design of the bidirectional sections of this cycleway - there is a major safety risk of motorists entering and exiting driveways having to look in both directions for cyclists. This design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p> <p>2. Annex Road section needs redesigning as it does not provide adequate service levels for either experienced or "interested but concerned" cyclists.</p> <p>3. The intersections at Venture Place and Nazareth Place need motorists to give way to cyclists in accordance with Section 2.5.4 of the Cycle Design Guidelines.</p> <p>4. Do not hesitate to remove on-street parking along the cycleway to achieve a safe and user-friendly cycleway.</p>
109			Y		<p>I support the submission by Spokes and agree with its concerns about cycle lane widths and the reliance on two way cycle lanes on one side of the road. They have analysed these in detail, which I have read and agree with (and won't repeat here). These routes should be implemented well or not at all. Poor execution will lead to low utilisation and then enable critics to oppose future investment. Copenhagen has proven that the small details matter and those outlined by Spokes should not be overlooked. If they are too hard to execute, then the number of cycle routes should be decreased and the quality improved for a smaller number.</p> <p>I also agree with Spokes' call to widen the scope of the MCR programme to include promotion, enforcement and education of cyclists and other road users. The already completed MCR and central city infrastructure is causing confusion, misunderstanding and tension. For example: cars rarely give way to cycles in the dangerous road crossing on Matai St (needs education, enforcement and improvement), it is unclear who gives way to whom on side roads on Matai St (education, signage), it is unclear how to turn right from the lanes on Tuam and St Asaph Streets (education about hook turns plus signage), plus the traffic lights are confusing. Such 'soft' issues are detracting from the effectiveness of the infrastructure. This does not respect the substantial physical investment that has been made if poor education, communication and enforcement means that it remains underutilised. So far people appear to have simply been left to</p>

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109 <i>contd</i>					<p>their own devices to work it out for themselves, with poor results to date. This has contributed to the negative wider public reaction to the investment. Similarly an investment in ongoing maintenance and improvement to the routes must be factored in. Once built, numerous teething issues will be and are being identified. These will need to be addressed and modifications required in many circumstances.</p> <p>Any automated bike signals must have a manual selection option should the automatic detection fail. Failure to detect my bike crossing Deans Ave forced me to select the pedestrian crossing button. In doing so, I failed to realise that pedestrians only cross to the middle. It was only by chance that I was not struck by a car on the other side of the median. Manual selection must be an option so that cyclists are not left to cross dangerous roads without signals nor any way to engage them should automatic detection fail.</p> <p>I believe that the proposed route is too far to the west to be useful to most in the target Spreydon/ Cashmere/ Hoon Hay catchment. It may be used by students in Hoon Hay, but a route through Riccarton would be more useful for non-students. The yellow Lyttelton St route south of Blenheim Road and the adjoining magenta routes north of Blenheim Road would service a much wider range of people for a wider range of trip purposes - and I would still use Lyttelton Street to get to Riccarton if this route were in place. I doubt that the route will be changed due to the parking issues and the investment in the current proposed route, but I suspect that utilisation of this route will remain low as a result, which critics will use to oppose future investment.</p>
110	Y				Two way cycle lanes on one side of a road and paths shared with pedestrians are fraught with safety concerns which make them unattractive. Frequent road crossings also create conflict points. All should be avoided, not relied upon, for a MCR.
111			Y		Generally very supportive of this project. There needs to be greater attention to where shared paths are being used instead of separate cycleways; in many cases they seem unnecessary (e.g. at intersections) or very constrained. Along Annex Rd north, it is unacceptable that the cycleway has to cede priority to the minor side roads it crosses. Consider further how cyclists will get on and off the cycleway easily and intuitively at various points along the route; most people won't be travelling the entire length. The neighbourhood greenway sections need more active speed management and supporting 30km/h speed limits.
112			Y		<p>The Riccarton Road crossing needs to be moved away from the Ilam/Riccarton intersection, preferably to a point further west so the quiet streets; Hanrahan, Newnham and Renfrew can be used.</p> <p>Suva Street is likely to be part of two major cycleways so it needs to be treated as a cycling arterial with active transport given the required space and other users being fitted in if space permits.</p>
113			Y		<p>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 90cm door buffer zone (as per the CCC Cycle Design Guidelines for a Major Cycle Route).</p> <p>The bi-directional cycle lane proposed for the majority of the cycleway (Middleton Road, Suva Street, Hansons Lane, Blenheim Road, Annex Road, Domain</p>

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113 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Terrace) fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists. This option also doesn't meet the Cycle Design Guidelines' recommended 4m width.</p> <p>The proposed design of Annex Road is does not ensure the safety and usability of this cycleway. The combination of a shared path and restricted door buffer zone for on-street parking is not safe and will not encourage "interested but concerned" cyclists, while potentially also forcing more confident cyclists to share this congested road with motorists and heavy vehicles - not good!</p> <p>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.</p> <p>The section along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</p> <p>A new signalised crossing across Lincoln Road and Sparks Road will make crossing this road safer and easier for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>Removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway and should not be compromised!</p>
114	Y				<p>YES - please build more safe and protected cycle lanes.</p> <p>Cars and bikes are very different and need to be separated for the cyclists to be safe.</p> <p>If we want to reduce congestion, increase personal health of our society then we must encourage more cycling.</p> <p>Everyone in our city benefits from safer cycle lanes.</p> <p>Thank you to CCC for making this safe cycle lane.</p>
115			Y		<p>Thank you for the opportunity to submit on the proposed Nor'West Arc Cycleway.</p> <p>██████████ provides free route finding and slow rides to help new and returning adult cyclists gain confidence to cycle around Christchurch on their own.</p> <p>██████████ appreciates the hard work of councillors and planning staff to get to this stage of making the Nor'West Arc Cycleway a reality.</p>

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115 <i>contd</i>					<p>Unfortunately the proposed plan has far too many sections not meeting CCC Cycle Design Guidelines to go through in detail. Instead we will refer to issues highlighted in submissions made by Spokes Canterbury and GenerationZero Christchurch.</p> <p>The overall quality of this plan is disappointing, and does not make it easy to encourage more people to cycle when they are presented with an array of too narrow cycle lanes, and confusing on/off spaces shared with walking or running adults, children and dogs..... especially during peak hours!</p> <p>Appropriate width and continuity of cycle only lanes are a BIG factor in increased cycle safety, especially for new and nervous cyclists. Neighbourhood Greenways are preferable to narrow shared cycle/pedestrian paths in some places with low traffic volumes, if they have effective traffic calming infrastructure and max 30 km/h speed limits.</p> <p>We recommend that this plan be revised to meet CCC Cycle Design Guidelines for Major Cycle Routes to enable both adults and children to use cycling as a mode of transport in a safe manner.</p> <p>Go Cycle Christchurch would appreciate to be kept up-to-date with any updates regarding the Nor'West Arc cycleway planning and consultation.</p> <p>Regards. Keep pedalling!</p>
116			Y		<p>Thank you for the opportunity to submit on the proposed Nor'West Arc Cycleway.</p> <p>I am a regular cycle commuter and my work takes me cycling all over Christchurch. I am a volunteer Ride Leader for Frocks on Bikes Christchurch, initiator and volunteer Ride Leader for Go Cycle Christchurch, Ride Leader Mentor for Cycling NZ in Christchurch and member of CAN NZ and Spokes Canterbury. I also own (and occasionally drive) a car ;-)</p> <p>I would like to express my appreciation of the hard work of councillors and planning staff to get to this stage of making the Nor'West Arc Cycleway a reality.</p> <p>Together with thousands of other people living and working in Christchurch, I am waiting with anticipation and a fair amount of impatience for the implementation of the proposed 13 Major Cycle Routes. Most are just waiting for CCC to get them built so they can get on their bikes and help make Christchurch a less congested, less polluted, more friendly and relaxed place to live and work for all of us. We said so in the original 'Have Your Say' after the earthquakes, so do not be surprised if many do not see the need, or don't have the energy, to make yet another encouraging submission to get this underway.</p>

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<b>Full Comments Nor' West Arc consultation submissions</b>					
116 <i>contd</i>					<p>I have to say that the overall quality of this plan is disappointing, and will not make it easy to encourage more people to cycle when they are presented with an array of too narrow cycle lanes, and confusing on/off spaces shared with walking or running adults, children and dogs..... especially during peak hours! Appropriate width and continuity of cycle only lanes are a BIG factor in increased cycle safety, especially for new and nervous cyclists who have to share these inadequate spaces with more confident and faster cyclists.</p> <p>I think that Neighbourhood Greenways are preferable to narrow shared cycle/pedestrian paths in some places with low traffic volumes, if they also have effective traffic calming infrastructure and max 30 km/h speed limits.</p> <p>I think that this plan needs to at least meet CCC Cycle Design Guidelines for Major Cycle Routes to enable both adults and children to use cycling as a mode of transport in a safe manner.</p> <p>I would like to be kept up-to-date with any updates regarding the Nor'West Arc cycleway planning and consultation.</p> <p>Thanks for your time.</p>
117	Y				The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.
118	Y				I especially like the sections that are completely separated from the road, such as along middleton road
119			Y		<p>The proposed continuation of a separated one-way cycleway along Ilam Road will help ensure less confident cyclists feel safe and are encouraged to use this cycleway. The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.</p> <p>The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p> <p>The proposed design of Annex Road is inadequate in ensuring the safety and usability of this cycleway. The unsafe combination of a shared path and restricted door buffer zone for on-street parking may result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, or force more confident cyclists to share this congested road with motorists and heavy vehicles.</p> <p>The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, requiring</p>

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119 <i>contd</i>					<p>motorists to give way to cyclists.</p> <p>The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</p> <p>The proposed new signalised crossing across Lincoln Road and Sparks Road will facilitate an easier and safer crossing for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.</p>
120	Y				<p>We support the following points made by Generation Zero.</p> <p>The proposed continuation of a separated one-way cycleway along Ilam Road will help ensure less confident cyclists feel safe and are encouraged to use this cycleway. The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.</p> <p>The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p> <p>The proposed design of Annex Road is inadequate in ensuring the safety and usability of this cycleway. The unsafe combination of a shared path and restricted door buffer zone for on-street parking may result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, or force more confident cyclists to share this congested road with motorists and heavy vehicles.</p> <p>The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, requiring motorists to give way to cyclists.</p> <p>The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</p>

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<b>Full Comments Nor' West Arc consultation submissions</b>					
120 <i>contd</i>					<p>The proposed new signalised crossing across Lincoln Road and Sparks Road will facilitate an easier and safer crossing for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.</p>
121			Y		<p>The Cycleway is an excellent initiative and I full support the idea of lining suburbs in the South West of the City, particularly given the shift of businesses outside the city centre. The link to the University is particularly welcome as of the city's largest employers with a very large student body.</p> <p>My only concerns lies with the intention to utilise significant areas of dual use (cycling/pedestrian paths). As a former Sustrans ranger in the UK, I have significant experience of cycle routes and types. The dual use model works effectively in areas where the traffic use is light (such as rural areas) and urban centres where speed is likely to be low. However, for commuter routes such as this there can be issues particularly in a city such as Christchurch where pedestrian awareness is low. Problems are already being seen on the shared use path on University Drive where pedestrian use of the cycleway and blocking of the dual use path sees many cyclists continuing to utilise the road. I would therefore advocate that to increase use of the cycle way amongst current care users (i.e. commuters) greater emphasis be placed upon cycle only routes.</p>
122			Y		<p>I generally support this cycleway. Some parts of the cycleway seem a bit discontinuous or bitsy, and the crossings of side streets along Annex Road leave a bit to be desired, maybe more pedestrian / cycle zebra crossings along here?</p>
123	Y				<p>I live in Suva Street &amp; I think overall, the plan is a really great idea. As a student, who uses Suva St/Middelton Road/Ilam Rd every weekday to go to class, I am excited about the improvements that will be made, especially along Middleton &amp; Ilam Road to encourage more people to bike :D</p> <p>I live on the side of the road that won't lose its car parks, but I could imagine other people on the other side might not be too happy about it. But then again, not too many people park on the street. The only peak time is around 9am or 3pm - start &amp; end of school day.</p> <p>As long as the council are aware of the safety issues that could arise with people getting out of their driveways in their cars, I think it will be fine (bikes are between driveways and the road). I've seen part of the uni cycle way like this that's already been developed so I hope all is going well there! If not, another solution may need to be sought.</p> <p>Also, although trees might add a nice residential suburban atmosphere, that might make everything a little less safe if they're in the way of people getting out of their driveways, the bikers and the road.</p> <p>The council also have to be cautious of the fact there is a school down the road - Middleton Grange - and drivers will have to be extra cautious when schoolkids arrive and leave the school in the mornings &amp; afternoons.</p> <p>Of course, there's also the Middleton/Ilam/Riccarton roads intersection which will need to be carefully monitored, we must make sure the cycle way doesn't make drivers more wary of using that intersection.</p>

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124				Y	<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>The implementation of this route is critical in establishing Christchurch as an accessible city for active transport, improving this popular north-south link for commuters and university students from the southwest suburbs.</p> <p>The proposed Nor'West Arc cycleway will eventually link up the Ōpāwaho River cycleway in Cashmere, the Quarryman's Trail, the Little River Link and the Northern Line Major Cycle Route in Papanui. Therefore it is vital that the following proposed design elements are improved to ensure this link proves to be a safe, well-designed and well-utilised cycleway:</p> <ol style="list-style-type: none"> <li>1. The proposed continuation of a separated one-way cycleway along Ilam Road will help ensure less confident cyclists feel safe and are encouraged to use this cycleway. The width of these lanes needs to be increased to 2.4m wide with a 90cm door buffer zone as per the CCC Cycle Design Guidelines for a Major Cycle Route to ensure the safety and usability of this cycleway.</li> <li>2. The bi-directional 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 design option also does not meet the Cycle Design Guidelines' recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</li> <li>3. The proposed design of Annex Road is inadequate in ensuring the safety and usability of this cycleway. The unsafe combination of a shared path and restricted door buffer zone for on-street parking may result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, or force more confident cyclists to share this congested road with motorists and heavy vehicles.</li> <li>4. The intersections at Venture Place and Nazareth Place need to be revised in accordance with Section 2.5.4 of the Cycle Design Guidelines, requiring motorists to give way to cyclists.</li> <li>5. The design of the cycleway along Annex Road by Hillmorton Hospital needs to be revised. The current proposal presents the safety risk of motorists failing to look in both directions for cyclists entering and exiting driveways. This section of the cycleway should either be relocated to the east of Annex Road, or redesigned as a neighbourhood greenway.</li> <li>6. The proposed new signalised crossing across Lincoln Road and Sparks Road will facilitate an easier and safer crossing for pedestrians and cyclists. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</li> <li>7. The proposed removal of on-street parking along the cycleway is essential in achieving a safe and user-friendly cycleway.</li> </ol>



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125			Y		<p>[REDACTED]</p> <p>In general [REDACTED] is supportive of the council in developing the Nor'West Arc cycleway. However we do have some concerns, particularly around congestion and parking.</p> <p>Around peak times (8:15am - 9:00am and 3:00pm - 3:30pm) up to 40 parents are dropping off (in the morning) and collecting (in the afternoon) preschool children at the centre. Due to the age of the children/,parents will park their car and walk their children inside the centre. This also gives parents the valuable opportunity to touch base with centre staff regarding their child. Parents prefer to use the on-site carpark as they see this as safer for children but this may often be full requiring them to park on the street. In addition the nine staff generally park on the street to leave on-site parking available for parents.</p> <p>The plan on sheet 8 indicates that all of the parking on the north side of Suva St from the centre to Hansons lane is to be removed, although it remains to the east of the centre. We would request that additional parking be provided either by reinstating the parking on the north side of Suva St through a simple redesign of the Suva St/Hansons Lane intersection, or that more parking be provided on the southern side of Suva St.</p> <p>We support the submission from Middleton Grange School in full but especially regarding phasing of traffic signals at the Suva St/Hansons Lane to alleviate significant congestion, particularly in the afternoon period when parents are collecting children from both the school and our centre.</p>
126				Y	<p>To Whom it may Concern,</p> <p>My name is [REDACTED] and I have been a resident of Sparks Road for 18 years, my family and I walk and cycle everyday in the areas highlighted for this cycle way and we as a family have some concerns about some of the decisions made.</p> <p>Firstly I can not understand why a Mid block crossing would be "proposed" outside 41 and 48 Sparks Road, when there is already a designated school crossing down by the entrance to the park. At the community drop in session on the 9th March your representatives discussed the importance of flow for cyclists and by having the crossing outside the park entrance would surely support that point.</p> <p>It would also reduce future maintenance costs by having the entrance/crossing in one location rather than separating them, with the added bonus of having extra space outside the property of 29 Sparks Road.</p> <p>I point this out as there has not been enough consideration taking in to this plan for all users, cyclist, walkers, runners, vehicles and the disabled to be kept safe while going about our lives.</p> <p>This part of Sparks road is already over used and congested, on a daily bases I'm am nearly hit by cyclist cycling on the footpath, I am abused for not being able to enter by property in my vehicle quickly enough for the traffic flow. In order to safely leave my property at any time of day is to drive out and then I can</p>

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126 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>not always safely see anyone using the footpath and have some near misses add to that. In order it come home I have to pull over then back into the property.</p> <p>So in adding to that stress we now have the Quarrymens cycle way removing most of the parking outside, there already isn't enough and we already have neighbors parking on the footpath, this adding to increasing risk of hitting someone something. Now to add even more risk your proposing to but in a mid block crossing outside. At the community meeting EVERYONE stressed their concerns for keeping the cyclists safe and I can't not see that being a priority if this is to go ahead and someone will be hurt, there is simple to much going on in a small stretch of road.</p> <p>Our elderly neighbour already feels like her rights to her freedom of taking her vehicle out are breached and as there is so much congestion now the Blind man who walks this road every day and the other unable members of our community are already at risk!!!!</p> <p>We need to remember people first.</p> <p>As this project is to encourage more to cycle especially the young one both my children aged 15 and 12 have looked at the proposal and have looked at the changes that would be made on their routes and both have said that they would reconsider using McBeath Street if the builds outs were put in, because it narrows the road and from past experiences know this wont slow drivers down, they even mentioned they would consider to not continue biking.</p>
127				Y	<p>To whom it may concern,</p> <p>Firstly I want to thank the time that Kate and the team took for coming out and meeting with [REDACTED] to discuss the proposed cycle way.</p> <p>It was good to understand the process of how the current proposal was arrived at particularly the Annex Rd. I generally support the Nor'West Arc cycleway but have some concerns.</p> <p>The traffic on the west side was far greater than the east side of Annex Rd at the Birmingham St end through and past Lunns Rd. You are only going past one road – Midas Place on the east side. There are only a handful of reverse entries into the businesses on the east side.</p> <p>I would like to see the cycle way stay on the east side from the moment it leaves the Annex road underpass and the Marylands Reserve. It should stay there all the way until Blenheim road. I see there is a provision for cycles crossing Annex Road at Blenheim road as part of the plan. This should be used as the point of cyclists crossing Annex road east to west.</p> <p>Should the cycle way stay on the west side then at the Nazareth Ave cnr Annex Road then I would like to see the island removed altogether. I am concerned for safety of those using the island from heavy vehicles. I don't feel people should be encouraged to stop in the middle. Our business alone has around 100</p>

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127 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>heavy vehicles go through this intersection a day. Should the island remain it would need to move another metre away from Annex Road further into Nazareth Ave to allow greater clearance for heavy vehicles to straighten up and for the arc of the trailers. It is important that there is a great allowance for poor drivers and for the longer HPV trailers. The yellow lines should extend slightly further to also improve the clearance of the heavy vehicles from the island.</p>
128				Y	<p>Firstly I want to thank the time that Kate and the team took for coming out and meeting with [REDACTED] to discuss the proposed cycle way.</p> <p>It was good to understand the process of how the current proposal was arrived at particularly the Annex Rd. I generally support the Nor'West Arc cycleway but have some concerns.</p> <p>The traffic on the west side was far greater than the east side of Annex Rd at the Birmingham St end through and past Lunns Rd. You are only going past one road – Midas Place on the east side. There are only a handful of reverse entries into the businesses on the east side.</p> <p>I would like to see the cycle way stay on the east side from the moment it leaves the Annex road underpass and the Marylands Reserve. It should stay there all the way until Blenheim road. I see there is a provision for cycles crossing Annex Road at Blenheim road as part of the plan. This should be used as the point of cyclists crossing Annex road east to west.</p> <p>Should the cycle way stay on the west side then at the Nazareth Ave cnr Annex Road then I would like to see the island removed altogether. I am concerned for safety of those using the island from heavy vehicles. I don't feel people should be encouraged to stop in the middle. Our business alone has around 100 heavy vehicles go through this intersection a day. Should the island remain it would need to move another metre away from Annex Road further into Nazareth Ave to allow greater clearance for heavy vehicles to straighten up and for the arc of the trailers. It is important that there is a great allowance for poor drivers and for the longer HPV trailers. The yellow lines should extend slightly further to also improve the clearance of the heavy vehicles from the island.</p> <p>Another major concern will be the B/trains and truck and trailer units that will be blocking off this cycle way for long periods of time as our trucks attempt to turn right onto Annex road. I cannot imagine the cyclists waiting for them to turn. As we know there can be limited visibility on some of the large units and would hate to think the cyclists would attempt to cross between trucks, cars etc.</p> <p>The yellow lines on the left of Nazareth Av would need to extend to the Kudos entrance.</p>

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128 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>I agree with [REDACTED] that the cycle lane should be on the East side of Annex road.</p>
129			Y		<p>We generally support the Nor'West Arc cycleway but have some concerns.</p> <p>Our submission covers our local area on sheets 28 - 31.</p> <p>1. We strongly suggest that a patterned surface be laid at corner of Palmside Street and Woodbank Street but without narrowing. Although drivers have to slow down to go round the bend at the moment it is now going to be more widely used by cycles as well and needs an obvious indication to be more aware and careful.</p> <p>2. More thought needs to be given to Rose Street. It is a wide street as it approaches Palmside Street (from East) and from Hoon Hay Road. Traffic needs slowing down more than indicated in your plan as it approaches the island in the middle of the road going to Centennial Park.</p> <p>These islands are not big enough to accommodate pedestrians and cycles at the same time. Also a family crossing together with bikes require much more room to cross safely.</p> <p>3. Artworks on Smarts Bridge as you exit Ferniehurst Street on to Cashmere Road is an unnecessary cost when there is already a lovely, natural view of the river which is attractive and quite sufficient.</p> <p>The money would be much better spent on enhancing the bridge itself with some attractive railings (instead of what exists).</p> <p>Another point about this junction on to Cashmere Road is that it is currently difficult to see traffic coming from the right and money would be more effectively spent providing a clearer and safer view.</p> <p>4. Too many trees are planned for Palmside/Woodbank/Ferniehurst Streets. A few would be nice but too many makes a street dark and at present they are nice, light, sunny streets. They would also cut out morning sun from houses facing East which at present they enjoy.</p> <p>We hope these comments are useful in your decision making process.</p>

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130	Y				<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>We strongly support the Nor'West Arc cycleway and are looking forward to its completion. We cycle regularly and have young children, and between this route and the Quarryman's Trail, we will have a very safe route for cycling to school (Hoon Hay) and kindy (in Edinburgh St), as well as attractive options for longer excursions.</p> <p>Our comments/thoughts are mainly about the road buildouts:</p> <ul style="list-style-type: none"> <li>• Although we believe these will be effective in terms of calming traffic, we would like to see this taken a step further and the speed limit on our street reduced to e.g. 35km/h.</li> <li>• One of the buildouts is proposed to be outside our home, which will affect us by removing on-street parking outside our property and making it more challenging to back a trailer into our driveway. We also have some concern that bringing the footpath closer to our boundary may increase the likelihood of our garage being targeted by taggers. However, none of these things lead us to oppose the cycleway, nor even to oppose having the buildout outside our property. We will work around it in terms of the parking and trailer manoeuvring aspects. And moving the footpath at least means that it will be re-laid! We are considering re-landscaping the front of our property anyway, so we will simply plan to fit in with the new cycleway.</li> </ul> <p>Our questions are around how much of an overall road upgrade is in scope:</p> <ul style="list-style-type: none"> <li>• Will the other parts of the footpath (in between road buildouts) be re-done?</li> <li>• What about the gutters (which are quite damaged along the street)?</li> <li>• Will the road itself be re-surfaced?</li> </ul>
131				Y	<p>We, [REDACTED], Upper Riccarton, wish to highlight our concerns in regards to the Nor'West Arc cycleway through Suva Street, between Middleton Road and Hansons Lane.</p> <p>We are very concerned about a number of issues with this cycleway, as detailed below:</p> <p>Suva Street, between Middleton Road and Hansons Lane is currently a very heavily congested street for at least three times each weekday, during school drop off and pick up times in the morning, lunchtime as well as pick up time at approximately 3.30 pm. Middleton Grange School is located directly across the road from [REDACTED] and they also have a high volume of traffic for school drop offs and pick up. Sometimes it may take parents 10 minutes to travel along Suva Street due to congestion already!</p> <p>The current high volume of traffic on Suva Street is a bad accident waiting to happen. We feel that adding the confusion of firstly roadworks, and then the addition of a cycleway, will increase the risk of a serious accident on this part of Suva Street which may involve one of our children.</p> <p>We are not in support of the carparks outside [REDACTED] being removed. Sometimes there is not enough parking within [REDACTED] Car Park for parents who all aim to arrive at 8.30 am, so it's imperative that these parents are able to park on the street outside the Centre to bring their children safely inside. On average we have 40 children being dropped off in the morning, with some being collected at 12 noon and some collected at 3.30 pm. The majority</p>

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131 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>of these children come individually, so that is 40 separate drop offs and pick ups, the majority of which are vehicular drop offs. Also, our teachers rely on these on-road carparks for staff parking. There is already an under-supply of parking down Suva street for teachers, parents, and Middleton Grange students. We believe that having the cycleway along our side of Suva Street would be a safety hazard for all of the families involved in not only the Preschool, but also the school. The safety of our preschoolers and school children must be a priority, therefore we feel that these concerns should be considered throughout the proposal of a cycleway on an already heavily congested street. Perhaps another street would be more suited, or else we ask that you replace all the carparks for us on the opposite side of the road.</p>
132			Y		<p>Please contact me by phone or mail – thanks.</p> <p>I generally support the Nor'West Arc way but have some concerns as follows;</p> <p>A. Proposed Speed Hump outside my property [REDACTED]</p> <ol style="list-style-type: none"> <li>1. I own and live at [REDACTED] and use my car to exist my driveway. I back out of the driveway to exist my property.</li> <li>2. I leave in the morning between 8am - 8.15am, during the morning traffic rush.</li> <li>3. I need to back out of my driveway and then pull to the left-hand side of the road to wait for cars, bicycle traffic and pedestrians to pass safely.</li> <li>4. The traffic is extremely busy and travelling fast as cars whip around the corners from Middleton Road into Suva Street, on the left-hand side of the road, [REDACTED].</li> <li>5. Since my house and driveway is [REDACTED] properties from the intersection of the Suva Street with Middleton Road there is not any long-distance view, to see traffic before it is almost level with my property.</li> <li>6. I usually need pull to the side of the road outside my property before I can pull into the traffic and road in order to proceed.</li> <li>7. If there is to be a Proposed Speed Hump directly to the left of my property's driveway this will mean that I will need to accelerate swiftly to make my car rise up over the hump, whilst also trying to slowly and safely back out into the oncoming traffic.</li> <li>8. This will mean that I will be trying to accelerate and slow down at the same time, and this will not work for proper road safety and control of my vehicle.</li> </ol>

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132 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>9. Also rising over the hump while reversing will mean my vision will be marginalized at the same time as trying to pull backwards into oncoming swift condensed traffic.</p> <p>10. It is inappropriate to propose a speed hump so close to my driveway for the above reasons.</p> <p>11. In the entire Nor'West Arc – Te Ara O-Rakipaoa there is no other property and driveway with a speed hump proposed so close to the exit of a driveway.</p> <p>12. This speed hump part of the design appears to be an anomaly and is not in keeping with where the other speed humps as in relation to private property.</p> <p>13. Please can the Proposed Speed Hump be moved to the other side of the exciting tree outside my property or to the other side of my driveway.</p> <p>14. This will mean that I will be able to exist my property safely, without compromised accessible vision, and with not having to apply acceleration and gradual slow my driving at the same time.</p> <p>B. Existing pedestrian islands to be removed outside the Sun Tai Supermarket at 52 Middleton Road and 46 Middleton Rd.</p> <p>1. These are retrograde proposals as the existing pedestrian islands are the only safe way for crossing the road at this point in the roads profile.</p> <p>2. When you stand at the end of Suva Street with Middleton Rd, and want to go to the park, it is extremely difficult to see and judge the speed of oncoming traffic to your right.</p> <p>3. The fact that the pedestrian islands provide a safe half way point for crossing the road cannot be underestimated for the elderly, children, parents pushing prams, etc and indeed anyone accessing the park.</p> <p>4. I felt confident that my young children could cross the road safely and go to the park by themselves, because the pedestrian islands meant that they did not need to judge the traffic on both sides of the road at the same time.</p> <p>5. There seems to be no reason to remove the existing pedestrian islands as these are not compromising the Nor'West Arc design.</p> <p>6. The existing pedestrian islands also provide a visual and physical reminder to traffic that pedestrians are in the vicinity.</p>

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132 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>7. I strongly recommend retaining at least one Existing pedestrian islands to allow future safe access to the park for all pedestrians.</p> <p>C. Proposed Trees for Suva Street</p> <p>1. A distinctive and beautiful environmental aspect of Suva Street are the current trees. They are old and have been a significant feature of the landscape.</p> <p>2. These are forever changing with the seasons from vibrant pink blossoms, to green/bronze foliage with fruit, to angular branched lines in winter.</p> <p>3. The fruits are small and vibrant red and provide food for birds, insects and especially bees.</p> <p>4. The trees are also a distinctive dynamic of the vista of the street and many people know and make comment on these trees as a symbol of Suva Street. When providing directions, I say. " I live in the street with the magenta blossoms" and people often know exactly that this is Suva Street.</p> <p>5. Please can the Proposed trees be of the same species and variety, or if not be native trees that will provide food and habitats for birds and insects.</p> <p>Please can I be advised my proposal has been received.</p>
133				Y	<p>Background</p> <p>I welcome the opportunity to submit on the Christchurch City Council's proposed Nor'west Arc Major Cycle Route Consultation Plan. While one the primary objectives of promoting cycling in the city in all forms is seen as a way of improving the health and wellbeing of the local community is commendable, nevertheless retrospective bicycle infrastructure if not probably designed can create future problems from the inappropriate location of raised platforms at the cost of ratepayers. Hence, I do not consider that in developing the proposed route via Suva Street, Council staff and technical specialist from external agencies have considered in detail the ramifications of relocating the existing speed hump outside Middleton Grange School to the proposed site outside 60 Suva Street.</p> <p>I am the owner of [REDACTED].</p> <p>My submission</p> <p>My reasons for my submission are:</p> <ul style="list-style-type: none"> <li>• the proposed relocation of the platform hump/speed hump from outside Middleton Grange School to outside a residential area is contrary to Ministry of Education's traffic management policy for schools<sup>1</sup> which advocates that raised platforms/speed humps should be located outside a school entrance which are generally wider than residential entranceways. Figure 1 illustrates an 'efficient system' which shows how a raised platform/speed hump located outside a school entrance serves as an obvious pedestrian desire line for school</li> </ul>



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133 contd					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>attendees. The current location of the raised platform/speed hump outside the main entrance of Middleton Grange provides designated areas which the student and staff can cross to access the sports field. In my experience the older students do not look when they are crossing the road during their lunchtime break. [REDACTED] Moving the existing raised platform/speed hump from outside the school will not change the obvious pedestrian desire line which is the school entrance ie if it is located to outside Suva Street there will effectively be two pedestrian crossing points in close proximity ie the current location of the raised platform/speed hump will still continue to act as a default crossing. I have not seen another school that has two road crossings in such a close proximity.</p> <ul style="list-style-type: none"> <li>• it makes sense to keep the current location of the raised platform/speed hump outside the school entrance as it reduces the speeds of approaching vehicles and makes the stop more visually obvious to drivers that they are near a school where there is a greater concentration of people in particular at peak times. It is consistent with Ministry of Education policy as it relates to traffic management.</li> </ul> <p>the pathway beside [REDACTED] exists in an already designed cycle access way in accordance with resource/building consent applications which were granted in 2004 and 2007 (ref no 20014153 and 92006744) for a cycleway and car parking. Therefore the existing two pedestrian access ways into the school are located to the left of the gymnasium and between the gymnasium carpark and existing house (70 Suva Street). Also note ironically that in 2004 the Middleton Grange School applied for resource consent for a reduction in bicycle spaces which was granted by the Christchurch City Council in 2005 (ref no 20016041).</p> <ul style="list-style-type: none"> <li>• I have carefully chosen this area to live because it currently offers plenty of street parking after working hours. The proposed relocation of the raised platform/speed hump from the main entrance of Middleton Grange School to outside [REDACTED] clearly has not considered the issue of parking for both the residential property owners in Suva street or the huge number of parents and students that drive to and from the school ie the school's traffic management regime. Also the number of car parks out the front the tennis/netball courts would be an issue for weekend sports that are held around the year.</li> <li>• one of the disadvantages of raised platforms/speed humps reported in the literature is that they increased noise levels where they are implemented. Not just by engine and brake noise from people slowing down and speeding up, but also from buses, trucks and lorries carrying loads that get bounced around. Currently I can hear the existing speed hump now and if it is relocated outside my house the noise will be much more intense not to mention the increased likelihood of vibration affecting my house from heavy traffic as they go over it.</li> <li>• the location of a raised platform/speed hump outside the entrance to my property would slow down the response time for emergency vehicles such as fire trucks or ambulances in the event of an emergency at [REDACTED]. Studies have shown that even minor delays to emergency response by calming devices such a raised platforms/speed humps imposes far greater risk on the community than vehicles, speeding or not2.</li> <li>• I wish to retain the grass verge between the footpath and the fence outside my property ([REDACTED]).</li> <li>• the proposed relocation of the platform hump/speed hump from outside Middleton Grange School to outside [REDACTED] is not cost effective and appropriate for siting outside a residential property. I believe the proposal to relocate the existing raised platform from outside Middleton Grange School to outside my property adds additional cost to the Council for no actual gain and is</li> </ul>

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133 <i>contd</i>					<p>contrary to Ministry of Education traffic management policy. Has the Council undertaken a cost benefit analysis of this proposal? If so I would like a copy.</p> <p>Relief sought: for the reasons highlighted above that the existing location of the speed hump/platform located outside Middleton Grange School (No 68 Suva Street) remains and is NOT relocated to the proposed position shown on Sheet 7 (page 29) of the Christchurch City Council's Proposed Nor'West Arc Cycleway ie outside [REDACTED].</p> <p>I wish to be heard in support of my submission.</p> <p><i>Refer end of document for attachment</i></p>
134				Y	<p>Thank you for the opportunity to comment on the Nor'west Arc Cycleway. The [REDACTED] wish to make the following points on the cycleway construction proposed for Ilam Road. We have concerns around the loss of parking and the shared pathway for cyclists and pedestrians along the school's main boundary and entrance (Sheet 2 of consultation booklet).</p> <p>1: Parking:</p> <p>Parking is already a significant issue for the school community and this proposal is only going to worsen the problem. Parks opposite the school were lost in the previous cycle way construction and the school has been left with only 11 parks near the main entrance (8 on the section between the University of Canterbury student association carpark and the school pedestrian crossing and 3 between the crossing and Kirkwood Ave). Other parking in surrounding streets (including Kirkwood Ave) and further down Ilam Road is usually taken by university students during term time. Under this proposal there will only be 8 parks outside the school and parking along Ilam Road will be reduce by 60%. This is going to greatly increase pressure for parks and we are concerned about the dangerous practices (double parking, parking over entrance ways, frustrated drivers, etc) that it will generate.</p> <p>2: Shared path for cyclists and pedestrians outside the school fence on Ilam Road. There are 2 safety issues here - children entering and leaving through the main school gate into the path of cyclists and children exiting cars on Ilam Road into the path of cyclist. We acknowledge that the plan is for commuter cyclists to use the cycle way on the road and that for the shared pathway is likely to be utilised by university students seeking the shortest route to campus. The shared pathway will be a safety issue at the peak times of school drop off and pick up (approx 8.20-9.00a, amd 2.45-3.30p.). As per our discussion with Christchurch City Council representatives at the school on February 28, 2017 we would like you to explore options for managing this peak congestion time, including the idea of barriers at either end of the shared path at these times. We would also like you to consider marking/surfacing the shared pathway in such a way that it will slow wheeled (including skateboards) transportation down and be a signal that extra caution is required.</p> <p>We would also ask that you take into account child safety when planning construction and work on the area in front of the school during school holidays This would minimise disruption and risks to children entering and leaving the school via its main entrance</p>
135			Y		<p>1. On-street parking is currently over-subscribed in Ilam Road during University semesters and any reduction in parking will be unpopular.</p> <p>2. Please ensure that thought has been given to the practicalities of rubbish etc. collection i.e. can the trucks' lifting arms reach across the cycle lane to the bins on the verge?</p> <p>3. There will need to be an education campaign aimed at parked car passengers watching for cyclists as they open their doors.</p> <p>4. Has consideration been given to eliminating verges and using that strip of space to achieve safer pedestrian/cyclist/bus corridors, without overly narrowing</p>

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135 <i>contd</i>					vehicle lanes? Stormwater otherwise soaked up by verges could be directed towards street trees, and there is plenty of vegetation in neighbouring gardens to soften the streetscape.
136			Y		<p>Although I generally support the cycleway I have some concerns about the safety of pedestrians, especially the elderly and mothers with young children on the shared parts of the cycle way:</p> <ul style="list-style-type: none"> <li>• I do not think McBeath Ave will be enhanced by the addition of street trees as the quite narrow grass verge is adjacent to peoples properties. Many have existing trees and bushes which addition trees would compete with and not have enough room to grow naturally. Also, the footpaths are rough enough without further tree route damage.</li> <li>• I don't wish to have a tree outside my property as it will keep the early morning sun off my property especially in winter when I highly value the warmth of the sun. I also wish to keep my open view as I am close to the street.</li> <li>• It seems rather unnecessary to have an extra buildout outside [REDACTED] with only one property between the corner build out at [REDACTED] and this one on a short section of an acknowledged quiet street.</li> </ul>
137				Y	<p>Thank you for the opportunity to give feedback concerning this proposed cycle route. As both a cyclist and a motor vehicle user I generally support the cycleway but have some concerns which I wish to note for your perusal and consideration.</p> <p>I am happy to give further feedback or clarification verbally if necessary and can be contacted on details at end of this document.</p> <p>As a resident of a private lane which accesses Domain Terrace I wish to note the following:</p> <ul style="list-style-type: none"> <li>o The cycle way is shown as being on the left hand side of Domain Terrace when looking towards Lincoln Road. I am concerned with this as from Coronation Hall there are a couple of private lanes Stable Court Lane, Pony Lane and Somers Place which access this street, when on the other side of the road, there is only Edinburgh Street. In our lane there are 11 houses and most people have 2 or more cars which drive in and out. A total of a minimum 24 cars from just our lane accessing Domain Terrace.</li> <li>o Adding to this is the medical centre incl Doctors/Physiotherapist/Chemist etc which has been approved for the corner of Domain Terrace and Lincoln Road which means increased volumes of traffic in and out of those premises. I was disturbed this was not shown on your proposed plan distributed to residents in the locale.</li> <li>o It would be more logical to place the cycle route alongside the other side of the road with the transition point being at Coronation Hall as this point is already narrowed for single land traffic to and from the domain.</li> <li>o To support this when we exit from Stable Court Lane the main route during peak business hours to head towards the city is to exit our lane and then enter Edinburgh Street. With increased kerbing, bike lane and treed grass verge visibility upon exit creates both a safety hazard and interrupts traffic flow. At present it is common to have to reverse back onto Domain Terrace if a car is exiting Stable Court Lane and with the decreased road available this will also be a safety hazard.</li> <li>o As we have 11 houses in [REDACTED] we also have to provide space for at least 24 rubbish bins for collection. This also decreased visibility upon exit</li> </ul>

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137 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>of the lane to Domain Tce. With increased kerbing etc as they have to be placed where the truck can uplift them easily.</p> <ul style="list-style-type: none"> <li>o Lincoln Road has heavy traffic flows and I believe in the future we will have a four lane road. I would like to see the cycleway people work with that team and instead of placing the lights where a pedestrian island on Lincoln road is at present to place a set of lights incorporating the cycleway at the crossroads where Domain Tce feeds onto Lincoln Road. Such an installation would cater for pedestrians/cycles and cars.</li> <li>o If the cycleway goes ahead as drawn and lights are put where the pedestrian island is at present this will prove difficult in accessing Lincoln Road from Domain Terrace as the traffic will stop there and block access to Lincoln Road even more than present due to a build up of vehicles. With increased volumes this may cause a hazard through peoples impatience and frustration and at present we don't need more frustration on the roads in ChCh as there is already sufficient since the earthquake...</li> <li>o People from Linden Grove presently use Domain Terrace to do a U turn as they are unable to turn right onto Lincoln Road from Annex Road. If lights are installed at crossroads with Lincoln Rd and Domain Terrace, as we would prefer, will be safer for people crossing Domain Terrace.</li> <li>o Traffic lights at this intersection would significantly increase options in emergency evacuation situations or when roadworks are on Lyttelton Street etc. which will become even heavier traffic use than at present. I do not believe that we should be decreasing the number of feeder routes given the natural events we as a city have faced. The Heathcote Tributary is also part of the flood plane therefore vital we give options from Domain Terrace to Lincoln Road.</li> <li>o At present if the cycle way is on the west side of Domain Terrace will mean the roading available will not allow for left turning as well as provision for turning right or going straight ahead at the junction with Lincoln Road. By changing the cycle lane to the other side of the road makes this easier especially with increasing volumes from the medical centre when it becomes operational.</li> <li>o I noted there were no details provided for the types of trees which will be used in the design. I believe these details should have been advised. Are they evergreen/deciduous intended size, who is responsible for leaf drops and maintenance. Are the roots invasive? Location in relation to services such as sewerage etc. They come with an added cost for ongoing maintenance such as pruning, watering etc. Where will the funding com to manage this? Unhappy if it is to mean a further increase in our rates.</li> <li>o We are particularly concerned at the significant narrowing of Domain Terrace for what appears to be little justification. Currently the street is more than wide enough to accommodate a dedicated cycle lane footpaths, street parking and vehicle movement. The proposed design shows a significantly narrowed street where vehicles will move. Narrow streets like this pose increased risk of vehicles hitting children and animals who might run out from in front of parked cars simply because the moving vehicle will be travelling very close to the parked cars, the field of vision is therefore significantly reduced leaving little time to react should something run into the path of a moving vehicle. Wider street provide much wider field of view &amp; therefore makes it much safer for everyone. Based on this please consider keeping the street as wide as possible. We propose you reduce the width of the current foot paths &amp; adjacent grassed areas, &amp; remove or minimise the width of the area between cycle way &amp; Domain Terrace.</li> </ul>

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138				Y	<p>Nor'West Arc Cycle Route Proposal</p> <p>Referencing: Page 75, Sheet 30 Nor'West Arc Cycle Route Proposal</p> <p>Affected Property: [REDACTED], Somerfield</p> <p>Our house ([REDACTED]) is currently positioned on the T intersection of [REDACTED]. Our property is situated 0.75 meters higher than the footpath, and has a retaining wall the length of the property, which also continues partly up the side of the driveway.</p> <p>Referencing the plans provided in the Nor'West Arc Cycle Route Proposal information booklet. It appears that the angle of entry from the roadway into the driveway, when taking into account the driveways ascending angle, plus the restriction of the retaining wall / fence. Would make it very difficult to safely reverse a vehicle, trailer or boat onto the property.</p> <p>We would like to see the driveway's entry point onto the roadway, to be straightened, to allow for safer and unrestricted access to the property.</p> <p>Please note that we generally support the Nor'West Arc Cycleway, except for this concern in regards to the angle of the entry into our driveway.</p> <p><i>Supporting pictures supplied</i></p>
139			Y		<p>Reference Palmside Street:</p> <p>As this street is not very wide - parking on both sides plus a cycle track narrows it still further. I would like to see parking on one side only. This shouldn't be a problem as all the homes have good driveways to use.</p>
140	Y				<p>1. Do not want addition of trees to street.</p> <p>2. Do not want buildouts</p> <p>3. Do not want bridge altered or enlarged.</p>
141	Y				<p>We purchased [REDACTED] when the subdivision of this area was done by the Waimairi District Council in 1985.</p> <p>At the time we were told that road would be fully formed and serviced. When we got the then building permit and want to start building in 1986 Council has not even put in an electrical supply, and then we were told, the east side of the road was owned by the Waimairi District Council and the west side by the Christchurch City Council - who would complete the roadworks on their side.</p> <p>It is now more than 30 years later and we are still waiting for the sub division work to be completed, so hopefully it will now be done.</p>

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141 <i>contd</i>					The informal 90 degree angle parking developed many years ago and is essential to the business operations in this area. The diagram on sheet 14 is noted but we would like the curve of the cycle way altered so as not to take away some existing parking. Cycle way to be straight until the kerb of the turning area at the end of the cul de sac.
142		Y			<ol style="list-style-type: none"> <li>1. Only a handfull of people actually ride a bicycle.</li> <li>2. Chch weather is cold and unpredictable.</li> <li>3. When I was young in the 1970 riding a bike was the mean for transport.</li> <li>4. Now day the population is increased in ChCh is many time more than those days.</li> <li>5. Now day life is on the move and over a larger area where faster transport is needed.</li> <li>6. We living the 21st century and massive change in technology is changing the way we live.</li> <li>7. The way our new subdivision are develop and large, carpark are provided. Changes the way we shop.</li> <li>8. Shopping complex are everywhere in our subdivision.</li> <li>9. Everything we do is to make us buy more and waste more. Why it is to create more employment. Otherwise no one will be employed, apart from the lucky few, like yourself.</li> <li>10. The internet has change the way we communicate for the younger generation and if by your experience cell phone in the hand all time. Facebook, chit-chat and all the vasts of other thing you are able to connected with.</li> <li>11. I am old hat and do not like computer or cell phone. I find it easier to write than use a computer.</li> <li>12. I got a cell phone but I do not use app to pay accounts.</li> <li>13. I like doing practical things.</li> <li>14. So with all this new technology around, even children age 5 year probably have cellphone and iPad.</li> <li>15. Ask yourself who going to ride bicycle.</li> <li>16. In time to come, big supplier will be offer free-deliveries to your door by drone.</li> <li>17. My suvallance around Christchurch is there hardly any one rid a bicycle.</li> <li>18. Today 27.3.17 it is raining. I do not see hundreds of people riding bike.</li> <li>19. By what I have seen most keet bike rider have a bike carrier on the back of the car and drive there car to a special destination like cycle dirt track, like "pine beach", "Halswell Quarry" and many more. They don't ride on the road.</li> </ol> <p>These biker go out once a week weather permitting for one hour ride like hell, creat a heavy sweet go home have a shower then go out for lunch at there place or friend place and then spend the rest of the day on the Internet.</p> <ol style="list-style-type: none"> <li>20. I know of someone with 50 people on facebook and it take all day and night on the internet.</li> <li>21. The internet is going to run and operate the way we live. I can see it happing, everywher you go. But I do not see that going to happening with people</li> </ol>

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142 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>riding bicycle.</p> <p>22. I have driven through St Asaph where the new type of cycleway has been built and it messy road are narrow. Traffic is slow, try to fine a carpark is dangerous with all these concrete division seggrating cycleway and traffic lane and try to fine a carpark is hazardous.</p> <p>23. As I said in my previous 'Have your say' about cycleway you need to provide amenities like "toilets" along the cycle route. "Rest room" when you get tired. otherwise not many people will use them.</p> <p>24. Ok you, the ChC City Council you build all these. Cycleway do away with. Lots of carpark make driving on the road more dangerous than it should be.</p> <p>25. Removing all these off street parking in the bussiness area is a problem for those running a bussiness.</p> <p>26. Person riding a bicycle dose not create more business, most of them ride to there destination and then go home.</p> <p>27. Imagins puttin \$200 of groceries on the back of a bicycle. It does not work.</p> <p>28. When it rains at night all these new cycleway will add to confusion like can not see road marking, cannot see concrete seggeration, all in confusion. Next thing your car is caterpoulted into the air, then crash. Is this what you want.</p> <p>29. You yourself should drive down these road when it is pouring with rain e.g. St Asaph St.</p> <p>30. As a tradies, before the earthquake you could get a carpark, now there nothing but confusion. Most of the off street parking are gone to make way for these cycleway. As a tradies they stay away from the C.B.D.</p> <p>31. You also fine not many bussiness start up in the C.B.D. because people with cars are more likly to spend money than those riding a bicycle. No street car park no bussiness.</p> <p>32. Building all these cycleway need some regulation and control for speed and safety. use of the road code and who give way to who pedestrian, cyclist and children.</p> <p>33. Better street sign telling and display everywhere including oversea tourist what to how to ride etc.</p> <p>34. In your previous have your say on cycleway only a handfull of resident reply to it and I was the one sadi not, but overall, this is not enough indicaton that these cycleway should go ahead. It should go through a election vote.</p> <p>35. Existing road around Christchurch is adequate for all type of cycling, all it need is better road marking and painted all cycle lane green or red or white to see at night.</p> <p>36. Car road width could be reduce from 3 metre to 2.7 metre giving an extra 300mm width to the existing cycle lane thank paint. Car width is 1.8 metre, still give 1.4 metre head on width to the car coming in the opposite direction.</p> <p>37. Photo show most keen cyclist have cycle carrier on the back of their car. P1, P2</p> <p>38. Security - most cyclists love there bicycle and do not leave it unattended so it is unlikely to created a lot of bussiness in these cycleway area or pathway.</p> <p>39. Everywhere you go there no place to lock up your bicycle even in St Asaph St there's only couple of Hoop and that is what about the rest. Most keen bike rider bike is worth \$1000 to \$3000 they not going to leave there bike un-attended.</p> <p>40. When it take along time to get to your destination and riding a bike is slow you need to provide toilets along the route otherwise you are not catterring for</p>

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<b>Full Comments Nor' West Arc consultation submissions</b>					
142 <i>contd</i>					<p>all age group as you are planning these cycleway for all age group.</p> <p>41. Have you tried backing a trailer up your driveway with all these new cycleway. I tell you what its a nightmare, rated difficult.</p> <p>42. "Think again" I have in the past submitted to Have your say about small parks in the residential area that cycleway should be built around the perimeter of these park and toilet for family cycle-ing and provide rest are for children to play close to home. This Page 15 photo in the have say book is idea for small parks in our residential area and there a lot of parks in ChCh.</p> <p>43. Riding around the parks make more sense that riding on the street. One it is safer for everyone. And it will keep you fit. Sam as cycleway but at less cost.</p> <p>44. Who wants to ride on the road and you have to ride though a jungle of traffic. I thought riding a bike for lesiure is not worrying about anything. Look at Page 11 have your say book after driving or riding through all these intersection one is exhausted.</p> <p>45. School is a good example hardly any one ride a bike to school. In my day 1960 we all rode bike to school, now day parent drive their car and drop there children at school. Why it is we live in the 21st Century where their is only 1 chiled and we live like solo parent and their children is like gold.</p> <p>46. I believe building all these new \$70 million dallar cycleway is not needed and a cheaper verson like painting and adjusting existing cycleways is all is needed.</p> <p><i>Refer end of document for photos</i></p>
143	Y				<p>What a great idea!! So looking forward to having trees outside our place and riders.</p> <p>Great work! Thank you!</p>
144				Y	<p>This submission is being lodged on behalf of the owners of [REDACTED].</p> <p>In July 2016, a resource consent application ([REDACTED]) was lodged for the establishment of an Integrated Family Health Centre on the site located at [REDACTED]. During pre-application meetings with the Council (Mike Calvert) the possibility of signalling the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection was discussed. Mr Calvert noted the idea, however he advised that funding was not available at the time and as such the signals would not be a consideration at that time.</p> <p>With the installation of the Nor 'West Arc Cycleway considerable road works are scheduled in the vicinity of the previously described intersection. Therefore, now is considered the ideal opportunity to reconsider the signalisation of the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection.</p> <p>Currently, the proposed route for the Nor 'West Arc Cycleway travels along the western side of Domain Terrace (an off road two way cycle lane), turns east onto the southern side of Lincoln Road (a shared path) and after approximately 40m crosses over to the northern side of Lincoln Road (an off road two way cycle lane). Additionally, it is proposed to install a signalised midblock crossing to facilitate the safe movement of cyclists across Lincoln Road. This crossing</p>



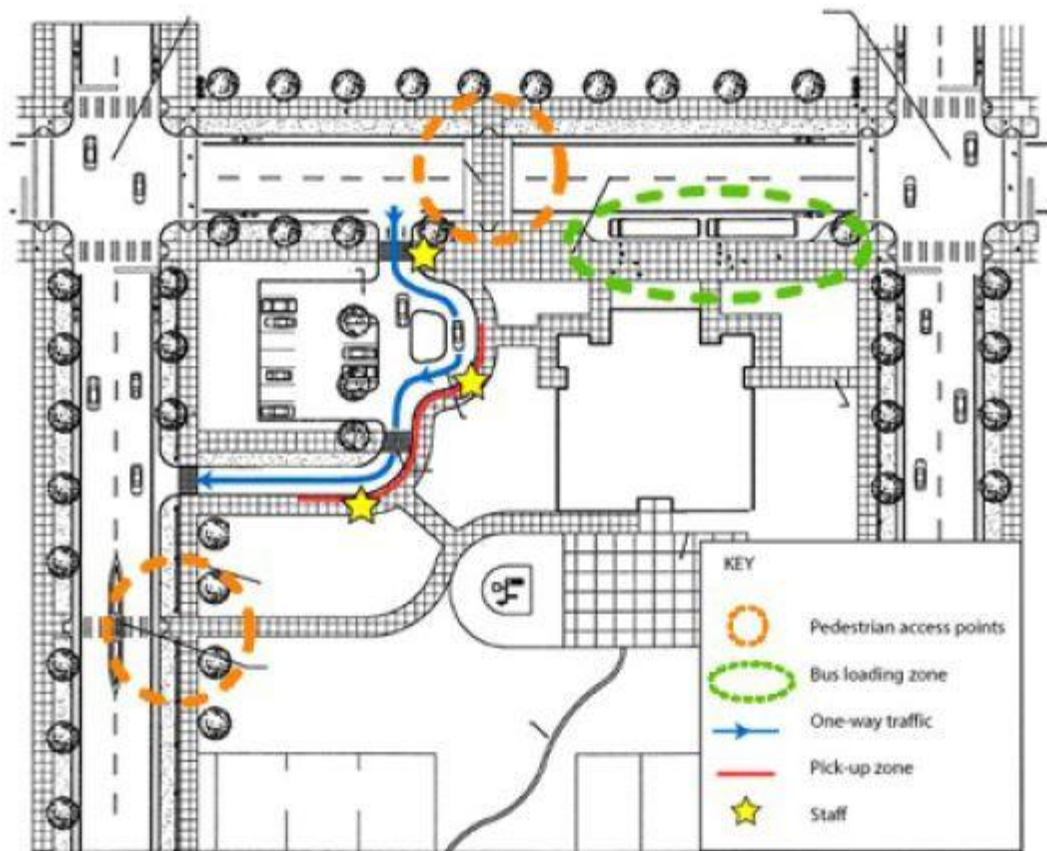
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144 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>point is located immediately outside the proposed medical centre.</p> <p>An alternative solution would be to signalise the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection as previously discussed with the Council. The cycle path could then crossover to the northern side of Lincoln Road directly upon exiting Domain Terrace. Thereby, eliminating the dogleg and the section of shared path in the cycle route. This is a preferable solution both in terms of cyclist movement and the operation of Lincoln Road.</p> <p>Overall, the benefits of the alternate route are considered to be:</p> <ul style="list-style-type: none"> <li>• A more direct route for cyclists;</li> <li>• The removal of the shared path outside the proposed medical centre (i.e. pedestrian and cyclist movements are kept separate reducing the likelihood of conflict);</li> <li>• The signalisation of the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection without considerable additional financial cost;</li> <li>• Improving the accessibility to Lincoln Road for vehicles exiting Domain Terrace and the Hillmorton Hospital intersection;</li> <li>• Making the operation of the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection safer;</li> <li>• Preventing the potential for westbound vehicle queues stopped at the proposed cycle signals from blocking the operation of the Domain Terrace intersection and the primary access to Hillmorton hospital;</li> <li>• The removal of a signalised midblock crossing that may be potentially disruptive to traffic movement on Lincoln Road (especially if the cycleway proves popular and carries high volumes).</li> </ul> <p>The negatives of the alternate route are considered to be:</p> <ul style="list-style-type: none"> <li>• Increased disruption to the traffic flow on Lincoln Road with the signalisation of the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection;</li> <li>• Marginally more expensive to install.</li> </ul> <p>Finally, it is noted [REDACTED] is a telephone exchange and therefore it may not be feasible to construct a cycleway in front of this property. An alternative would be to take the cycle path from Domain Terrace directly across Lincoln Road into the Hillmorton Hospital Access, around the rear of the telephone exchange and ultimately down the northern side of Lincoln Road. This route is not as direct as the preferred option however it still incorporates the signalisation of the Domain Terrace/ Lincoln Road/ Hillmorton Hospital intersection and removes the shared path and the signalised midblock crossing.</p> <p>Preliminary discussions with the [REDACTED] suggest they have no objections provided they are not required to offer financial support. However, they would need more information to confirm this initial opinion.</p>

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144 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Please contact the writer in relation to further communications regarding this submission.</p> <p>Thank you,</p>
145				Y	<p>To whom it may concern,</p> <p>I realised that the date for submissions on this cycleway closed on the 27th of March, but I was wondering whether you would please take my comments below into consideration. I'm sorry for the lateness, I had planned to make a submission for a while and didn't realise that the date had passed.</p> <p>I cycle between Westmorland and Deans Avenue every day during the week, and use Nor-west Arc Route south of Cobham St. My boyfriend also cycles daily, from Westmorland to Annex Road. So I have a strong interest in the proposal, in terms of both our daily rides, and in terms of the future of the city.</p> <p>Overall, I strongly support the cycleway (I support all the planned cycleways), and I'm looking forward to their completion which I feel will be wonderful for a modern Christchurch. However, I do have a few concerns about the design which I feel could be addressed at this stage, so that the route can be as good as possible. I agree in general with all the comments made by Cycling Christchurch (see link at bottom), and as he has doubtless made a submission I won't copy and paste his whole article here.</p> <p>The following few points however I feel particularly strongly about:</p> <ol style="list-style-type: none"> <li>1) The cycle ways shouldn't require mounting and dismounting. Most confident riders will find ways to avoid this procedure anyway, but by doing so may choose more dangerous paths.</li> <li>2) The cycle paths should be separate from traffic at all times, and especially not merge with traffic at intersections. I am particularly concerned about the unsignalled crossing at Venture PI and Nazareth Ave.</li> <li>3) If cycle paths have to give way to too many incoming side roads I would imagine that many riders would become frustrated, and prefer to ride on the road where they would have right of way (but where they would annoy drivers). Cars coming from side roads should give way to oncoming cyclists in the same way that they give way to oncoming cars.</li> <li>4) The current path between Glynne and Smartlea is very poorly lighted, and the bridge has a very tight bend. Particularly as a woman, I don't feel safe cycling through that route at night, and would appreciate additional lighting here. Pruning the large weeping tree would be helpful as well as it obscures the path ahead. Ditto with regard to the path section behind Pioneer, this also requires additional lighting for safety.</li> </ol>

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145 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>I would be happy to provide further information on any of the above, or discussion on my experiences using the southern portion of the route as a regular rider. It is great the Council is planning to build these cycle ways, and I'm looking forward to seeing them completed.</p>
146			y		<p>[REDACTED]</p> <p>While we support the installation of cycle ways, we have some significant concerns regarding the bus stop configuration and cycleway design alongside bus stops in the proposed design of the Nor 'West Cycleway as detailed below:</p> <ul style="list-style-type: none"> <li>• Stop 38317 (Sheet 2) has been designed as an in-lane bus stop. While these can work well in some areas with less traffic, the absence of 'no stopping' lines or preventative measures may result in cars overtaking buses with poor visibility as seen on Hills Rd under similar previous bus boarder measures.</li> <li>• The Cycleway runs directly alongside the passenger waiting area at stops 38317, 38676 (Sheet 3), 38682 (Sheet 4) and 50689 (Sheet 9). This means passengers will need to cross the cycleway to board the bus. It is likely people will wait in the cycleway to signal the bus as it approaches. There is poor visibility for buses to see people waiting as they are further from the roadside. If they wait in the cycle lane it presents a risk of bikes colliding with waiting bus passengers. There should be a separation area dedicated to avoid this risk.</li> <li>• The island separator is not a sufficient size at stops 38676, 38682 and 50689. The separator needs to fit both wheelchairs and passengers waiting due to lack of space on the footpath and also accommodate a wheelchair ramp when it is fully extended from the bus. I believe 1.3-1.5m is recommended. Passengers are now waiting in the cycle lanes in St Asaph St where the buffer is not a sufficient size so we advise the design is changed to prevent further risk on the network. The ideal design to avoid this risk is to run the Cycleway behind the footpath at this point like the University stops. The stop is used by both the core Purple Line and 100 bus service at stops 38676 and 38682 which run at 10 and 15 minute frequencies at peak. They have high patronage levels so the stop will be used often by these services.</li> <li>• We are concerned that stop 38682 at Ilam Rd near Rudleigh (sheet 4) is being designed as an in-lane bus stop due to the risk of cars queuing behind it creating congestion. It is difficult to provide feedback on the Riccarton/Ilam intersection area without knowing the future plans, but an in-lane stop here currently poses a high risk of congestion backing into the intersection at such a busy stop.</li> <li>• The pedestrian path has been directed behind the bus stop which will help ease traffic. While the tactile pavers are appreciated to help guide the passengers to a waiting area, the cycle path still appears to share the passenger waiting area. This creates a risk of collision with waiting bus users. The 2-way cycle path may also create confusion for waiting bus users as they don't know which direction to look for oncoming bike traffic.</li> </ul>

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146 <i>contd</i>					<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>*Note: while the remaining stops on sheets 11, 12, 13 and 25 are not part of this consultation we have serious concerns about the bus stop configuration and would expect the designers to take note of the potential serious conflicts between bus passengers and cyclists.</p> <ul style="list-style-type: none"> <li>• Stop 50643 (sheet 11) has a shared waiting area with bikes and passing pedestrians on the footpath. This poses a risk of collision with moving bicycles as they share the same path. A separated path is needed to prevent collision when passengers need to step across the Cycleway to access the bus.</li> <li>• The 2-way cycle path can create confusion for waiting bus users as they don't know which direction to look for oncoming bike traffic.</li> <li>• The cycleway at stop 50636 (Sheet 13) has been directed around the back of the stop which lessens the risk of collision with bus passengers. [REDACTED] support this design and believe it creates a safe environment for people walking and cycling in the same area. However the shared bike and pedestrian pathway may mean cyclists take the direct route through the waiting area instead, therefore creating a high collision risk.</li> <li>• Bus stop 44177 ( Sheet 19) has been reduced in size which is a concern as the full size of 16 metres is need for the entry and exit of the bus to the stop.</li> <li>• Bus stop 11441 (Sheet 28) is not shown on the plans. This stop services the Orbiter and the 145 bus services. The Orbiter runs at a 10 minute frequency Monday to Saturday in the day and the high passenger count means buses will stop often at this bus stop. While the stop is not part of this consultation, we are concerned that the stop would be removed. It appears that a shared path will run alongside the stop which poses a collision risk between bus users and cyclists.</li> <li>• There is no detail on the plans for a pedestrian island to assist wheelchairs and access to the bus, bus stop marking or no stopping lines. These elements are vital for the stop to remain safe and accessible for all customers.</li> <li>• Bus stop 33910 ( sheet 25) is accessed by the 60 route which runs on a 10-15 minute frequency in the morning and afternoon peak so we are highly concerned that the cycleway runs directly through the passenger waiting area. Passengers will need to cross the cycle lane to access the bus which poses a collision risk between bus passengers and cyclists.</li> </ul> <p>We hope these comments will be taken into account. This route as currently designed will create safety and accessibility issues for bus passengers. We look forward to the opportunity to discuss these designs with you further as they develop.</p>

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147				y	<p><b>Full Comments Nor' West Arc consultation submissions</b></p> <p>Hi Clarrie,  Yesterday [REDACTED] spoke to me while I was looking at a CSR request in Palmside St. He had missed the submission date regarding the proposed cycleway down Palmside St, but felt quite strongly about it.  He did not want the cycleway because both sides of the road are parked on when there is sport on Centennial Park, and a cycleway will restrict the parking making it harder for parents to find somewhere to leave their vehicles.  The second point he made was that the proposal also looked at street trees along Palmside St. [REDACTED] said that when you look at what the tree leaves have done along Rose St, there is no way he wants a mess like that along his street. It is clean and tidy, which is much nicer.  I told him that I would pass his comments on. Please would you forward this to the right person.  Thanks,  [REDACTED]</p>



**Figure 1:** Diagram showing a traffic system at a school. There are pedestrian only access via a raised platform/speed hump points located outside the school entrance.

## McBeath Avenue and Pablo Place

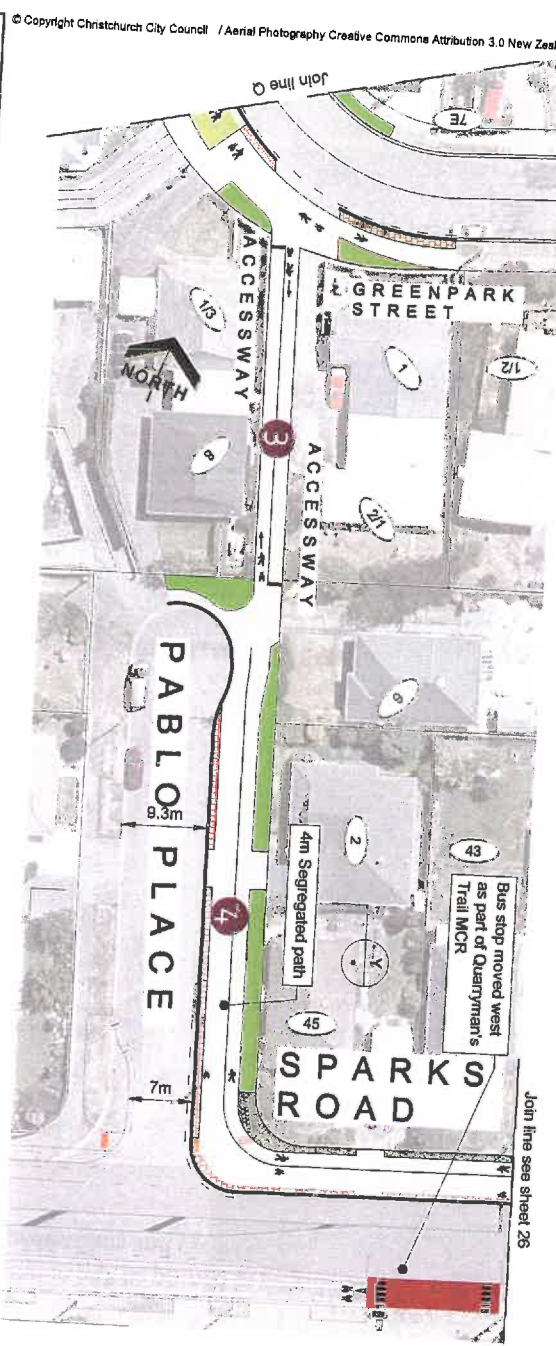
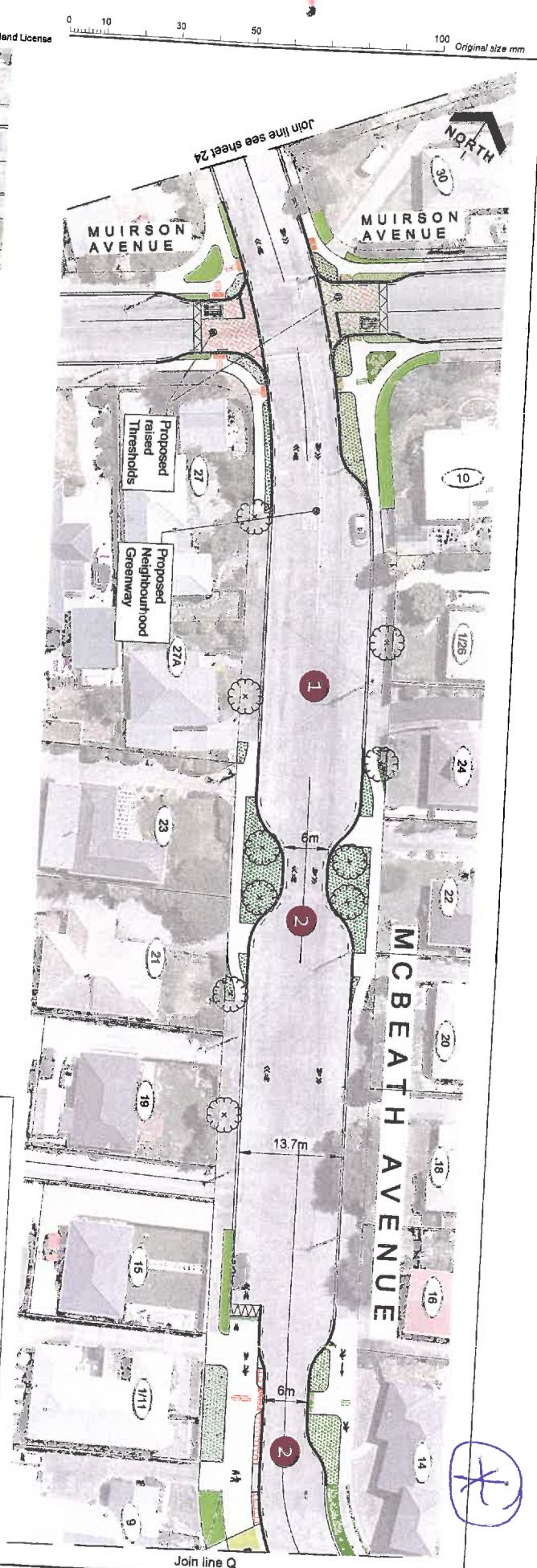
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- 1 McBeath Avenue is a quiet street suitable for a neighbourhood greenway.
- 2 Trees and buildouts will uphold the low speed environment so people who ride bikes feel safer. The street will be marked with sharrows.
- 3 The accessway to Pablo Place will be resealed.
- 4 A 4 metre wide shared path will be constructed on the east side of Pablo Place and onto Sparks Road. The cyclists will be further away from the driveways to increase visibility.

*Sparks Road is part of the Quarryman's Trail MCR and was consulted on in 2016.*



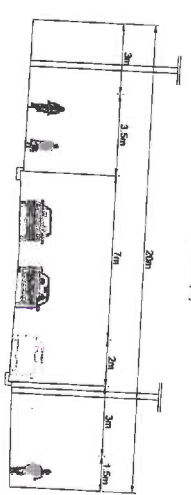




**KEY**

Existing kerb	Ramp
Proposed kerb	Tactile paver
Proposed separator	Fence
No-stopping line	Patterned surface
Cycleway - separated	Grass/landscaping
Cycleway - greenways	Existing tree
Shared path - two way	Existing tree to be removed
Bus stop	Proposed tree

**CROSS SECTION** (Not To Scale)



**NORTHWEST ARC**  
Major Cycle Route - McBeath Avenue and Pablo Place  
Consultation Plan

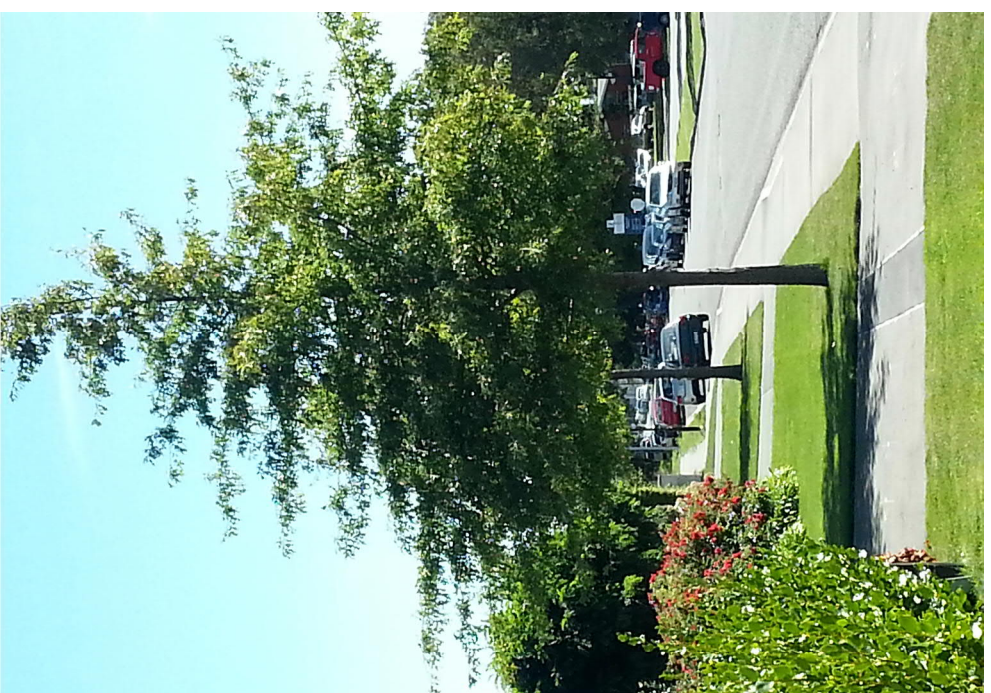
Sheet 25 of 31

Original Plan Size: A3  
ISSUE: 1 27/01/2016  
SK125



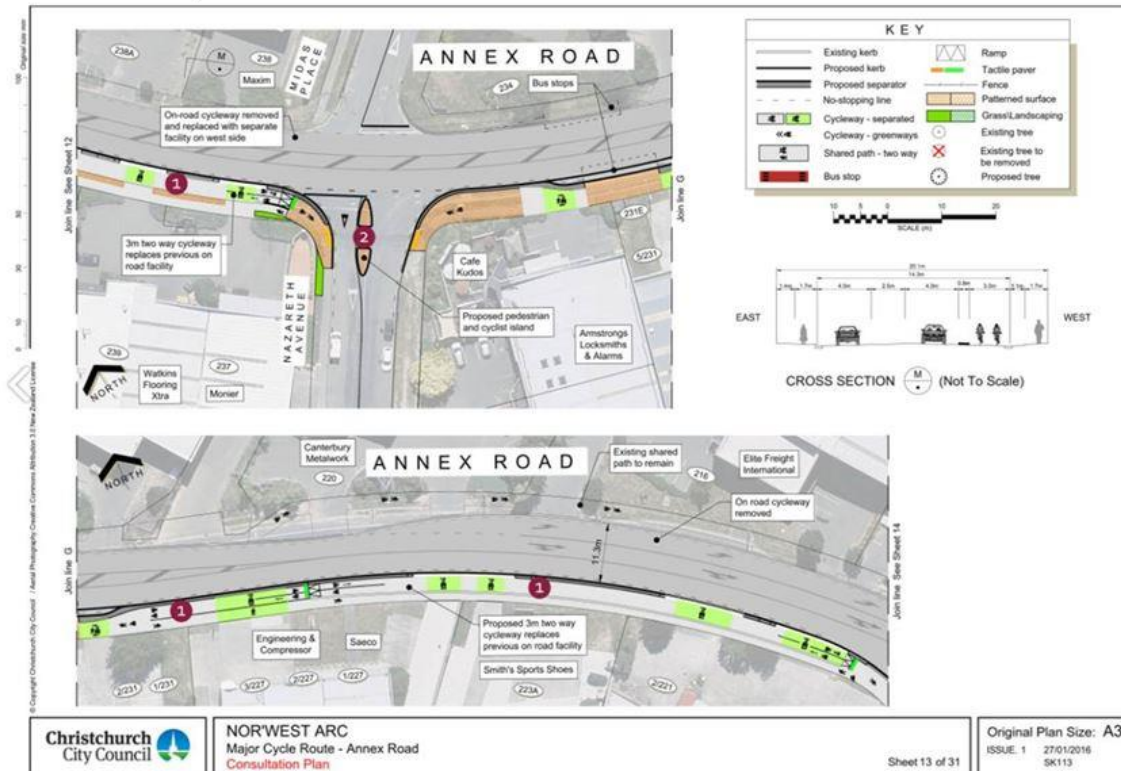






## SUBMISSION #40

The intersection I am referring to is below:



### Submission #83



A picture of the High Pressure E-One sewer pipe in the Grass Berm in Smartlea Street & also Weir Place



Approach to Pedestrian and Cycle bridge over Heathcote stream from Smartlea Street to Domain Terrace (March 2014)



Approach to Pedestrian and Cycle Bridge over Heathcote stream.



SUBMISSION #142



Keen bike rider.  
Transport there bike  
on back of their car.

