



Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
448 Wigram Road,
CHRISTCHURCH, 8025

Submission: Lincoln Road & Moorhouse Avenue bus priority improvements
(Christchurch City Council)

Date: 15 November 2018

Wish to be heard: YES

Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our mailing list before the final version is minuted at the next monthly meeting.

The Association Chairperson is John Bennett; the Secretary is David Hawke and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at secretary.HRA@gmail.com

Key points:

- We support the proposal, but this support is completely contingent on the Curletts Road – Wrights Road section being “Public Transport Priority”, and not “four-laning”.
- If the Curletts Road – Wrights Road section is “four-laning”, we oppose the proposal.

Five parts to our Submission:

- The background to our interest
- The Addington section of the proposal
- The Wrights Road – Curletts Road section of the proposal
- Where next: a Plan for Whiteleigh Avenue – Blenheim Road – Moorhouse Avenue – Lincoln Road
- Where next: a public transport hub for Halswell

1. The background to our interest

- a. At the City Council Annual Plan hearing in 2017, we were advocating for the widening of Lincoln Road between Wrights and Curletts roads. We were taken aback when Cr Tim Scandrett told us that he was having nothing to do with “four-laning Addington village” because he had “seen what four-laning of Brougham Street had done to Waltham”.
- b. In the ensuing discussion, we proposed reaching out to our Addington network to discuss the issue. He encouraged us to do this, and “to bring a proposal back to us”.
- c. We have had several meetings with various people and organisations active in Addington, and as a result we have emphasised our support for “public transport priority” widening of Lincoln and Halswell roads in our advocacy, and our empathy with the wishes of the Addington community.
- d. One example of that came earlier this year, at the LTCCP hearings. In answer to a question from Cr Phil Clearwater, we reiterated that we were supporting public transport priority “all the way to Halswell”.
- e. Our submission is a further extension of this commitment, to both City Council and to the Addington community.

2. The Wrights – Curletts section of the proposal

- a. As the consultation document outlines, the density of traffic along Halswell and Lincoln roads causes the bus to run unacceptably behind the timetable.
- b. Our evidence, collected last year, shows that 79% of cars arriving at Whiteleigh Avenue along Lincoln Road are single occupancy.
- c. The intention of various city, regional and district council plans and strategies is for a viable public transport system, and this is supported by central government.
- d. International evidence overwhelmingly shows that increasing road capacity causes an increase in traffic. Any increase in road capacity will therefore challenge the viability of the public transport system, causing “downstream” effects for parking and amenity.
- e. The current proposal is for widening the existing road to four lanes, with bus priority toward the city during the morning peak and on-street parking at other times. The proposal toward Halswell (as we read it) is simply a widening to accommodate an extra traffic lane.

- f. In our opinion, **both directions** of Lincoln and Halswell roads need to be engineered so that the extra road width in **both directions** is public transport priority, and cannot easily be re-engineered in the future to add extra car capacity.
- g. This focus on public transport priority all the way to Halswell will mitigate the temptation to run a motorway through Addington village at some time in the future, when political will swings back toward the private vehicle (electric, autonomous notwithstanding).
- h. We do not understand why the Wrights – Curletts project is not programmed until 2023-2024. At this year’s City Council LTCCP hearings, Jim Harland and Andrew Washington from NZTA expressly argued for the bringing forward of this project, and we support that view. Until this work is complete, we see little chance of NZTA completing “their” section of the route, from Dunbars Road to Curletts Road. Without an early completion of the Wrights – Curletts project, it is hard to see the entire length being completed within 10 years, by which time Halswell’s population could easily exceed 35,000 people.
- i. Unless the widening of Lincoln Road between Wrights and Curletts roads is expressly stated as “public transport priority”, we must regrettably oppose the Addington section of the proposal.

3. The Addington section of the proposal

- a. Assuming that City Council is willing to commit to public transport priority along Lincoln Road and Halswell Road, we support the proposal.
- b. The bus priority measures proposed for Addington village would be a significant contribution to making bus travel time from Halswell both shorter and more predictable.
- c. The amenity effects of noisy diesel buses should be ameliorated as electric buses are progressively introduced, as envisaged by the Draft Public Transport Plan.
- d. We strongly support the proposed width, to facilitate the safe overtaking by a bus of a person on a bike.

4. Where next: a Plan for Whiteleigh Avenue – Blenheim Road – Moorhouse Avenue – Lincoln Road

- a. We are pleased that the Wrights – Curletts proposal has been included with the Addington village proposal. Including both aspects suggests to us that City Council is attempting to think beyond immediate “pain points”.

- b. However, City Council needs to come up with a Mobility Plan that includes Whiteleigh Avenue, Blenheim Road, and Moorhouse Avenue as well as Lincoln Road. We have argued for such a Plan for some time now.
- c. This Mobility Plan should interface with the Draft Public Transport Plan just finishing consultation, and with the “Our space 2018-2048” plan that has just begun consultation. This combination is especially important given the way that the latter plan envisages population growth patterns that includes both ongoing green-field development in Halswell, and new brown-field redevelopment along a rail corridor encompassing former industrial land.
- d. This Mobility Plan would also give an opportunity to incorporate park and ride, for example based out of Horncastle Arena. Such an option would maximise the advantages gained from the Lincoln Road – Moorhouse Avenue bus priority proposal, and give folk an alternative to driving through Addington village.
- e. We are hopeful that such a Mobility Plan will be released in time for the Annual Plan process in 2019.

5. Where next: a public transport hub for Halswell

- a. As City Council heads toward the next LTCCP cycle, provision must be included for a public transport hub in Halswell.
- b. Such a hub would be a necessary adjunct to the roading changes noted above, and would fit well with the Draft Public Transport Plan currently undergoing consultation.
- c. Unless City Council is proactive in providing a public transport hub, public transport will fail to provide the alternative to private vehicles that we need. We cannot wait for property developers to volunteer such a facility on their land; for example, the recently released consultation for the Key Activity Centre at 201 Halswell Road provides over 500 car parks but refers only vaguely to “possible” bus routes and a “proposed public transport hub”.

