

# Community Views and Preferences

## 1.0 OVERVIEW

Initial consultation on the proposed South Express cycleway route was undertaken from Friday 25 January to Thursday 3 April 2019, a period of approximately 10 weeks.

In total, 2000 consultation booklets were hand delivered to properties along the route, 750 posted to absentee property owners and information sent to approximately 250 key stakeholders, including Council service centres and libraries. Approximately 10,400 flyers were hand delivered to the wider community in the vicinity of the proposed route. The consultation distribution area is shown below in Figure 1.



Figure 1: Consultation distribution area

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

**Tuesday 12 February**

Wharenui Recreation Centre  
73 Elizabeth Street  
Riccarton

**Tuesday 21 February**

Riccarton Library  
71 Main South Road  
Sockburn

**Monday 25 February**

Hornby Primary School  
190 Waterloo Road  
Hornby

The drop-in sessions attracted a total of 116 people. The project team presented a 30 minute PowerPoint presentation, which provided details of the proposed cycleway scheme. This was followed by group discussions centred on large plot plans.

In addition to the drop-in sessions, the project team presented the project to a number of community organisations and attended a number of community events. These are listed below:

## **Presentations**

- Halswell-Hornby-Riccarton Community Board
- Central Riccarton Residents Association
- Greater Hornby Residents Association
- Oak Development Trust
- Hei Hei Broomfield Community Lunch (at 126 Hei Hei on the corner)
- Woodcote Retirement Village

## **Community Events**

- Welcome to Riccarton community event at Harrington Park
- Rewi Alley Academy
- Riccarton Community Network Meeting

## **Social Media**

The following platforms were utilised to engage with residents across Christchurch:

- Facebook
- Targeted Facebook
- Community groups
- Neighbourly
- Twitter

Refer social media report – Appendix M.

## **Posters**

Posters advertising South Express consultation were displayed at 13 different sites across the proposed route. Poster sites were as follows:

- 249 Riccarton Road, Riccarton
- 48 Matipo Street (corner of Elizabeth Street), Riccarton
- 21 Dilworth St, Riccarton
- 25 Deans Avenue, Addington
- 12 Shands Road, Hornby
- 733 Main South Rd (corner of Marshs Road), Templeton
- 56 Worcester Boulevard
- 12 Shands Road, Hornby
- 1 Puriri Street, Riccarton
- 249 Riccarton Road, Riccarton
- 21 Dilworth St, Riccarton
- 25 Deans Avenue, Addington
- 48 Matipo Street (corner of Elizabeth Street), Riccarton



At the close of consultation, 642 submissions were received by Council. These were analysed as a whole and also according to specific sections of the route. A detailed analysis is contained in Section 2.0 below.

## 2.0 DETAILED ANALYSIS

Of the total number of respondents, 314 supported the proposal, 149 did not support the proposal, and 170 supported the proposal but had concerns. Nine submissions did not provide a response as to whether they supported or did not support the proposal.

Response Summary	General Response Results	Templeton	Islington	Hornby	Hei Hei	Broomfield	Sockburn	Upper Riccarton	Riccarton	Other in Christchurch	Outside of Christchurch	Not recorded	Totals	%
	I support the plan	12	5	16	22	7	12	18	36	158	28	0	314	49%
	I support the plan and have some concerns	15	5	15	12	4	20	12	24	37	4	1	149	23%
	I Do not support the plan	5	7	22	11	3	18	17	35	40	11	1	170	26%
	No indication for or against	1	0	0	0	1	4	1	0	0	1	1	9	1%
	<b>Total</b>	<b>33</b>	<b>17</b>	<b>53</b>	<b>45</b>	<b>15</b>	<b>54</b>	<b>48</b>	<b>95</b>	<b>235</b>	<b>44</b>	<b>3</b>	<b>642</b>	<b>100.0%</b>
		<b>5%</b>	<b>3%</b>	<b>8%</b>	<b>7%</b>	<b>2%</b>	<b>8%</b>	<b>7%</b>	<b>15%</b>	<b>37%</b>	<b>7%</b>	<b>0%</b>	<b>100%</b>	

Figure 2: General submitter response

We received 106 submissions from people who live or own property along the route (i.e. streets where the cycleway is proposed to be located). The results are shown in the pie chart below. Of those submitters, 21% supported the scheme, 32% supported the scheme but had some concerns and 41% did not support the scheme. 6% of submitters did not provide a response.

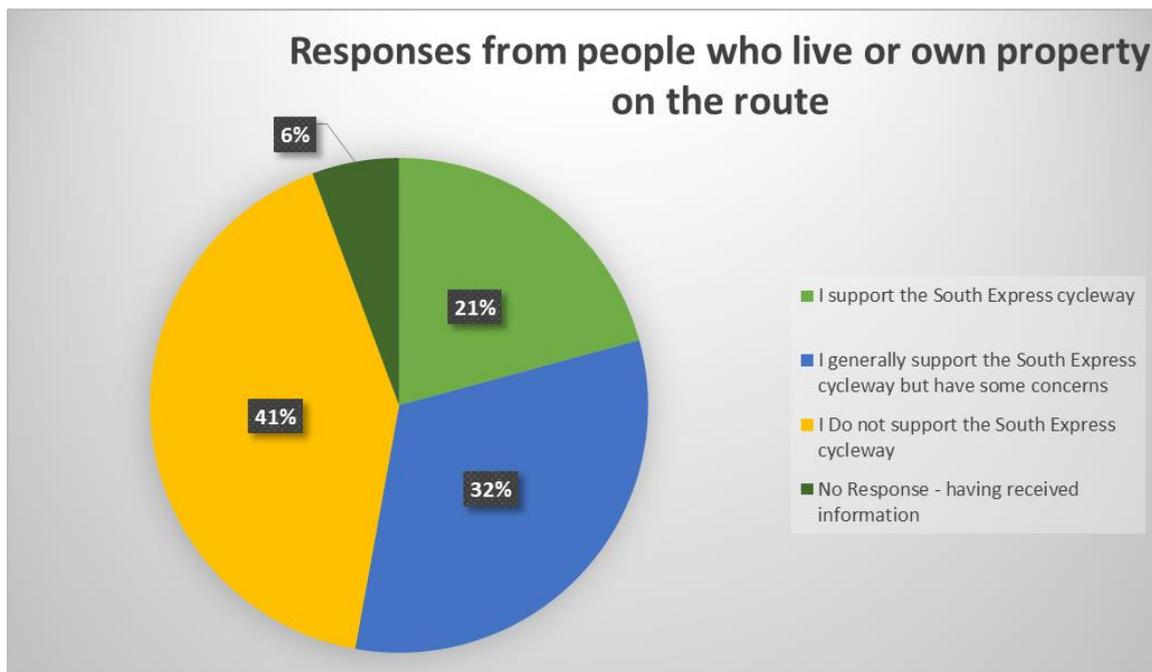


Figure 3: General response – People who live or own property on the route

## 2.1 Key Concerns

Key concerns identified by all submitters are shown in Figure 4 below. Concerns about the projects value for money, residential parking loss, route design and local impacts are evident.

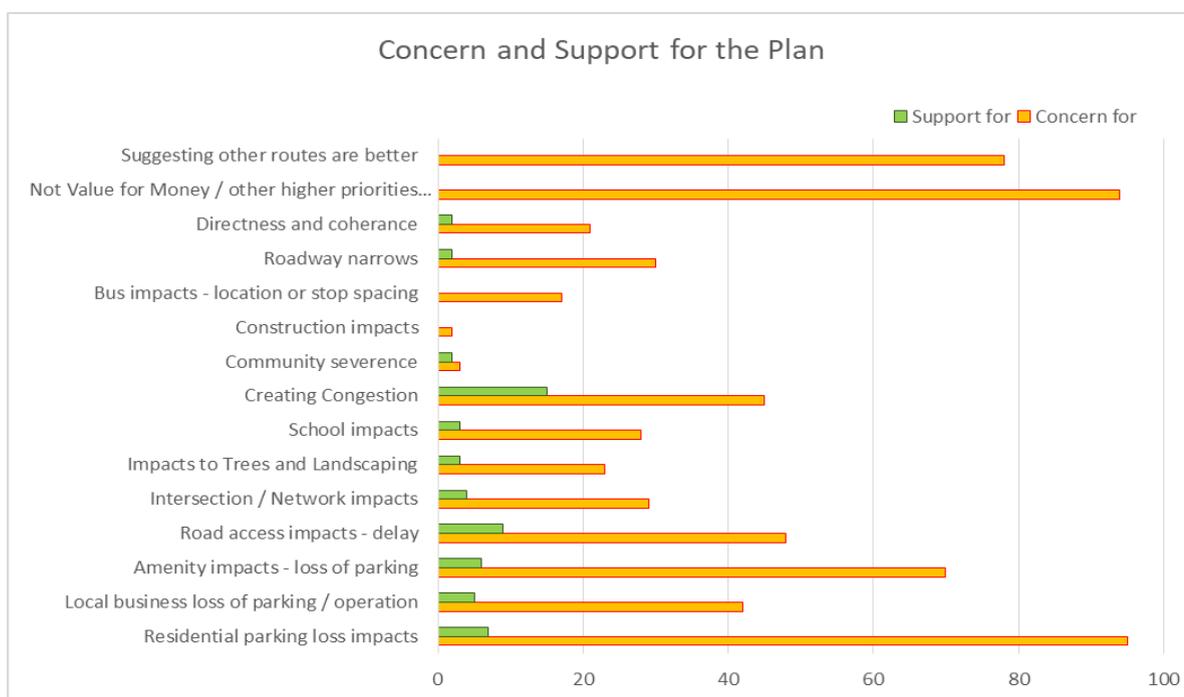


Figure 4: Key concerns – all submitters

Figure 5 below highlights the key concerns of people who live or own property along the route. Concerns about the loss of residential parking, road access impacts, route selection and amenity impacts (loss of parking for schools, churches, community organisations etc.) are evident.

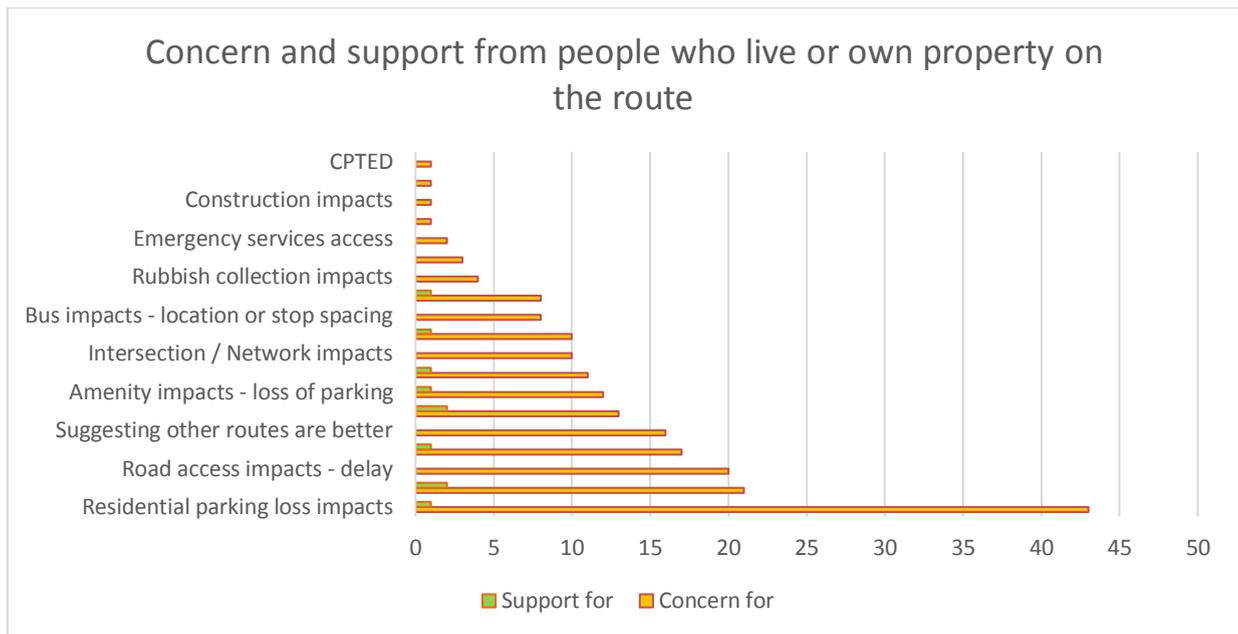


Figure 5: Key concerns – people who live on streets along the route

## 2.2 Key Benefits

Key benefits identified by submitters are shown in Figure 6 below. Better cyclist safety, encouraging new riders and the promotion of an alternative transport mode are seen as the key benefits of the project.

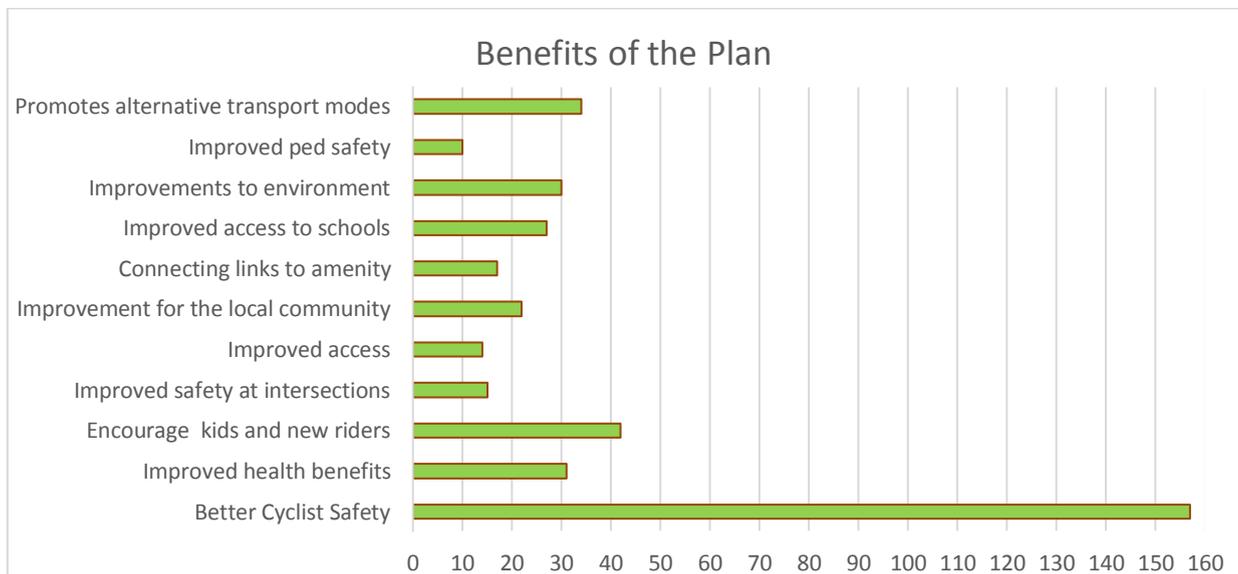


Figure 6: Key benefits – all submitters

## 2.3 Elizabeth Street

Seventy-eight submissions were received that made mention of the proposed design along Elizabeth Street. Of these submissions, 26% supported the proposed cycleway, 45% supported with concerns and 29% did not support the proposed cycleway. Key concerns raised by these submitters are shown in Figure 7 below and include value for money,

directness, the diversion at Division Street, impacts on the school and local community facilities, and loss of business / parking for local businesses.

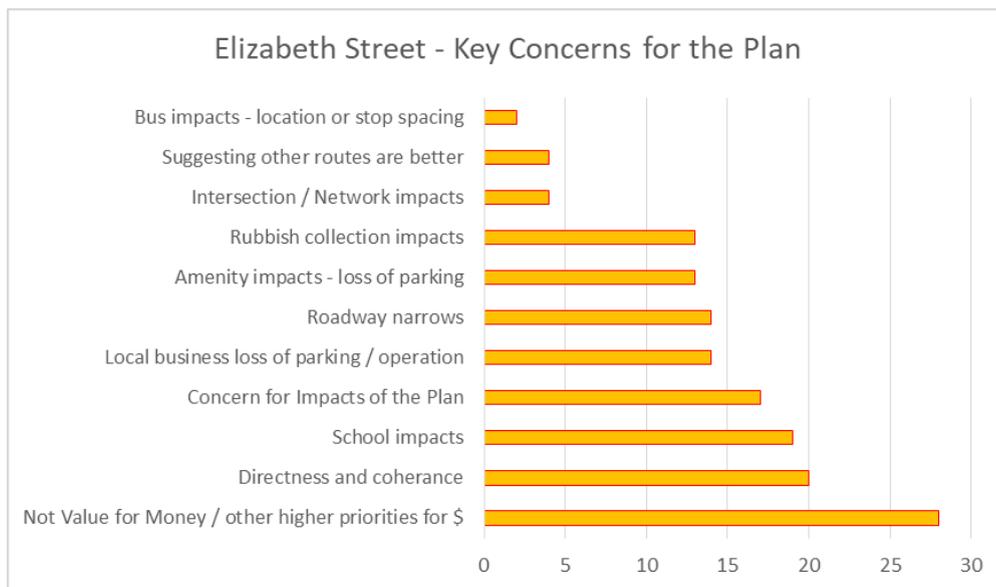


Figure 7: Elizabeth Street – key concerns

## 2.4 Lochee Road

Nineteen submissions were received that made mention of the proposed cycleway design along Lochee Road. Of these submissions, 79% did not support the cycleway and 21% supported but had some concerns. The main concern noted by submitters are shown in Figure 8 below and include loss of residential parking and impacts to trees and landscaping.

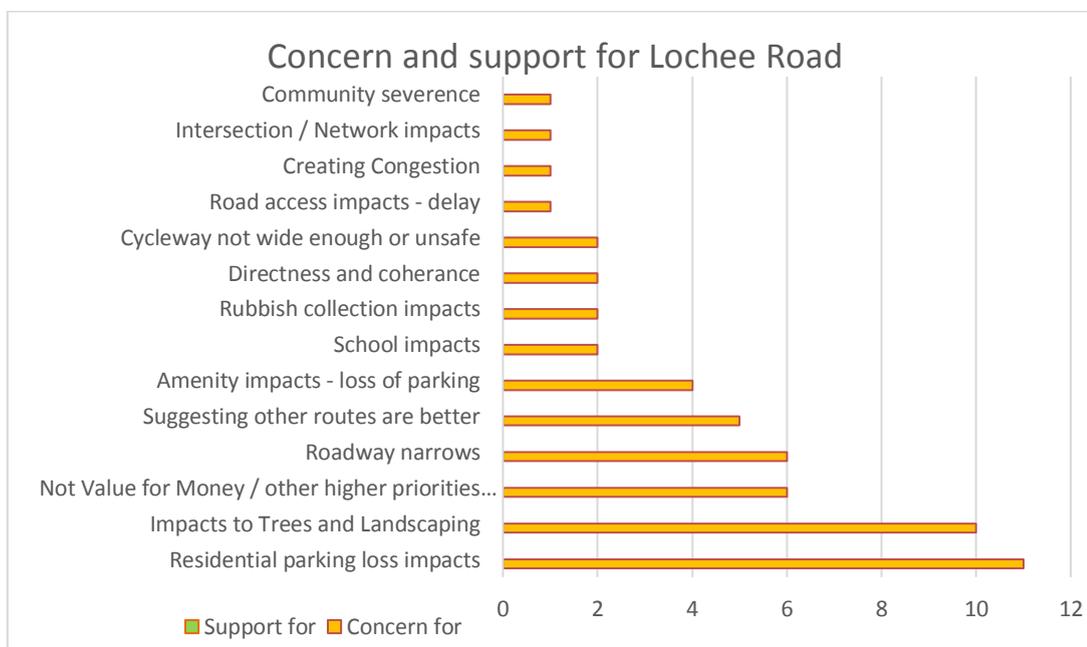


Figure 8: Lochee Road – key concerns

## 2.5 Epsom Road / Middlepark Road

Thirty-five submissions were received that made mention of the proposed cycleway design along Epsom Road and / or Middlepark Road. Of these submissions, 1 supported the cycleway, 20 did not support the cycleway and 14 supported the cycleway but had some

concerns. The main concerns noted by the submitters included loss of residential parking, route selection, value for money and an increase in congestion as a result of the cycleway.

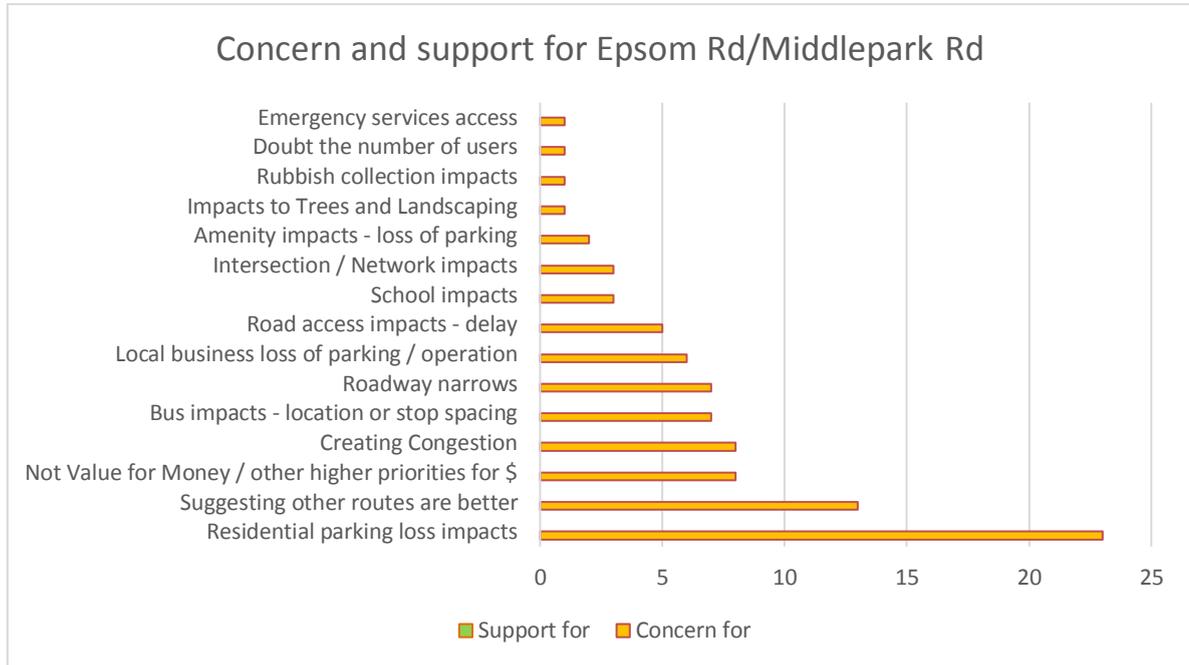


Figure 9: Epsom Road / Middlepark Road – key concerns

## 2.6 Hei Hei Road

Sixty-one submissions were received that made mention of the proposed cycleway design along Hei Hei Road. Of these submissions, 8% supported the proposed cycleway, 35% supported with concerns and 57% did not support the proposed cycleway. Key concerns raised by these submitters are shown in Figure 10 below and include loss of parking (residential and amenity), value for money, impacts on schools.

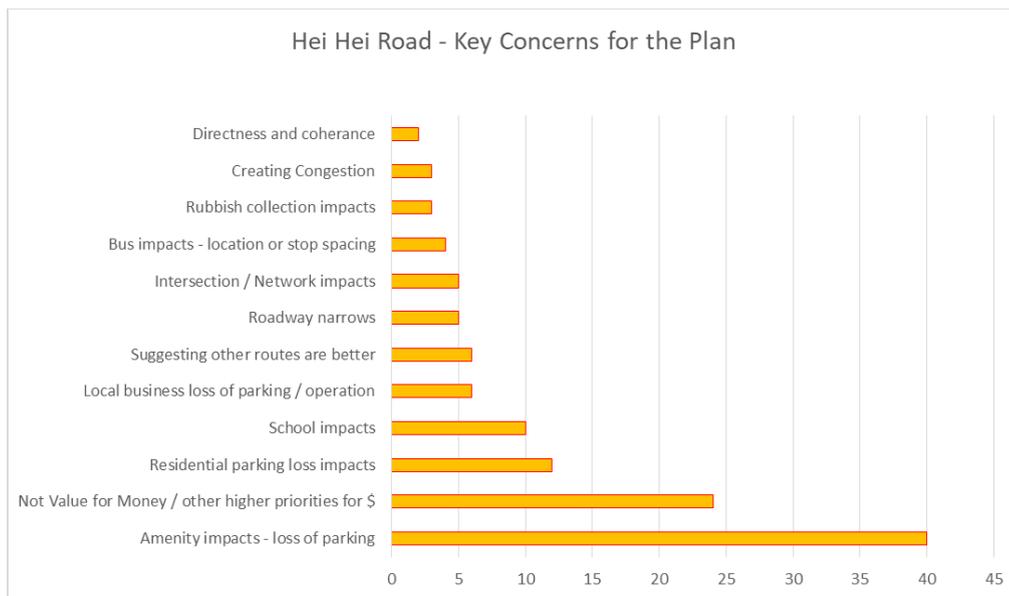


Figure 10: Hei Hei Road – key concerns

### 3.0 TARGETED ENGAGEMENT

Following feedback on the initial cycleway design, additional engagement was undertaken on a number of specific aspects of the route design. This is detailed below:

#### 3.1 Relocation and rationalisation of bus stops on Buchannan's Road

Following feedback from the Hei Hei Broomfield Community Development Trust and a number of other submitters, changes to the cycleway design have been made to increase parking adjacent to the community centre at 126 Hei Hei Road. By relocating the existing bus stops from Hei Hei Road to Buchanans Road, an additional seven carparks can be created for the users of this facility.

Consultation was undertaken with the owners and occupiers of the following properties:

- **New bus stops beside 148 and 169 Buchanans Road** - 146, 148, 150, 165, 167, 169, 171 Buchanans Road
- **Properties beside where the bus stop is being relocated** from - 99 Hei Hei Road, 175 Buchanans Road (units 1-4) and 126 Hei Hei Road.
- **Removal/rationalisation of the bus stops beside 153 Buchanans Road and opposite 151 Buchanans Road** - 151, 153 and 155 Buchanans Road

Three submissions were received from the owners / occupiers of the above properties. In addition, two submissions were received from residents along Buchanans Road who did not receive the consultation material due to their properties not deemed to be affected by the proposed changes.

All three submissions from directly affected residents supported the proposed bus changes. The two additional submissions from residents along Buchanans Road did not support the changes and they noted that car parking should not take precedent over the bus stops and the residents who use this bus service.

#### 3.2 Middlepark Road/Taggart Place

Following consultation on the original design, which showed the proposed cycleway located on Epsom Road and continuing around the corner into Middlepark Road, a number of submitters raised Taggart Place as a potential alternative route. The cycleway design team considered this option further and sort feedback on the alternative (Taggart Place) design.

Consultation was undertaken with the owners / occupiers of properties located on Taggart Place, Epsom Road (between Taggart Place and Middlepark Road), Middlepark Road (from Epsom Road to 97 Middlepark Road) and the properties adjacent to the reserve at the end of Taggart Place.

Thirty submissions were received in response to re-engagement on the potential alternative route along Taggart Place. Of these submissions, 12 (40%) supported the alternative route and 18 (60%) did not support it. Those who did not support the alternative route were mostly residents of Taggart Place. The submitters noted that their main concerns were intersection safety, loss of a quiet, safe and private residential street, the ability of Taggart Place to accommodate a cycleway

given its narrow width, and cost of the alternative route. These submitters also considered that the original route along Middlepark Road was more direct for cyclists.

General themes from those in favour of the alternative route included:

- The alternative route avoids the Middlepark Road/Epsom Road intersection which submitter's noted had existing safety issues.
- The alternative route avoids Middlepark Road which is a high traffic environment and bus route.
- The alternative route results in less parking loss

### **3.3 Craven Street**

A number of submissions received had concerns regarding the location of the cycleway crossing point on Craven Street. Submitters felt it was too close to the intersection with Main South Road and with the narrowing of the intersection, leaving a single lane for cars turning left or right out of Craven Street, this will lead to increased queues on Craven Street.

An alternative option was developed that moved the crossing point for the cycleway to outside 11 Craven Street, and widened the intersection at Main South Road to allow two lanes. This will impact on parking availability between the intersection and 11 Craven Street.

The existing bus stop outside the entrance to Our Lady of Victories School will change to a P5 loading zone so that it can be used for other purposes when the school bus is not using it.

A letter was sent to the directly affected residents and absentee owners in Lochee Road asking for their preference:

- Option 1 - Original design
- Option 2 - Alternative design

We received 6 submissions in response:

- Option 1                      2 submission
- Option 2                      3 submissions
- Neither option              1 submission (although if they had to choose it would be Option 2)

The main concern raised was the loss of residential parking in the street.

### **3.4 Lochee Road**

The original design resulted in the loss of approximately 12 of the 37 existing on-street parking spaces on Lochee Road between Golden Elm Lane and Wharenui Road. A number of submissions received were concerned about the removal of street trees to retain on-street parking. In response to this feedback we developed an alternative plan which retained the trees, but resulted in the removal of 21 of the 37 existing on-street parking spaces.

A letter was sent to the directly affected residents and absentee owners in Lochee Road asking for their preference:

- Option 1 - Original scheme with tree removals

- Option 2 - Alternative scheme with trees retained

We received 14 submissions in response (including an alternative plan proposing a greenway – attached).

- Option 1                      1 submission
- Option 2                      2 submissions
- Neither option                1 submission
- Alternative route            2 submissions
- Greenway                      8 submissions

There was strong support from residents of Lochee Road for no change to the street layout by either introducing a greenway, which has minimal impact to the street, or look an alternative route.

The greenway option also was feedback that was received during the initial engagement.

### **3.5 Elizabeth Street**

A number of submissions received were concerned about the loss of parking along Elizabeth Street, the loss of community severance as a result of the Division Street diversion and the effect of the cycleway on businesses and community groups which are located on Elizabeth Street. Feedback from residents was sought two alternative options. These are detailed below:

#### **a) Original design with minor amendments**

The original option was amended to address on-street parking concerns. New short-term parking was added near the corner of Elizabeth Street and Division Street and also along Elizabeth Street.

#### **b) Alternative option**

An alternative option was developed following community feedback to maintain vehicle access along Elizabeth Street to and from Matipo Street and Division Street south. To maintain safe cycling past Division Street, and to maintain traffic volumes along Elizabeth Street, access needs to be restricted at the intersections of Division Street and Clarence Street.

Sixty-four submissions were received in response to re-engagement on the proposed changes to Elizabeth Street. Figure 11 below shows the overall level of support for each option as well as street by street responses. Overall, the original design with proposed amendments was preferred by 63% of respondents.

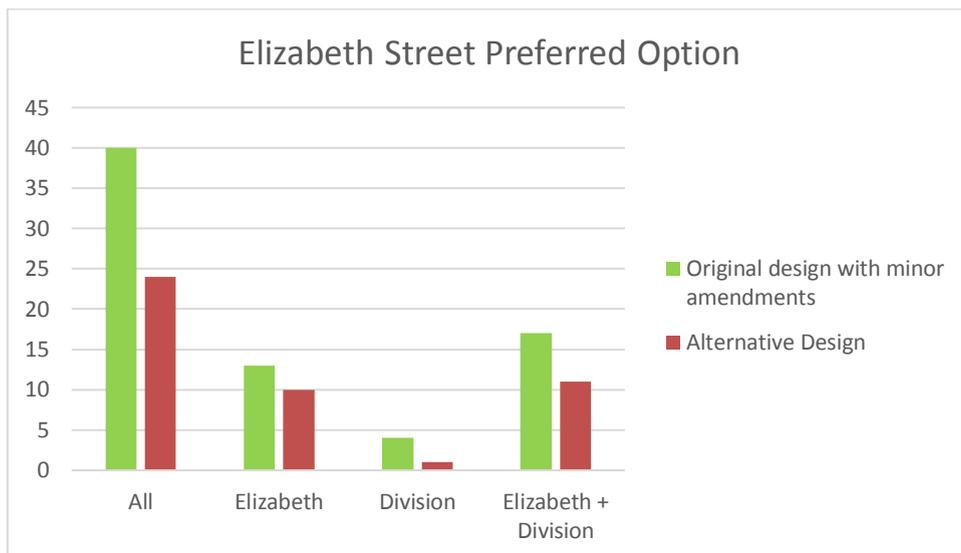


Figure 11: Elizabeth Street preferred option

### 3.6 Elizabeth Street/Matipo Street Intersection

In response to feedback about parking, the intersection layout has been amended to provide short term parking outside the dairy, and additional carparks outside Wharenui Pool.

The eastern Elizabeth Street approach to Matipo Street has been amended to provide a separate right turn and straight ahead lane.

We received 65 submissions in response to the re-engagement on the revised Elizabeth Street/Matipo Street intersection layout. Of the 65 submissions, 46 supported the revised design and 19 did not support it. Refer to Figure 12 below for a street by street breakdown of submissions.

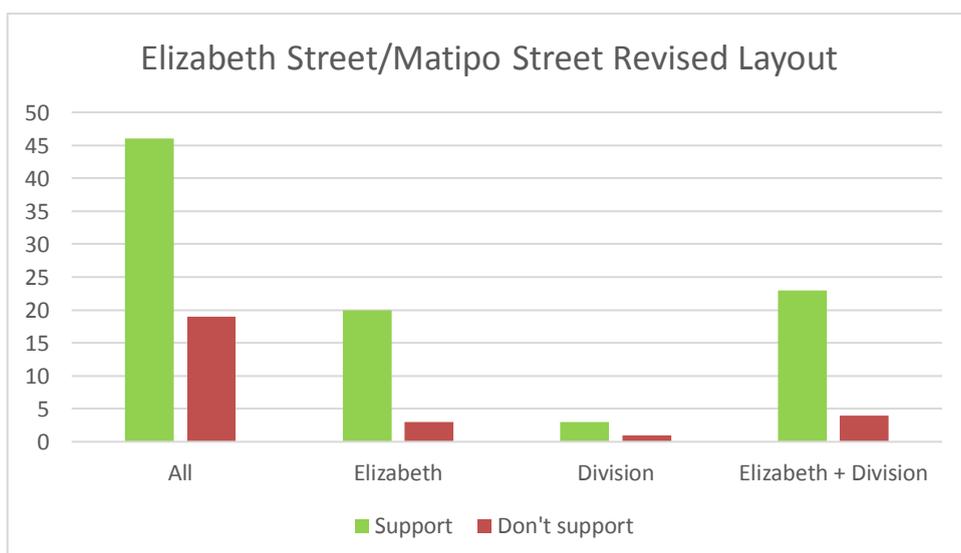


Figure 12: Elizabeth Street/Matipo Street revised layout

### 3.7 Proposed parking restrictions

A number of people were concerned about the high number of workers who park in the area all day. To make more parking available during the day P120 restrictions (8am to 6pm, 7 days a week) were proposed on:

- Elizabeth Street (Matipo Street to Division Street) - north side
- Elizabeth Street (Division Street to Clarence Street) - south side
- Elizabeth Street (Clarence Street to Picton Avenue) - south side
- Division Street (Blenheim Road to Lyndon Street) – west side
- Division Street (Lyndon Street to Elizabeth Street) – east side
- Lyndon Street - south side

Sixty-eight submissions were received in relation to the proposed parking restrictions on Elizabeth Street, Division Street and Lyndon Street. Figure 13 below illustrates the overall support (53%) vs do not support (47%) for the proposed changes as well as providing a street by street breakdown of submissions.

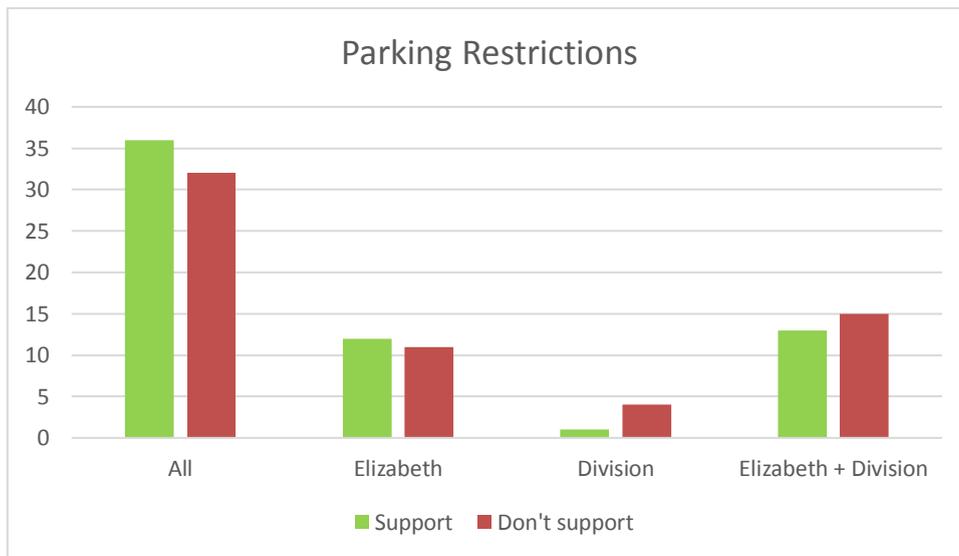


Figure 13: Parking restrictions

### 3.8 Wharenui School, 40km/h school speed zone

A 40km/h speed zone on Matipo Street between Blenheim Road and 57 Matipo Street was proposed to make it safer for school children. The 40km/h speed restriction will only operate for 30 minutes during the morning school drop off and afternoon pick up times. Outside of these times, the existing 50km/h will apply.

As shown in Figure 14 below, 67 submissions were received which noted a preference for the proposed 40km/h speed zone on Matipo Street. Of these submissions, 59 (88%) supported the proposed speed change, and 8 (12%) did not support the speed change.

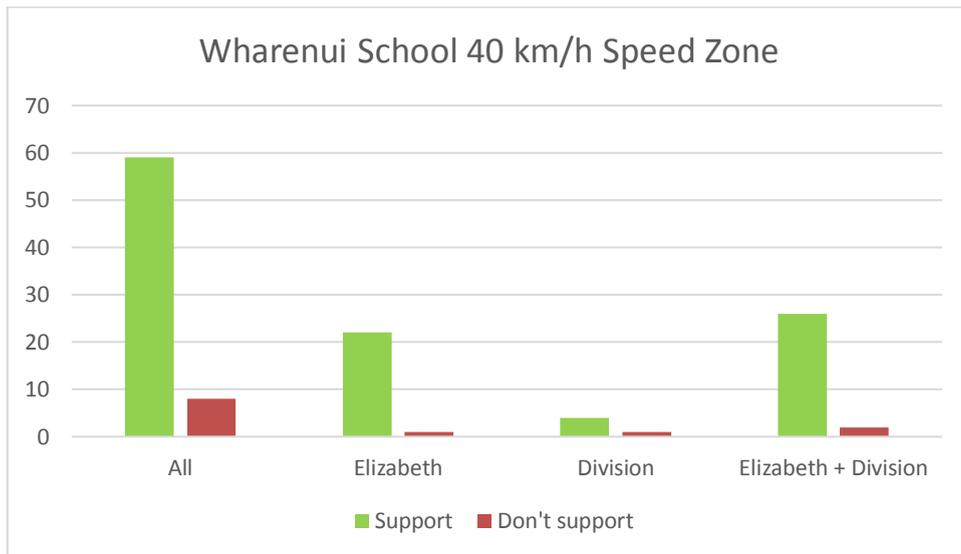


Figure 14: 40 km/h speed zone

## 4.0 KEY STAKEHOLDERS

### 4.1 Community Boards

The South Express Major Cycle Route was presented to the ITE and Waipuna/Halswell-Hornby-Riccarton Community Board on 5 October 2018. This meeting was also an opportunity for elected members to ask any questions prior to consultation.

### 4.2 Ministry of Education

Overall, the Ministry supports the South Express Major Cycle Route given the potential benefits that will accrue from use of the cycle route, provided that the individual concerns of the schools that have been raised are addressed in a satisfactory manner.

The Ministry encourages students, caregivers and staff to come to school by walking, cycling and scooting. The cycle route travels past nine different schools, which assists in facilitating active transport to schools. The cycle route will provide those that are less confident a safer environment to ride, and overall the proposal is envisioned to be of benefit to the schools.

The Ministry notes that Council has undertaken individual consultation with the various schools along the proposed route. Some of these schools have raised issues in respect of the cycle route and it is understood that in some cases the schools have lodged submissions in respect of these matters. The Ministry understands that the Council will continue to work with the schools on resolving these issues and it supports this approach.

### 4.3 Schools

There are nine schools located directly on the cycle route.

As major stakeholders and being directly affected, all schools along the route received a copy of the consultation booklet. Follow-up phone calls and emails were also made to schools to ensure they received the consultation material and to offer them an opportunity to meet with the design team to discuss any concerns.

Submissions were received from Wharenui School, Riccarton High School, St Thomas of Canterbury, St Bernadette's and Hornby Primary School. A summary of each school submission and additional consultation efforts are detailed below.

### ***Wharenui School***

Wharenui School supports the project but had concerns about the loss of parking on Elizabeth Street, the potential for the bus stop to impede the view of motorists exiting the car park, and the possibility of increased traffic volumes on Matipo Street. The school noted that they supported the lights at the Matipo / Elizabeth Street intersection.

A follow-up meeting was held with Wharenui School on 9 May 2019 to discuss the above concerns and to better understand the transport and parking requirements of the school.

The school emphasised that they fully support getting more kids on bikes and noted that the proposed cycleway runs the entire length of their school zone, thus providing a safe route to and from school for many children. Wharenui School also supported the proposed implementation of P120 parking in the area to reduce pressure on car parking spaces.

The school requested a 40 km/hr speed zone outside the school on Matipo Street and the removal of the pedestrian crossing on Matipo Street. The cycleway design has been updated to incorporate these requests.

### ***Our Lady of Victories School and St Thomas of Canterbury School***

St Thomas of Canterbury made a submission noting that they had a number of concerns with the proposed route including the increased demand for parking spaces in the area surrounding the school and congestion issues. The school considers that there is a readily available alternative route that runs from Main South Road, through the vacant Sockburn park site, onto the quiet residential streets of Takaroa Avenue and the Greenhurst Street to connect to Epsom Road. From Epsom Road, the route would follow the currently proposed cycleway route.

A combined meeting with Our Lady of Victories School and St Thomas of Canterbury School was held on Monday 11 February 2019 to discuss the proposed cycleway. Key points from this meeting are as follows:

- Concern with the proposed bus stop on Craven Street, and how much it protrudes into the road carriageway.
- Increased in congestion due to the loss of residential parking spaces.
- Suggestion that the cycle path crossing point on Craven Street should be moved further north beyond the school access way.
- St Thomas noted that they would prefer a formalised controlled crossing rather than the proposed uncontrolled raised platform.

A second meeting with both schools was held on 6 May 2019 to discuss proposed design changes to address parking and access concerns. Our Lady of Victories confirmed that they supported the proposed design changes. St Thomas' school reiterated that they want a formalised crossing to be installed outside the school. The project team has explored this option further and note that a formalised crossing does not meet the NZTA and CCC guidelines for a formalised crossing due to the existing minimal delay to pedestrians.

### ***St Bernadette's School***

St Bernadette's submission noted that they do not support the proposed cycleway due to turning restrictions in and out of the school. It is noted that the proposed design of the cycleway does not restrict access in and out of the school.

A phone meeting was held with St Bernadette's School on 26 February 2019. The school supported the idea of the cycleway but had some concerns as follows:

- Loss of parking along Hei Hei Road
- Conflict of movements at drop-off and pick-up time with parents turning across the driveway.
- Access for pedestrians and cyclists across Hei Hei Road

The design team made amendments to the design of the cycleway adjacent to Hei Hei Road and provided these to the school via email. Changes included the creation of additional carparks along Hei Hei Road, and the addition of a Kea crossing directly outside the school. The school did not provide feedback on the proposed changes.

Amendments to the proposed design along Hei Hei Road are detailed below in Section 8.0.

### ***Hornby Primary School***

Hornby Primary School supports the proposed cycleway but have requested a P3 drop off/pick up zone to be installed on their Waterloo Road frontage to compensate for loss of parking. This request has been included in the design changes and is detailed in Section 8.0.

P3 parking has been added along Waterloo Road at the request of Hornby Primary and Hornby High School.

### ***Middleton Grange School***

The section of cycleway along Suva Street was consulted on as part of the Nor West Arc Cycleway.

## **4.4 Emergency Services**

A meeting was held with a representative from Canterbury Police in October 2016. Discussions focused on high crime areas and the potential mitigations measures to increase safety along the proposed route. These include increased lighting, passive surveillance and vegetation maintenance. Feedback from NZ Police has been incorporated into the design of the South Express Cycleway and a Crime Prevention through Environmental Design (CPTED) assessment has been undertaken.

No submissions were received from the emergency service organisations.

## **4.5 Christchurch District Health Board**

The CDHB provided a submission outlining the following key points:

The Canterbury District Health Board noted that transport and urban design have particular influences on the health and wellbeing of New Zealanders. One obvious health outcome is increased safety for all road and footpath users and reduced crash risk. However, the greatest

health impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world. Therefore the CDHB commends Christchurch City Council in their vision, as quality cycling infrastructure is a significant investment local government can make towards the health and wellbeing of our communities.

The CDHB supported many aspects of the South Express proposal but also made a number of suggestions, including:

- Clear and obvious signage is provided throughout.
- Adequate widths for shared paths.
- Adequate natural surveillance and lighting to maximise personal safety at all times of the day.
- When the two-way cycleway is indicated, that green surfacing treatment is applied to busy entrances/exits and warning signs for vehicles to prompt them to look both ways for cycles.
- On-street parking is not retained at any point immediately adjacent to separated cycleways and is instead provided on the opposite side of the road where possible.

The CDHB also made a number of site specific comments including:

- Supports the use of the pedestrian fence outside of the ABC Learning Centre, as without this measure, there is significant risk of children accidentally running in front of approaching cycles (which will be approaching from both directions).
- Transmission Corridor - Recommends that a non-slip treatment is applied to the wooden bridge proposed across the Papanui Stream to reduce the chance of crashes in wet and frosty conditions.
- Supports removal of all on-street parking to prioritise bus movements down the section of Main South Road.
- Supports the intent of what is trying to be achieved with restricting through traffic on Elizabeth Street via cul-de-sacs and street design changes. This is likely to create a quieter, safer and more walkable neighbourhood, which has many benefits. However the impact on residents on Elizabeth Street who may not be able to walk or cycle should be considered and their views sought on these changes. Alternatives to changing this road layout could be to instead lower the speed to 30km/h and create a shared zone with traffic calming and controlled crossings at Wainui, Division and Clarence streets.

#### **4.6 Kiwi Rail**

KiwiRail noted that they supported in principle the South Express cycleway and their submission is detailed below.

There are some key considerations for KiwiRail from a safety and operational perspective which are assessed during the application process for a proposed cycleway or shared path.

This is to ensure the cycleway design protects the safety of path users, our people and the travelling public and that it does not restrict our current or future rail business operations.

The current proposal for the South Express Major Cycle Route avoids the Main South Line (MSL) rail corridor east of Gilberthorpes Road (at about 20.5km MSL) and this is supported. Much of the land within the railway corridor is constrained through this leg, with many buildings along the KiwiRail boundary and busy linkages between industrial facilities and the rail line with driveways and rail sidings.

Middleton Yard is located between Matipo Street and Annex Road. It is one of KiwiRail's largest marshalling yards and is the major distribution hub for Christchurch. More than 7,000 trains arrive, depart or pass through it each year, plus many other shunting movements. The yard currently handles more than 180,000 train wagon loads.

In recent years, KiwiRail has installed new or improved sidings to connect to major customers in the Sockburn area. If a cycle route were planned to cross these sidings, a significant public safety issue would arise. KiwiRail expects that shunting train movements to and from these sidings will continue to increase as the domestic rail market between the North and South Islands grows. KiwiRail also needs to preserve the option of providing future connections to potential customers in the Hornby-Sockburn area.

We are in active discussions with you about the South Express Major Cycle Route being positioned along the edge of the Main South Line rail corridor in some locations between Globe Bay Drive/Jones Road (25km MSL) and Gilberthorpes Road (20.5km MSL). We expect the cycleway here to be feasible with some details about level crossing upgrades, separation from the tracks and protection of infrastructure still being worked through.

The project team will continue to engage with KiwiRail as the project progresses into detailed design and construction.

#### **4.7 Local Authorities**

##### ***Environment Canterbury (Public Transport Team)***

Supports the proposal but outlined a number of concerns relating to bus stops and bus routes. In particular ECan noted:

- Re-positioning of the bus stop on Main South Road near Curletts Road. This will bring it very close to the Church Corner bus stop, decreasing the catchment potential and causing the bus to stop and start within a short distance.
- The location of bus stop on Hei Hei Road near Buchanans Road next to a shared path allows no separation between pedestrian, cycle and bus traffic. This in-lane bus stop has no standard MCR markings.
- Main South Road is used by the Yellow Line, 130 and 100 routes. The Yellow Line is a high frequency route operating every 10-15 minutes Monday to Saturday and 30 minutes on Sundays. The 130 and 100 routes run at 10-15-minute peak frequency, half-hourly frequency off-peak, and hourly frequency on Sundays. These services carry a range of passengers including peak commuter traffic and children to local schools.

- Use of Main South Road for a cycleway. Main South Road is a core public transport corridor. The use of the same roads for major bus routes and cycleways leads to compromises that means the needs of the users of both modes are compromised. We acknowledge that the road structure in this area means that there are few alternatives, but we implore the City Council to consider all alternative options to avoid this outcome if possible.

Design of all bus stops will be in accordance with CCC and ECan agreed guidelines for MCR's and the project team will continue to refine bus stop design during the detailed design process.

### ***Selwyn District Council (SDC)***

A meeting was held with the Asset Manager - Transportation from Selwyn District Council on 30 January 2019.

SDC supports the proposed cycleway and made the following recommendations:

- Coordinate the extension of the South Express Cycleway along Jones Rd to link to SDC's Rolleston cycleway as current plans show the South Express cycleway ending at Globe Bay Drive leaving a gap of approximately 700 metres. This suggestion was also recommended by 12 individual submissions.
- Include a pathway at the Kirk/Railway Terrace/Main South Road intersection to the Main South Road to line up with Trents Road.
- Provide a safe pedestrian/cycle crossing point over Main South Road to Trents Road from Kirk Road to link to the Selwyn section from Prebbleton. Safety improvements to Kirk Road intersection was also recommended by 19 submitters.

### **4.8 Blind Foundation**

Supported the proposal but had some concerns regarding the technical aspects of the project such as shared path width, tactile ground surface indicators, crossing design and kerb height, use of bollards. These details will be confirmed during detailed design during which time a meeting will be held with the Blind Foundation to further understand their concerns and requirements.

### **4.9 Spoke**

A meeting was held with Spokes on 19 March 2019 to discuss the route selection process, facility type selection and impacts. Spokes supported the proposed design but noted that they would like to see more opportunities to easily access or leave the cycleway so it's more efficient for experienced users.

Spokes made a submission in support of the cycleway and noted that the proposed route has the potential to be an enormous asset for those who live on or near it as well as cycling overall. Council is to be congratulated for giving people who live in Templeton and Rolleston and all those in between the option to cycle to Christchurch. Spokes also made a number site specific recommendations which have been taken into account in the final design.

### **4.10 Generation Zero**

Generation Zero strongly supports the proposed South Express Cycleway and noted that while the proposed route will change the way that cars can drive and park in the area of the cycle path, they believe that a vibrant, liveable, carbon-neutral city relies on having accessible

and safe cycleways. The proposed changes will make the lives of existing cyclists easier and safer, and hopefully encourage others to bike more. Thus, the road changes are a necessary sacrifice in the bigger picture. Generation Zero made specific comments on the following topics:

- **Cul-de-sacs:** The formation of cul-de-sacs will change the routes typically driven by cars, and it is hoped that the positive effects for cyclists and pedestrians will outweigh those who drive personal vehicles. While some cars will have to find new routes, the types of traffic most affected will be through traffic and rat runners. Cyclists will be positively affected; it will make their trip safer, nicer and more efficient. Residents living there will also have much nicer amenity with less traffic, cleaner air, and safer streets.
- **Parking:** The removal of on-street parking for cars is necessary to build the South Express, and will help form a safer route for cyclists and pedestrians. The council has absolutely no obligation to provide on street parking, especially for residential properties.
- **Trees:** The removal of trees appears to be unavoidable in building the cycleways, but they should be replaced in better locations as soon as possible, as suggested in the proposal.
- **Safety and Schools:** The use of raised platforms and reduced speeds on shared roads help to make neighbourhoods quieter for those living there and safer for cyclists. The use of road markings to help drivers and cyclists know where to go is essential, especially while regular commuters get used to the changes.
- **Pedestrians:** The proposed plans make it easier for pedestrians to cross the intersections such as Clarence/Elizabeth Streets, by having dedicated traffic light crossings. This will make it safer for pedestrians.
- **Lime Scooters:** Lime scooters are becoming an important part of Christchurch's transport system and can be used on cycle paths that are separated from the road, such as much of the South Express. The proposed plans will therefore be appealing to Lime users who wish to safely, quickly, and efficiently get from A to B without driving a car.

#### 4.11 Resident Associations

Submissions were received from Greater Hornby Residents Association, St Albans Residents Association and Templeton Residents Association. St Albans Residents Association supported the proposed cycleway while the remaining Associations supported with concerns.

- **Central Riccarton Residents Association** did not provide a written submission but a meeting was held with this association on 4 February 2019. There was a mix of reactions to the proposed cycleway with some members noting that they fully supported the cycleway and others noting that they did not support the design.
- **Greater Hornby Residents Association (GHRA)** noted their preference for the cycleway to go directly down the rail corridor. They also raised concerns associated with the proposed changes to the Parker Street / Waterloo Road / Gilberthorpes Road intersection. GHRA also suggested an alternative route utilising Carmen Road and noted that their concerns are for:
  - Residents - safe manoeuvring in and out of properties

- School children - safe access to education facilities on Hei Hei Road
  - 126 Hei Hei Road community facility - the ability to safely carry out their services
  - Heavy vehicle safety
  - Motorists - narrowing of roads
  - Cyclists safety
  - Rubbish collection changes
- **Templeton Residents Association** requested improvements to increase the safety of Kirk Road intersection, fencing along the rail corridor and the cycleway connect with the proposed Rolleston cycleway as at present, plans show a 700m gap.
  - **Deans Ave Precinct Society:** A meeting was held with Deans Ave Precinct Society in January 2019. The society had no concerns with the proposed South Express Cycleway.

#### 4.12 Community Groups

- **Riccarton Community Church:** Riccarton Community Church does not support the project. The church is concerned about the loss of on-street parking and restricted access to Elizabeth Street as a result of changes proposed to the Elizabeth Street / Division Street intersection. The church suggested Peverel Street as an alternative route.

The following meetings have been held with Riccarton Community Church:

- **5 February 2019:** The church raised their concern that the Division Street diversion would sever access to the church from the surrounding area. They were also concerned about the impacts the parking removal will have on programmes and ongoing viability of the church.

Concerns about the impact on adjacent arterial streets as a result of the planned signals were also discussed. It was suggested that Peverel Street would be a better option as there are no businesses, churches or schools located on this street.

- **17 April 2019:** The project team presented the preferred alternative intersection layout (the intersection of Elizabeth Street with Division Street is reconfigured to maintain vehicle access along Elizabeth Street, and in both directions to and from the south side of Division Street) for the Elizabeth Street / Division Street intersection as well as multiple options that were considered during the planning stages. The pros and cons of the cycleway location on Elizabeth Street vs Peverel Street was also discussed.
- **14 May 2019:** The alternative Elizabeth Street option (access restrictions at the intersection of Division Street and Clarence Street) was presented to the church along with the revised Division Street and Clarence Street intersection layout. Proposed Riccarton P120 parking time restrictions to support concerns related to loss of parking and the remaining parking being parked out all day were discussed, and a new 40km/h school zone on Matipo Street for Wharenui School were tabled.

The church noted that Peverel Street is still their preferred option however, if the route remains on Elizabeth Street, the alternative layout is preferred by the

majority of the church. The church noted that the alternative scheme was preferred due to vehicle links between the church and Wharenui School and Wharenui Pool.

The church requested additional P120's on the north side of Elizabeth Street. The project team committed to reviewing the P120 parking however noted that resident parking demand still needs to be considered.

- **Oak Development Trust:** The Trust supports the City Council's desire to provide safer cycling facilities in Christchurch, and agrees that the proposed South Express cycleway will become a major part of the plan for the western side of the city. However, the Trust also considers that in the case of the Riccarton section of the cycleway, planned disturbances to the traffic flow, particularly along Elizabeth Street, will be a severe disruption to residents and businesses on the route.

The Trust also considered that the route deviations in Riccarton will discourage cyclists from using the cycleway, and they will seek alternate routes that will likely cause them to continue using dangerous roads.

- **Anglican Care Community Development - a division of Anglican Care, the social service arm of the Anglican Church in Canterbury-Westland:** Supports the project but had some concerns regarding loss of parking outside 126 Hei Hei Road. The relocation of bus stops on Hei Hei Road has allowed for seven additional parking spaces outside 126 Hei Hei Road. This is detailed further in Section 2.7 and 7.5.
- **Riccarton Community Development Network Trust:** Supports the project but has concerns with the Waterloo Road / Gilberthorpes Road intersection and the design of the cycleway along Elizabeth Street.
- **St Peters Church Upper Riccarton and St Luke's Yaldhurst:** Supports the proposed cycleway but have some concerns regard parking for the church especially at the time of a funeral or other major event. It was suggested that parking along Main South Road on the north side between Curletts and Riccarton Road be restricted to 120 mins between 9-5pm. This would enable major events and still provide residents with evening parking.
- **Hei Hei Broomfield Community Development Trust:** The Hei Hei Broomfield Community Development Trust do not support the proposed cycleway.

Concerns included loss of parking along Hei Hei Road and safety concerns for pedestrians, cars, trucks and buses as a result of the narrowing of Hei Hei Road. The trust also noted that that School drop offs / pick-ups for people using the two play centres, St Bernadette's Church and "126 on the corner" would all need to cross the road which will result in people becoming less safe

The trust also noted that there is a large number of elderly that either live in Hei Hei Rd or who come to one or more of the six organisations. Many of these have walking difficulties and use sticks, frames etc. This also includes those with disabilities and some arrive in wheelchair vans.

Following a presentation at a community lunch on Friday 22 February, a follow-up meeting was held with the Trust on 28 February 2019. At this meeting the Trust reiterated their concern with the loss of parking outside their facility at 126 Hei Hei Road. In response, the project team committed to exploring alternative designs which would retain parking.

A second meeting was held with the Trust in March 2019. During this meeting, the project team tabled sketches of an alternative layout for Hei Hei Road which involved the relocation of several bus stops to retain parking. The Trust agreed that the layout was an improvement and in general were happy with the alternative option.

Overall, the Trust noted they understood and generally agreed with the principle behind the cycleway, however were doubtful that Hei Hei Road is the right place for the facility. The Trust didn't believe there was significant demand for a cycleway and that the facility was unlikely to attract local cyclists. The Trust noted a preference for the cycleway to continue along Waterloo Road to Carmen Road.

- **St Bernadettes's Catholic Parish:** Support the project but noted their concern regarding the loss of parking.

The design team made amendments to the design of the cycleway adjacent to Hei Hei Road and provided these to the school via email. Changes included the retention of carparks along Hei Hei Road, and the addition of a Kea crossing directly outside the school to improve safety for the students of the school.

- **La Vida Trust, La Vida Youth Trust and Life Church:** Support the proposed cycleway but had concerns regarding the reduction of parking on both Ballantyne Avenue and Suva Street. A follow-up meeting was held with La Vida Trust on 10 May 2019 to present an alternative option for parking along Ballantyne Avenue. This included the removal of two raised platforms and the introduction of P120 parking along the east side of Ballantyne Avenue between 6pm – 8am, Monday - Friday. La Vida Trust indicated that they were in agreement with the proposed design changes.

#### 4.13 Affected Businesses

- **Macpac (corner of Blenheim Road and Mandeville Street):** A meeting was held with the property owner of Macpac in February 2019. A small section of this property will need to be purchased for path widening if the cycleway project proceeds. Property owners did not have any concerns with the proposal subject to going through an evaluation process. The property owners advised that there were significant underground services under the property lot.
- **Hamilton Motors and Matipo Street Food Market:** Supported the cycleway but had concerns with the removal of parking spaces outside these businesses.

An initial meeting to better understand their concerns was held in February 2019. A follow-up meeting was held in May 2019 to present proposed design changes which included the retention of four on-street parking spaces near Hamilton Motors (two on south side of Elizabeth Street and two on the north side).

- **Wharenui Swim Club:** Does not support the proposed cycleway due to concerns about the impact of the loss of parking on Elizabeth Street.

An initial meeting to better understand the clubs concerns was held in February 2019. A follow-up meeting was held in May 2019 to present the alternative Elizabeth Street design and to confirm that no parking / access changes within the pool grounds are proposed.

- **Islington Fish and Chip shop (Waterloo Road):** Does not support the proposed cycleway due to the impact of the loss of car parking along Waterloo Road.
- **LX Joinery (39 Buchanans Road)** Supports the cycleway but is concerned about the addition of another set of lights for a cycle way crossing over Carmen Road close to the existing lights at Buchanan's Road.

The submitter also disagreed with the cycleway going down the city side of Hei Hei Road and noted that there are four roads that the cycle lane would have to cross plus various private lanes a pre-school and two schools. It was noted that If the cycle lane was to be moved to the west side of Hei Hei Rd, It would allow for a drop off zone on the correct side of the road, and as both Schools on Hei Hei Road have patrolled crossings, this would be where cycles can cross safely.

- **Canterbury Jockey Club (Riccarton Racecourse):** Support the proposed cycleway but had concerns regarding safety and security to their premises along the transmission line. The club requested a fence be erected on the boundary between the Racecourse and the cycleway.
- **Auto Pro (Waterloo Road):** Support the proposal but had concerns with closing Moffett Street at Gilberthorpes Road as this accessway is a "safety valve" for built up traffic on Waterloo Road. They also noted concern for increased traffic short cutting across the business forecourt and the danger of getting bowled over by a vehicle.

## 5.0 RESPONSES TO COMMON CONCERNS

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

### 5.1 Loss of Residential Parking

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

We received seven submissions that noted that parking removal was essential to achieve a safe and user-friendly cycleway. These submitters said that the design of the cycleway should not be compromised due to the desire to retain residential parking.

Further review of the scheme by the project team has added additional parking spaces as follows:

Sheet Number	Parks added	Parks Removed	Description of Changes
3	8		Keeping the shared path on the southern side of Waterloo Road means that the crossing over Waterloo Road and the shared path on the northern side are removed. This change results in two parking spaces on the eastern side of Waterloo Road and six parking spaces on the northern side of Waterloo Road being retained
18	3		The proposed refuge island outside the access to Kyle Park has been removed and the existing refuge island to the west of Taurima Street will remain. This creates easier vehicle access into Kyle Park, and retains two additional parking spaces on the northern side and one on the southern side of Waterloo Road.
20	13		The refuge island outside St Bernadette's School has been removed and replaced with kerb buildouts and a "kea" school crossing. This adds six parking spaces on the western side of Hei Hei Road. Seven parking spaces are added on the eastern side of Hei Hei Road adjacent to the St Bernadette's School playing field.
21		1	The extent of no stopping on the southern side of Aurora Street has been extended to the driveway of No. 1 Aurora Street to improve the intersection for buses and other large vehicles.
22	7	5	<p>The bus stops on Hei Hei have been shifted onto Buchanans Road. This creates two parking spaces on the western side of Hei Hei Road and three on the eastern side adjacent to No. 126.</p> <p>The kerb buildout on Buchanans Road has been modified to create two parking spaces outside No. 171 Buchanans Road. This does result in the loss of five parking spaces further down Buchanans Road.</p>
23	3		The bus stops adjacent to and opposite Vanguard Drive have been removed following the relocation of the Hei Hei Road bus stops to Buchanans Road, approximately 120 metres away.

Sheet Number	Parks added	Parks Removed	Description of Changes
34			The amount of on-street parking on the eastern side of Craven Street has been reduced to ensure good visibility at driveways with the cycleway being on that side of the road, however the amount of parking on the western side is increased. This effectively makes this alternative design neutral for parking along the street.
35	1		The kerb buildouts around Colman Avenue have been extended. This allows an additional parking space to be provided outside No. 82 Main South Road.
39-40	14		<p>Parking is now permitted on most of the eastern side of Ballantyne Avenue south of Haynes Avenue overnight (6pm-8am) and on weekends, retaining 14 parking spaces during these times.</p> <p>The raised platform north of Haynes Avenue has been removed. This creates two additional parking spaces.</p> <p>The raised platform south of Owens Terrace has been removed. This creates two additional parking spaces.</p>
45		9	The original design resulted in the loss of approximately 12 of the 37 existing on-street parking spaces on Lochee Road, between Golden Elm Lane and Wharenui Road. To avoid removing any trees along Lochee Road, the revised design results in the removal of 21 of the 37 existing on-street parking spaces.
46	2		The no stopping lines outside 58 Wharenui Road are removed, creating two parking spaces.
47	1		One additional parking space has been added on Peverel Street to the east of Tika Street.
49	1		A parking space has been created outside No. 110 Elizabeth Street.
50	4		<p>The traffic lanes on Elizabeth Street have been altered to allow additional parking to be provided on both sides of Elizabeth Street.</p> <p>Two parking spaces created on the northern side, outside the Matipo Street Food Market and Hamilton Motors, are P10 spaces; designated for 10-minute parking.</p>

Sheet Number	Parks added	Parks Removed	Description of Changes
50 <i>contd</i>			Two parking spaces have been created on the southern side of Elizabeth Street, next to Wharenui Pool.
51	1		An additional parking space has been created on the southern side of Elizabeth Street, opposite the Division Street Dairy. This is designated as a P10 space.
<b>Total</b>	<b>58</b>	<b>15</b>	

Figure 15: Post consultation parking changes

## 5.2 Lighting

Lighting was raised as a general concern in the reserves and the alleyway between Main South Road and Ballantyne Ave. All lighting along the route (including street lighting) will be upgraded and light spill onto neighbouring properties will comply with the District Plan.

## 5.3 Not value for money/higher priorities

Some submitters were concerned money was not being prioritised to the eastern suburbs for repairs of post-quake damage. The submitters were seeking repairs to potholed roads, damaged footpaths and stormwater drainage. Funding for the South Express MCR has been confirmed through Council's Long-Term Plan funding process, which included public consultation in 2018.

## 5.4 Suggesting other routes

At the public drop-in sessions, Council encouraged submitters to provide details of what they like and do not like to abut the schemes to assist Council analysis of their feedback. An outcome of this was suggestions of other routes for various reasons including more direct for riders, potentially lower construction cost, less on-street parking impacts and making use of existing facilities. Selection of the consulted route was identified through the Council approved Multi Criteria Analysis (MCA) process as part of the South Express Route Selection. Based on the public submissions, the route assessment was reviewed for targeted areas and resulted in one viable alternative along Taggart Place. The key alternative routes are presented below.

### Carmen Road

An alternative route to Hei Hei Road was suggested that utilised Waterloo Road and the existing off-road shared path along Carmen Road. Carmen Road is not feasible without land acquisition from multiple residential properties to provide a safe facility and approval from NZTA, who have indicated they don't support this route due to the impacts on the Buchanans Road intersection. A review confirmed Hei Hei Road as the preferred route.

### Lochee Road

The alternative route continues the shared path through Middleton Park, around the playing fields, and over private property near the New Zealand Institute of Sport (to be acquired or leased) linking onto Wharenui Road. This route has social safety concerns through the extended length within Middleton Park, is less direct, and has land acquisition / leasing complications. A review confirmed Lochee Road as the preferred route.

### **Taggart Place**

Taggart Place and an adjacent reserve was suggested as an alternative to part of Epsom Road and Middlepark Road. The alternative route retains additional on-street parking and utilises a park area, however is less coherent for riders, has minor social safety concerns in the park and requires consenting. Whilst the Taggart Place route would be a viable option, it still has impacts on the residents of the route. Design changes that address some of the key concerns of the original route have been made.

A route that by-passes Epsom Road and Taggart Place by utilising the waterway corridor and the reserve at the end of Taggart Place was also suggested by some residents of Epsom Road and Taggart Place. This route was reviewed, however it is not considered a viable option as acquisition of private property would be required in order to make space to construct a path.

### **Waterloo Road**

Waterloo Road, from Carmen Road to Racecourse, was suggested as a more direct route than the 'dog leg' power transmission corridor. This is correct, however safety concerns related to the industrial activity with a high volume of truck movements (such as at Firth Concrete) cannot be satisfactorily mitigated for the target user group. The power transmission corridor, while longer, caters for a greater residential area and is safer.

### **Railway Corridor**

Utilisation of the railway corridor was suggested as an alternative to use of road and park areas. The corridors were evaluated during the route selection stage and identified as not feasible due to a combination of railway sidings, limited corridor width resulting with insufficient clearance to railway tracks, and the protracted consultation and agreements required. KiwiRail have confirmed they do not support paths parallel to the railway in this location.

### **Peveler Street**

A route along Peveler Street was suggested as an alternative to Elizabeth Street as it passes fewer businesses and community organisations such as the church, school and swimming pool. Whilst a route along Peveler Street would avoid these premises, a part of the goal of the MCR is to connect community facilities such as these. A route along Peveler Street would be longer (less direct) and less safe for cycling due to higher future traffic volumes and more intersections. Design changes have been made along Elizabeth Street, adding in five parking spaces in key locations.

## **5.5 Road access impacts/Network capacity**

Introduction of new traffic signal-controlled intersections and mid-block crossings will require traffic to stop more frequently. This perceived reduction in capacity concerned some submitters. The required intersection and mid-block crossing control type is guided by the Council MCR design guides, which correctly considers traffic volumes. The MCR crosses a number of high-volume north-south roads, where traffic signals are the only viable option to cater for the current and projected future pedestrians and cyclists. All signalised intersections will be monitored via the Christchurch Transport Operations Centre and coordinated with adjacent signals as appropriate. At a network level, there is sufficient capacity to cater for the new and upgraded intersections and vehicle traffic rerouting associated with turn restrictions or cul-de-sac implementation.

## **5.6 Neighbourhood greenways**

Some submitters suggested the use of neighbourhood greenways along parts of the route, including Lochee Road and Elizabeth Street, usually in order to reduce the impact to on-street parking and vegetation. A neighbourhood greenway is a road with low vehicle speeds and volumes, where people cycling share the roadway with motor traffic. These were considered, however in both cases traffic volumes (current and expected in the future) are considered too high on both of these streets for non-confident cyclists, especially when considering the peaks associated with schools and sporting facilities. To reduce traffic volumes to levels suitable for neighbourhood greenway treatments would require heavier turning restrictions and road closures than those already proposed on this project, and would still result in the removal of some on-street parking to fit traffic-calming features.

## **5.7 Crossing locations**

Some submitters raised concerns around the location of the cycleway crossing points at certain locations. The crossings over Kirk Road and Lochee Road have been amended.

Two other crossings that were commented on by several submitters included:

### **Waterloo Road, near the roundabout**

Shifting the crossing further west was investigated, however to shift the crossing to a point where a refuge island could be provided would require private property to be purchased to make a connection to the crossing point.

### **Epsom Road**

Concerns around the location of the crossing near Ashted Lane were raised by some submitters, with suggestions given of locating the crossing closer to the corner where the path emerges from the Paparua Stream Reserve, or at Middlepark Road. These locations were reinvestigated following consultation, however neither were found to be viable options. A crossing near the corner wouldn't achieve good visibility for drivers approaching the traffic signals, and the location of driveways doesn't leave adequate space to fit the crossing and associated traffic signal poles. A crossing closer to Middlepark Road would be less safe for people cycling as the cycleway would cross the busy entrance to the business park. Changes made to the design along Epsom Road will make it easier for people living in Ashted Lane to get in and out of their access.

## **5.8 Safety**

Safety, and the perception of safety, is paramount to the successful implementation, new rider uptake and operation of MCRs. Safety of all users is evaluated during route selection, option development and all stages of design through to the ongoing maintenance and operation. Key themes of safety concern are presented below:

### **Pedestrians, mobility impaired, elderly, young**

Some locations require the use of shared paths due to limited space within the road reserve. This usually occurs at intersections where the provision of additional vehicle turning lanes is required. The use of these paths has been minimised within road corridors. The provision for mobility and visually impaired will be in accordance with NZ and Council standards.

## **Access**

Vehicle access points across the MCR are a key point of conflict within an urban environment. All accessways will be marked in accordance with Council guidelines to raise awareness of both path users and drivers to each other.

### **Heavy commercial vehicles** (trucks, buses, rubbish collection etc)

Interaction between riders and HCVs was raised as a concern, as well as movement of HCVs along narrower roads. Interaction between users has been minimised as far as practicable via separated facilities and clear priorities at intersections. The proposed road widths cater for the expected volume of HCV on various roads with intersections designed depending on the roads hierarchy and in accordance with Council guidelines. The conflict at accessways is managed via markings and signage.

## **Intersections**

The design of intersection is in accordance with the Council MCR design guide and best practice. This provides guidance on the intersection form, be it priority control, roundabout or signals based on traffic volumes and safety. Vehicle tracking movements are reviewed, and non-motorised users catered for.

## **5.9 School Impacts**

Submissions were received concerned with the current high level of student and vehicle activity outside schools during drop-off and pick-up times. Concerns were raised with loss of on-street parking for 'kiss and drop' and interaction between people riding and pedestrians, scooter users. Parking provisions have been discussed with the affected schools and time restricted parking provided to enable 'kiss and drop'. The level of interaction with riders is higher at peak times, however is likely to include a number of school students riding and does not coincide with the evening peak commuter volumes.

## **6.0 DESIGN CHANGES**

As a result of community feedback and further technical advice, the project team has reviewed the scheme and has recommended 75 design changes.

These changes are described In Appendix C and shown on updated plans in Appendix A.

## **7.0 INFORMATION FOR SUBMITTERS**

Prior to the Infrastructure, Transport and Environment Committee meeting, all submitters will be sent a letter with details of the meeting. The letter also includes a link to meeting agenda, submissions, consultation report and the proposed plans for approval.