

## Nor'west Arc Cycleway section 3 - analysis of submissions

### Overview

Between 14 September and 12 October 2021, we received 424 submissions on the Nor'west Arc Cycleway section 3. Submitters were able to select a preferred option for Ilam Road, a preferred option for Aorangi Road and provide comments.

Of the 424 submissions received:

- 371 selected a preferred option or options.
- 306 made comments on the proposal.

### Submitter profile

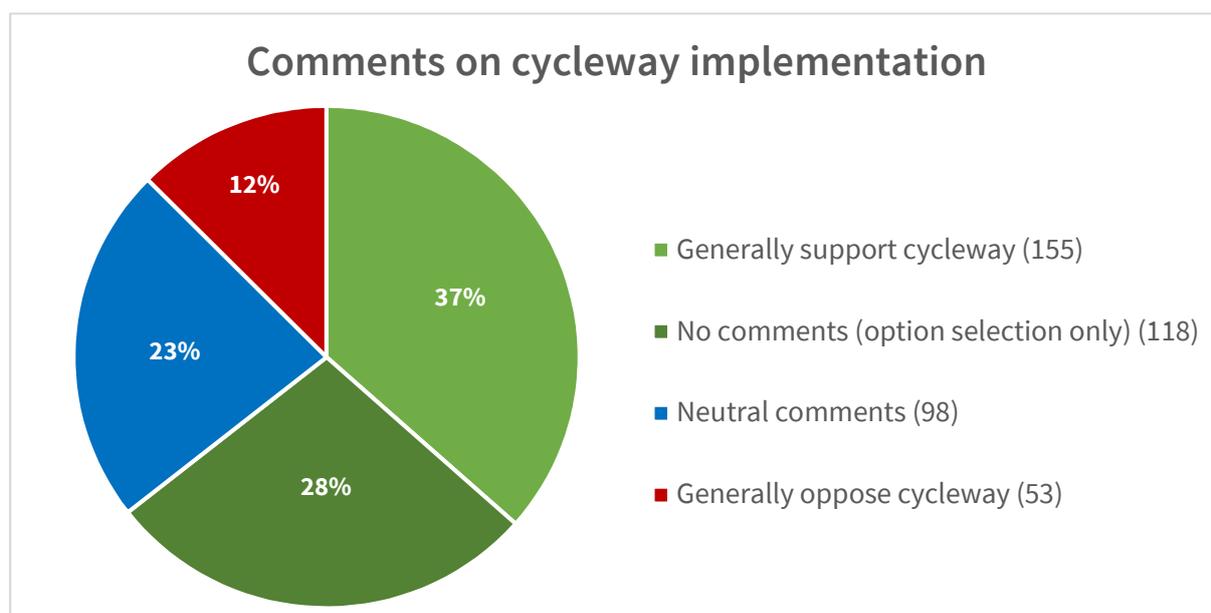
We received submissions from 18 relevant organisations including those related to schools (3), churches (3) medical establishments (4) and businesses (3) along the route. We also received submissions from the three affected Community Boards, Ilam and Upper Riccarton Residents Association and the cycling advocacy group, Spokes.

All but three individual submissions were from Christchurch residents. Of those:

- 75 live on Ilam Road and side roads without alternative access
- 7 live on Aorangi Road between Ilam and Brookside Terrace
- 55 live on the remainder of the route and side roads without alternative access
- 104 live in local suburbs (Upper Riccarton, Ilam, Burnside, Bryndwr, Papanui)
- 159 live elsewhere in Christchurch

### Feedback on cycleway implementation

We analysed comments to establish sentiment about the cycleway. The majority of submitters expressed support for this cycleway or cycleways in general. Common reasons include cyclist safety, emissions reduction and improved route options. Only 12% of all submitters are opposed to the construction of the cycleway. Those that provided neutral comments gave general feedback to consider for option selection / detailed design.



Concerns<sup>1</sup> raised about the implementation of the cycleway are shown in the table below.

| Design concern                       | Oppose | Support | Neutral | Total     |
|--------------------------------------|--------|---------|---------|-----------|
| Loss of parking                      | 23     | 4       | 11      | <b>38</b> |
| Parking prioritised over safety      | -      | 13      | 1       | <b>14</b> |
| Narrowed road                        | 8      | 1       | 4       | <b>13</b> |
| Obstructed driver sightlines         | 5      | 4       | 3       | <b>12</b> |
| Cyclists giving way at intersections | -      | 4       | -       | <b>4</b>  |

We also received more general feedback about why the cycleways are not needed including the lack of cyclists currently to justify the cycleway (12) and on-road painted cycle lanes are sufficient to provide for cyclists (9). Five submitters suggested an alternative route.

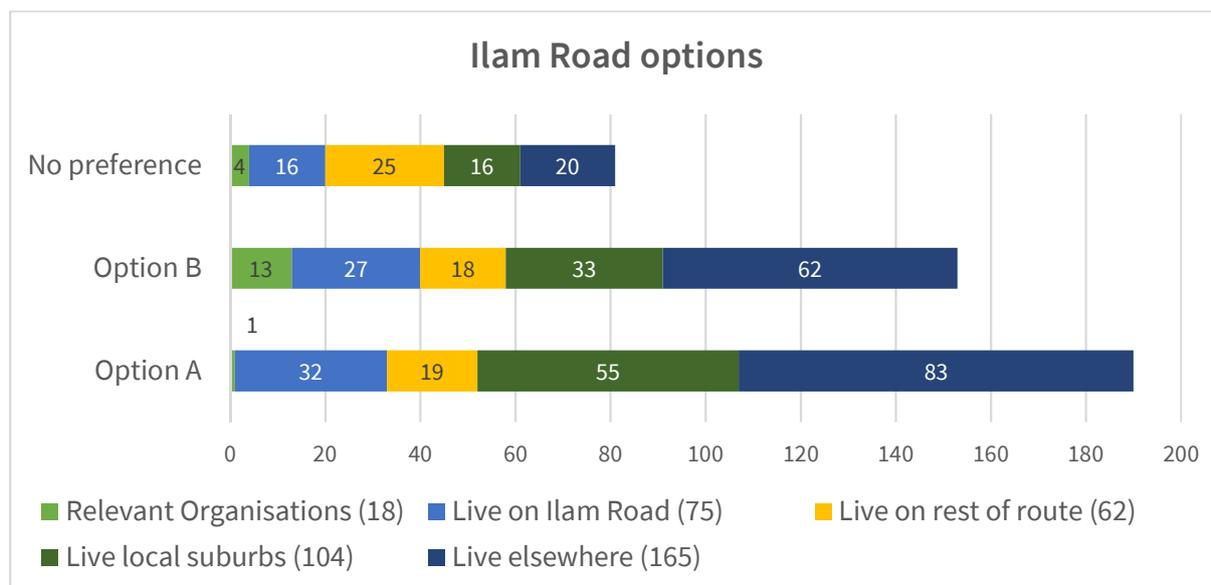
### Feedback on Ilam Road

We consulted on two options for Ilam Road - a one-way cycleway on each side of the road (option A) and a two-way cycleway on the west side of the road (option B). Of the 424 submissions received, 343 selected a preferred option.

- 190 preferred option A (55%)
- 153 preferred option B (45%)

Some submitters who did not select a preference for Ilam Road made comments that if they had to choose, option A (2) or option B (3) was better.

A breakdown of where people live shows that option B is most preferred for relevant organisations and those living along the route. Option A becomes the most preferred option when considering the views of those who live in the local suburbs and further afield.



Reasons for supporting option A include:

- Safer (32)
- Consistent with the rest of Ilam Road / more intuitive / better connections (16)

<sup>1</sup> Only comments made by three or more submitters are included in this analysis. Please refer to full submissions for more detail.

Three people asked for the option A one-way cycleways to be made wider to increase safety and opportunities for passing.

Reasons for supporting option B include:

- Maintains on-road car parking (25)
- Safer (12)
- Wider path (8)
- Better use of road width (4)
- Landscaping (4)

We also received more general feedback about Ilam Road including existing and potential increases in traffic congestion (8) and concern about sightlines (7). Three submitters asked for an extension of the current time-limited parking on Ilam Road.

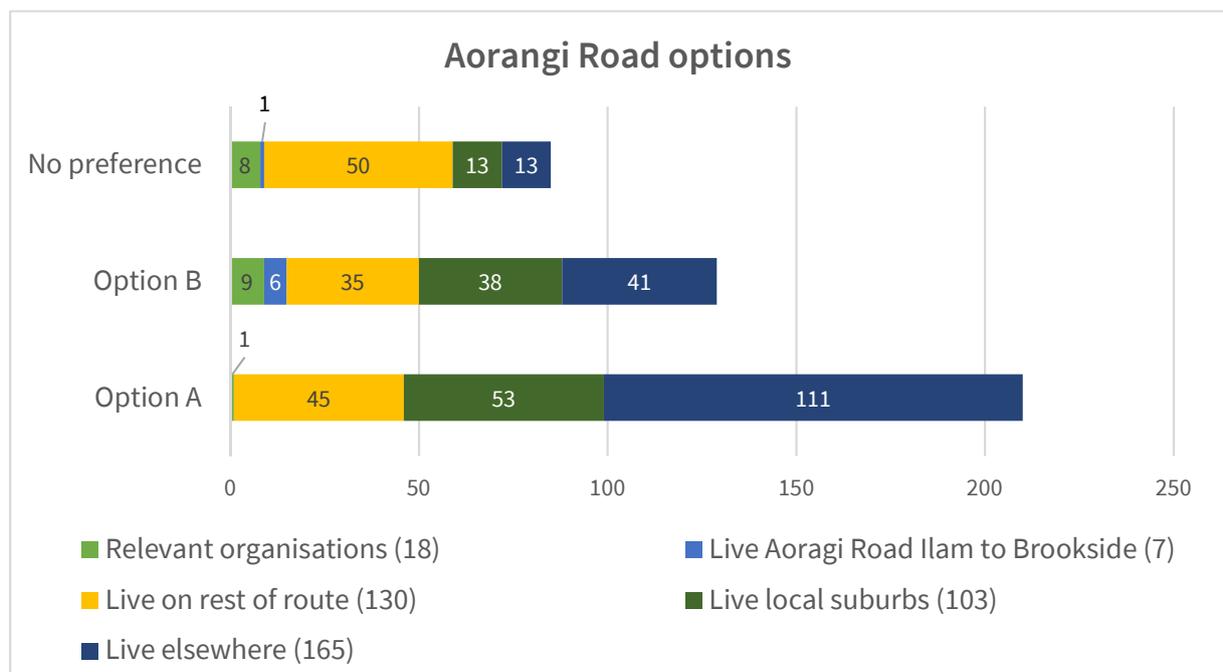
### Feedback on Aorangi Road (Ilam to Brookside)

We consulted on two options for Aorangi Road from the intersection of Ilam Road to the intersection of Brookside Terrace - a two-way cycleway on the west side of the road (option A), or a shared path on the west side of the road (option B). Of the 424 submissions received, 339 selected a preferred option:

- 210 preferred option A (62%)
- 129 preferred option B (38%)

One submitter who did not select a preference for Aorangi Road made comments that if they had to choose, option B was better.

A breakdown of where people live shows that option B is most preferred for relevant organisations and those living along this section of the route. Option A becomes the most preferred option when considering the views of those who live elsewhere on the route and further afield.



Reasons for supporting option A include:

- Safer (40)
- Poor user behaviour on shared paths (14)
- Consistent with the rest of Aorangi Road (10)

- Cyclist priority at intersections (3)
- No tree loss (3)

Reasons for supporting option B include:

- Maintains on-road car parking (30)
- Safer (5)
- Removes trees (3)

Nine submitters, a mix of those who selected option A and B, were worried about the proximity of the option B shared path to driveways.

Some submitters suggested alternative options for Aorangi Road, including making the cycleway:

- One-way on each side of the road (7)
- A shared path for the entire length of Aorangi Road (6)

We also received more general feedback about Aorangi Road. Seven submitters felt that more work was needed on the cycleway design in front of The Village Church, seeing both challenges and opportunities at this high-use location. A further three are specifically concerned about the intersection of Ilam and Aorangi Road due to poor driver behaviour.

Trees are frequently mentioned for Aorangi Road. Four submitters ask that the Silver Birch trees are removed for both options, while another four are worried about the tree loss (further to those mentioned under option selection). Four submitters asked for the trees to be replaced with native species and three submitters requested that the trees are not replaced at all.

The removal of deep-dish gutters as part of the cycleway design was supported and three submitters requested that these be removed from both sides of the road during construction.

### Wairakei Road intersection

We received feedback from 53 submitters on the planned design for the intersection of Aorangi and Wairakei Roads. Those in support of the design (21) highlighted the safety benefits. Those opposed (25) did so for the reasons shown in the table below (some submitters raise multiple issues). Some of these issues were also raised by those neutral to the proposed design.

| Wairakei intersection concern            | Opposed | Neutral | Total |
|--|---------|---------|-------|
| Restricted access - Install full signals | 14      | 2       | 16    |
| Increased traffic on side roads          | 10      | 2       | 12    |
| Not enough parking                       | 3       | 3       | 6     |

Those who live on Aorangi Road were split in support (8) and opposition (8) to the intersection design. Only two organisations commented on the intersection design (Ministry of Education, Spokes), both were in support.

## **Jellie Park**

Feedback in the Jellie Park area includes support for the controlled crossing (4), opposition to the controlled crossing (3) and comments about the volume of pedestrians in this area creating conflict with cyclists on the shared path (4). Four submitters asked for the P3 parking in front of the schools be reduced to P1.

Many of the out-of-scope requests for the cycleway were related to Jellie Park, including requests for increased parking and cycle access through the park to Burnside High School.

## **Speed change**

We received 29 submissions on the proposal to reduce the speed limit to 40km/h along the entire route. Of those, 23 were in support of the speed reduction - five requested the speed drop to 30km/h and four requested speed humps along the route.

Five submitters were in opposition to the reduced speed.

## **Harewood Road**

Three submitters were concerned about the intersection of Matsons and Harewood Road and increased waiting times for vehicles trying to exit during peak traffic.

## **Instagram post and student survey**

On 4 October we posted an Instagram story where followers could 'swipe vote' their preferred option for Ilam and Aorangi Road. We received 277 votes on Ilam Road with 52% preferring option B. We received 294 votes on Aorangi Road with 51% preferring option A.

In response to a Community Board request to understand the barriers to students cycling, the University of Canterbury Student Association sent out a survey in October about travel habits and local cycling infrastructure. We received responses from 222 students from various years at university who use a range of modes for travel. Responses show many students choose to cycle (29%) but are generally unaware of the cycleways in the area. Most students who chose not to cycle do so because they do not have access to a bicycle or do not feel safe.