

Quarrymans Trail Major Cycle Route – Puari ki Otumatua Consultation feedback

Consultation on the proposed Quarryman's Trail Major Cycle Route was undertaken from Monday 10 October to Thursday 10 November 2015. A total of 116 people attended the three drop-in sessions at the Atrium, Christchurch Netball Centre, Hagley Avenue; the South West Baptist Church Hall, Lyttelton Street; and Te Hāpua: Halswell Centre, Halswell Road.

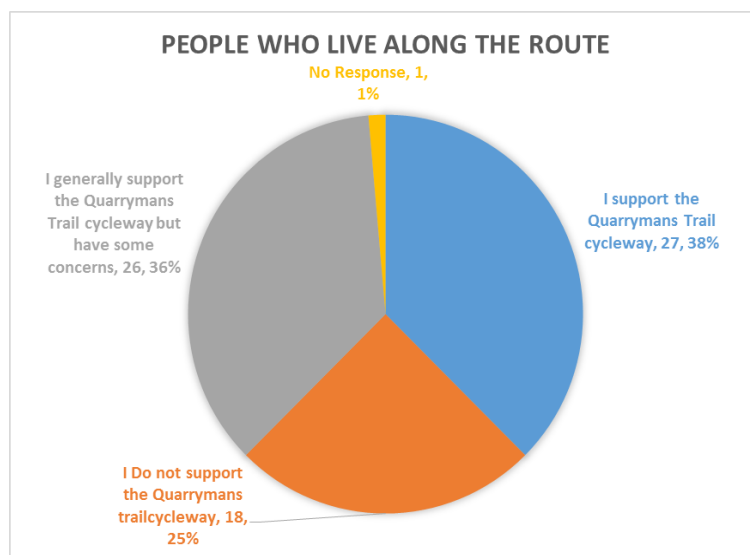
Of the 466 submissions, 284 supported the Quarryman's Trail cycleway proposals, 138 generally supported the proposal with some concerns and 38 were opposed to the Quarryman's Trail cycleway. The remainder (eight) did not indicate a view either way.

The following table provides a breakdown by area. Suburbs include Sydenham, Addington, Beckenham, Somerfield, Spreydon, Hoon Hay and Halswell were considered to be along the route. Other submissions were made from elsewhere in Christchurch and some of the submitters did not indicate a location.

General Response Results	Sydenham / Addington	Beckenham	Somerfield	Spreydon	Hoon Hay	Halswell	Other in Christchurch	Not known	Totals	%
I support the Quarrymans Trail cycleway	13	8	55	18	23	50	116	1	284	61%
I Do not support the Quarrymans Trail cycleway	4	0	12	4	13	3	2	0	38	8%
I generally support the Quarrymans Trail cycleway but have some concerns	5	4	37	13	22	22	33	0	136	29%
No indication for or against	0	0	4	1	0	1	0	2	8	2%
Total	22	12	108	36	58	76	151	3	466	100%
	5%	3%	23%	8%	12%	16%	32%	1%	100%	

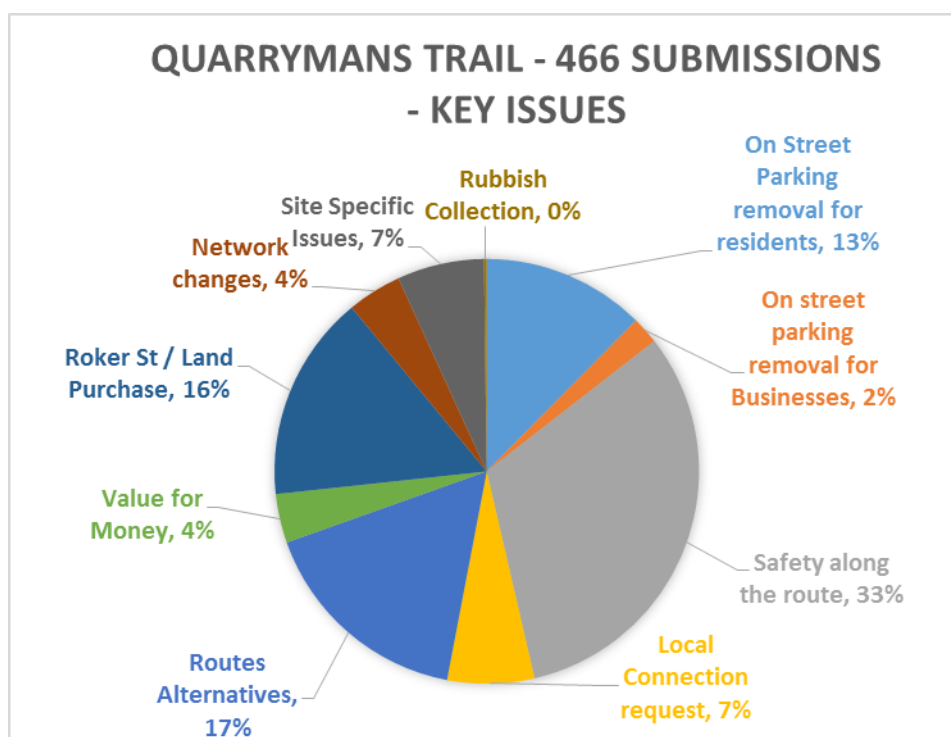
Submitter locations

The submissions comprised 67% from within suburbs along the route; 32% from elsewhere in Christchurch; and 1% did not specify an address. 72 submissions were received from people who lived along the route. This included submissions from Rydal Street, Hoon Hay Road, Lyttelton Street and Barrington Street. The results are shown in the pie chart below. Of those submitters, 38% supported the scheme, 25% did not support the scheme, and 36% generally supported Quarryman's Trail, but had some concerns about the cycleway scheme.

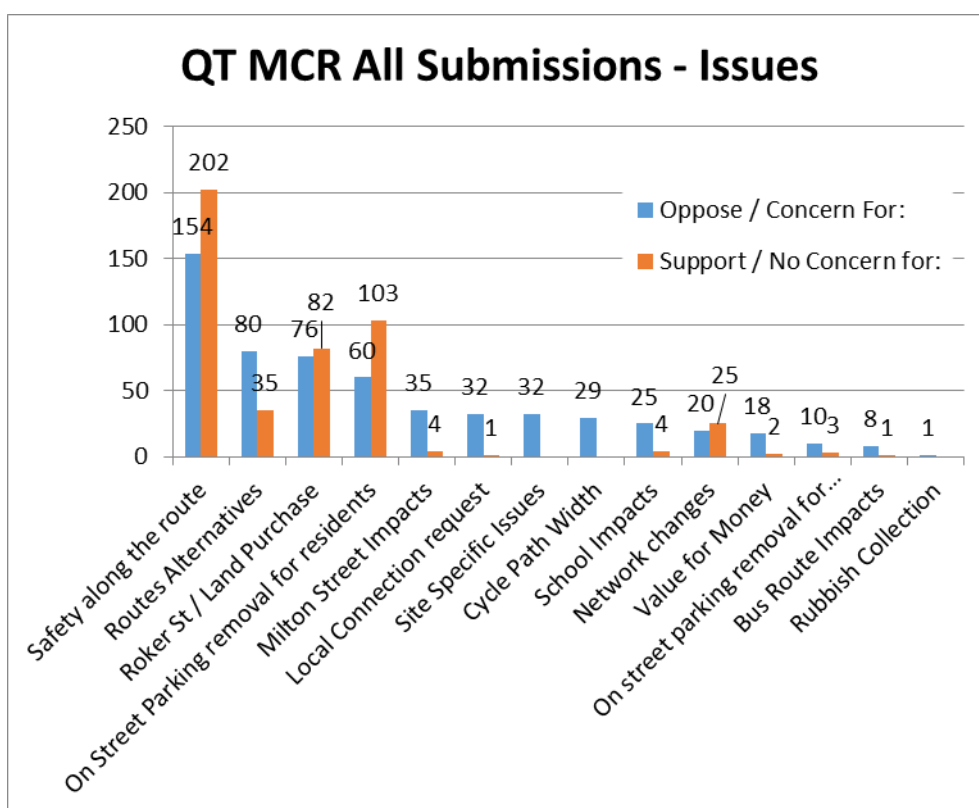


Key issues

Key issues identified by all submitters are shown in the following pie graph. Concern about safety, the loss of on-street parking (for schools, residents and businesses), land purchase and house demolition, as well as roading network changes, such as new signalised intersections and cul de sacs, are evident. Suggested alternative routes for the MCR and local connections was the theme of approximately 22% of the issues raised.



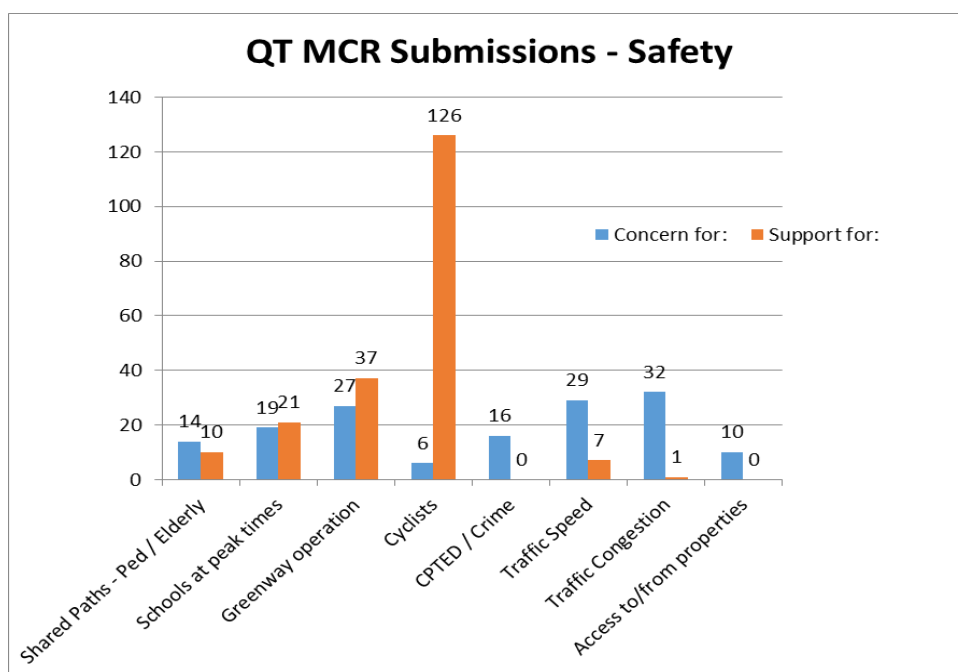
Countering concern and opposition to the issues raised, submitters indicated support for the scheme and specific cycleway issues as shown in the following graph.



Safety

Safety concerns were expressed by 33% of submitters as a result of the scheme. 153 comments on various safety themes included safety for pedestrians, the elderly on shared paths, school children, safe pedestrian crossings on busy roads, safe access to and from property across cycleways on greenways and separated facilities, safety risk of high speed road traffic, safety from congestion and criminal activity, including vandalism if Roker Street was opened at Barrington Street.

Submitters in favour of the scheme reiterated the safety benefits it would bring. 202 comments voicing support described improved safety for cyclists as a result of separated facilities and safety improvements for cyclists and pedestrians such as signalised crossings and new or upgraded traffic signals at intersections. Submitters acknowledged that the existing road network generally was not safe for novice cyclists and that separated cycleways would greatly enhance safety giving people greater modal choice.

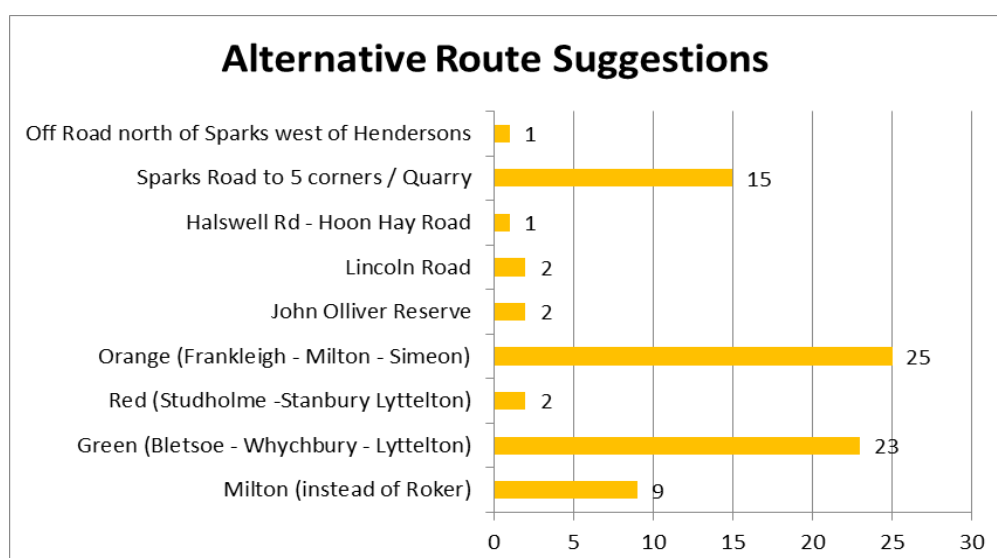


Some submitters were concerned about safe access to their property along the cycleway. As a result of these comments the project team have incorporated the following changes.

- Removal of the proposed pedestrian refuge outside 56 Sparks Road (west of Pablo Place)
- Lengthening of the Frankleigh Street right turn flush median at Lyttleton Street north to provide width for access at 8-10 Frankleigh Street

Alternative route suggestions

17% (80) of submitters suggested alternative routes as shown in the graph below. By contrast, 35 submissions specifically supported the proposed route.



There were 21 suggestions for alternative routes for the cycleway west of Henderson's Road towards Halswell. 15 submitters wanted the route to continue along Sparks Road to Halswell Junction Road, and of those, six submitters also suggested the route should continue to Halswell Quarry Park. Other suggestions included Lincoln Road, John Oliver Reserve (instead of James Hight Drive), an off-road route in land north of Sparks Road and Sparks Road, Hoon Hay Road and Halswell Road.

50 submitters provided suggestions of alternative routes shown in the publicity booklet on page eight. This covered the area from Hoon Hay Road to Moorhouse Avenue.

The orange route was favoured by 25 submitters which would deviate from the scheme route continuing along Frankleigh Street then Milton Street turning north onto Simeon and joining the Little River Major Cycle Route to Hagley Park. 15 submitters proposed the orange route as an alternative to the impacts in Roker Street. This route was supported by the Somerfield Residents Association.

23 submitters supported the green route (which leaves Strickland Street heading west onto Bletsoe Avenue before crossing the north side of Barrington Park and joining Wychbury Street before heading south on Lyttelton Street). This route provides better connectivity to Barrington Mall and avoids the busy intersections at Strickland Street/Milton Street and Barrington Street/Frankleigh Street. This route was supported by the Barrington Issues Group and Cashmere and Lower Cashmere Residents Associations who stated that the Barrington Street cycle crossing at Strauss Place would cause further congestion being too close to the Milton Street lights.

Nine submitters preferred the route to continue along Milton Street, however this was countered by 35 submitters who thought Milton Street was too busy and the impacts on local business and on street parking loss was too high.

Two submissions were received in support of the red route which detours further south along Penrith Avenue onto Selwyn Street then onto Cooke Street, through Somerfield Park to Studholme Street and across Barrington Street onto Stanbury Avenue.

The project team reviewed the alternative routes. It should be noted that in the scheme's early phase a route selection assessment was undertaken which concluded all routes had both advantages and disadvantages, as does the preferred scheme route. Taking account of a balance of criteria representing cyclists, the impacts of the scheme and costs and programme risks, the preferred route remains as presented during consultation.

The project team concluded the main point of difference (from the alternative routes suggested) is that the scheme route provides a direct link through the target suburbs that would not be catered for as well if the route was further south or north.

The orange route would require the removal of parking along one side of Simeon Street to accommodate a separated cycleway as well as impacting on several additional intersections along the route and would remove parking outside the businesses at the corner of Milton and Barrington Street to have separated cycleways along Milton Street to Simeon Street. The proposed traffic signals at Simeon Street would delay traffic on Milton Street as the right turning cyclists would need a separate phase which would result in longer red time on Milton Street increasing congestion.

The proposed red route is 1km longer and is not as direct for cyclists heading from Halswell to the city. The longer length will increase costs and the likelihood the route is not used.

The green route is significantly more expensive to construct as some streets need renewal to narrow the widths to reduce speed and to reduce the shoulder cross falls. Currently the shoulders in Wychbury Street are too steep to safely cater for cyclists.

The project team's assessment concludes the costs associated with other routes are higher than the scheme route, despite the need to purchase land and remove some housing.

The scheme route is also a commuter route at the moment and will connect directly to the AAC major cycleway on Antigua Street north of Moorhouse Avenue. The MCR is the main link into the city for those who live in the south west of Christchurch. In addition to this the project team commented that the orange route was less favoured as the Quarryman's Trail is supposed to form a major network leg of the 13 major

cycleways which have been proposed to cover a wide geographic area. This would not be achieved if Quarryman's joined the Little River Major MCR, as it would miss connecting people in Somerfield and Lower Cashmere.

Land purchase, Roker Street and Strauss Place/Barrington Street

The Roker Street route shown in the scheme was a contentious issue for some submitters. Overall for the Roker Street – Strauss Place route requiring land purchase at the end of Roker Street and adjacent property on Barrington Street, 76 submitters opposed the idea and 82 supported it.

Land purchase and house demolition was emotively discussed at consultation meetings, which was reflected in the submissions. 38 submitters (including the Barrington Issues Group) specifically opposed any route that required purchasing land and demolition of housing for the scheme. 18 submitters said that they favoured land purchase to create a quiet low traffic volume route instead of the alternative route along Milton Street.

Opinion was split 61 for and 37 against the use of Roker Street as a cycleway route. Impacts to the street was the main concern for those opposed to the scheme. Whilst those in supporting claimed the Roker Street route was preferable with low traffic volumes in a slow speed environment.

Very few comments were received about Strauss Place and Barrington Street. Three submitters in support and one opposed due to the relocation of bus stops in Barrington Street.

During the consultation period, on 19 October the project team met with concerned residents of Roker Street. This meeting provided additional information to residents regarding the land acquisition process and likely shared path facilities that would be designed. The project team allayed fears that the street would ultimately become open to vehicles.

Removal of on street parking

103/59 was the split, for and against removal of on street parking and the impacts along the route. Concern included impacts at Hoon Hay and Our Lady of the Assumption schools on Sparks Road. A further nine submissions were opposed to loss of on street parking affecting local businesses, whilst three had no concern. Business affected by the scheme are mainly located in Antigua Street and Sparks Road.

Most of the 103 submitters supporting on street parking removal cited safety benefits for the cycleway and provision for travel mode choices was a higher priority. 35 additional submitters expressed concern for the impact on street parking and associated issues for local businesses if the route was changed to Milton Street.

The project team presented a scheme at consultation that maximised the amount of on street parking and is, as much as possible, sympathetic to business owner needs. Without land purchase, the existing road width and traffic lane configuration limits available space and unfortunately on street parking cannot be accommodated in all cases.

One of the biggest problems for the project team was providing on street parking for the Hazeldean Food Bar at 192 Antigua Street. Whilst on street parking cannot be provided directly outside the food bar, additional P10 parking spaces have been provided on Hazeldean Road and on the western side of Antigua Street, opposite the food bar, which was the best solution to keep as many on street car parks as possible whilst providing a safe road and cycleway facility.

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

- One all day space on Sparks Road, outside 1 Pablo Place
- Two all day spaces outside 7 Sparks Road, west of Lyttelton Street
- A resident's parking space will be provided in Moore Street for 162 Strickland Street which has no off street parking.
- One additional P120 (10am to 3pm) space on the western side outside 137 Antigua Street

Major cycle route pathway width

Spokes, Halswell Residents Association, Generation Zero and a total of 29 submissions were received regarding the scheme pathway width. Some concern was raised where the proposed width was less than 4m for a shared path and 3m for a two-way cycleway. This was reviewed by the project team and in most cases physical or budget constraints have dictated the width proposed. The project team note that the current budget does not allow for additional widening and will recommend Council review any safety issues following construction when cycle numbers increase.

Local connections

32 submissions recommended additional connections to the route including Barrington Mall, Halswell Quarry, continuation along Sparks Road, Christchurch Adventure Park (on Worsleys Road), and a link to Pioneer Recreation and Sports Centre / Centennial Park and Christchurch South Intermediate.

Reviewing this feedback in conjunction with suggested alternative routes, the project team will make a recommendation to Council to include, as a priority, local connections along Sparks Road (to Halswell Junction Road) and to Barrington Mall and Christchurch South Intermediate.

Site specific issues

31 submitters raised site specific issues that included access difficulties, details of access at new signalised intersections and parking loss for residents and businesses. All issues have been reviewed by the project team which has led to a number of design changes as listed later in this report.

Local area details

To better understand responses from specific locations on the Quarryman's Trail Major Cycle Route, the project team divided feedback into three sections:

- (1) Halswell Road, Halswell Domain, James Hight Drive, and Milns Drain Reserve
- (2) Sparks Road, Frankleigh Street
- (3) Strauss Place, Barrington Street, Roker, Strickland Street; Brougham Street, Antigua Street and Moorhouse Avenue

Halswell Road, Halswell Domain, James Hight Drive and Milne Drain Reserve

Halswell Road

Submitters raised the need for access to and from the north of Halswell Road by way of wider refuges to accommodate cyclists. Also the width of the shared path was questioned in an area of high pedestrian volumes as a result of schools accessing Te Hāpua: Halswell Centre. The Halswell Residents Association supported a wider path along Halswell Road.

Changes recommended by the project team include widening pedestrian refuges that cross Halswell Road and value engineering to extend and widen (if possible) the shared path to the main entrance to Te Hāpua: Halswell Centre. These measures are subject to review and confirmation at the next stage.

Halswell Domain

There were four submissions regarding the domain, including from the Halswell Residents Association. The main theme was that the path should be wider to accommodate both pedestrians and cyclists safely, particularly at the Canterbury Model Railway. Submitters also commented that as a destination, the Model Railway made a good location for cycle stands.

Upon review the project team have included cycle stands at the model railway playground to aid cyclists visiting this attraction. Without additional budget, the project team recommend that Council review the pathway width based on future cycle volumes or if safety issues develop.

James Hight Drive

Responses were split with five in opposition and 16 in support of the proposal. Changes recommended by the project team include removal of a raised platform outside 3 James Hight Drive (close to the William Brittan Avenue entrance).

A review of submissions has concluded that one of the proposed raised tables – opposite 3 James Hight Drive – can be removed due to its close proximity to the entrance treatment at William Brittan Avenue.

Milns Drain Reserve

Responses received included one specifically in support of the proposal. A concern over the alignment at the Sparks Road connection was raised and this alignment will be looked at in more detail at the next stage. Concern regarding the connection to Sparks Road heading west to Halswell Junction Road was raised, and will be investigated further at the next stage.

Sparks Road and Frankleigh Street

Sparks Road

Submitters who raised issues on Sparks Road were split with 59 in opposition and 25 in support of the scheme layout. Of those opposed 30 cited parking loss and 24 expressed concern for school operations at peak times. 17 submissions were received from residents living on Sparks Road, five supporting the scheme, eight opposing and five generally support with some concerns.

The project team discussed the scheme with Our Lady of the Assumption and Hoon Hay Schools Board of Trustees representatives' on 10 October and 3 November 2016 respectively. Both schools supported the scheme especially the additional of traffic signal crossing at the school and wanted to work with the Council on possible solutions to drop-off and pick-up times. Hoon Hay School acknowledged that provision for a drop off area within the school was preferable, but currently not within the schools budget.

On-street parking issues, particularly in front of the schools (Hoon Hay and Our Lady of the Assumption), generated the strongest opposition from submitters. Availability of parking at drop off and pick up times was a theme in both schools' submissions and parents of children attending the schools. Submissions from Hoon Hay School and Our Lady of Assumption (OLA) noted that parking loss on the south side of Sparks Road would make peak time pick-ups and drop-offs more difficult, and would put more pressure on Maryhill Avenue.

Hoon Hay Medical Centre generally supported the scheme, identifying the benefits of good visibility created by parking removal. The main concern was that parents of children attending Hoon Hay / OLA schools would use the private carpark as a turnaround facility due to the loss of on street parking opposite the school. Hoon Hay Medical suggested the cycleway was moved to the north side to better coordinate with patient numbers during the day.

Additional suggestions were made to create shared paths on the north side to accommodate both cyclists and pedestrians from both schools. Other feedback included difficulty of access to local housing. Most submissions were from concerned parents who considered that the existing safety and chaos currently experienced at peak time that would be made worse with additional parking loss.

The project team have reviewed the comments and contend that the cycleway is great opportunity especially for the schools to encourage children to cycle using a safe cycleway. Previous scheme layouts had removed the majority of parking on Sparks Road. Knowing that this would have too great an impact, the scheme presented at consultation retains approximately 50% of on street parking and provides safety for pedestrians and cyclists by providing signalised crossings. The scheme keeps parking on the school side of Sparks Road to ensure children can be dropped off safely and by minimising conflicts with cyclists.

Design changes recommended by the project team include widening the signalised crossing to accommodate space for cyclists; providing a wider path in front of the schools; and providing additional signage and off street speed humps for the Medical Centre and Pharmacy access to alert customers to watch for cyclists (the project team are happy to work with the schools to provide access to future development within the school grounds); two all day spaces outside 7 Sparks Road west of Lyttelton Street; remove the proposed pedestrian refuge proposed near Pablo Place which allows one all day parking space outside 1 Pablo Place (on Sparks Road); keep existing kerb on the northwest side of Sparks Road/Lyttelton Street intersection to reinstate three all day spaces outside 9-11 Sparks Road. Other changes are listed at the end of this report.

Rydal Street

The proposed cul-de-sac received 13 comments, three opposing and 10 supporting the scheme. Five submissions by Rydal Street residents either generally supported or fully support the cycleway, one suggested a full cul-de-sac would be safer for cyclists.

Based on the feedback the project team concludes the Rydal Street cul-de-sac proposal is acceptable. Changes to the scheme include providing mountable kerbing on both sides of the cycleway for the left in only to slow traffic and improve safety for cyclists. The project team will recommend to Council that the behaviour at Leistrella Road/Hoon Hay Road is monitored and if necessary install a give way and lane lines to reiterate lane control in this location, as some submitters were concerned this could be an issue with increased traffic exiting through the intersection.

Hoon Hay Road intersection with Sparks Road

Concern was raised by OLA at the removal of the kea crossing, north of Sparks Road, on Hoon Hay Road. The project team has reviewed this and whilst the project provides a signalised crossing at Hoon Hay Road/Sparks Road that children can use, which is safer than the current kea crossing arrangement, the design has been changed to retain the existing kea crossing.

The project team note that there may be some safety issues associated with queued vehicles at the new signals when traffic is stopped at the kea crossing. These that will have to be actively managed by OLA by delaying crossing of the children for longer to allow traffic to clear. This is not expected to be an issue in the afternoon, but the kea crossing may impact on the end of the morning commuter traffic peak.

Frankleigh Street

Concern in Frankleigh Street was largely regarding loss of parking to provide safe space for the cycleway. Eight submitters opposed the proposal whilst 20 supported parking loss to accommodate Quarryman's Trail.

As a result of the submissions the project team proposes to: extend the flush median to assist access into 8 and 11 Frankleigh Street; realign the Strauss Place cycleway entrance to improve visibility for 76 Frankleigh Street.

Strauss Place, Roker Street, Strickland and Antigua Street

Strauss Place/Barrington Street

One submission objected to the cycleway on Strauss Place. Three submissions supported the scheme citing good connectivity to Frankleigh Street being essential to the directness of the scheme route. Relocation of bus stops on Barrington Street was raised by one submitter. Also many were concerned that additional signals on Barrington Street, close to Milton Street would create more traffic congestion.

Roker Street

The key area of concern and interest was the Roker Street route. The scheme proposes acquiring land at the western end of Roker Street and adjacent land backing on to Barrington Street to create a direct link via Strauss Place to Frankleigh Street.

The main issues of concern included suggested alternative routes, the need for land purchase (as discussed earlier) and removing homes, higher traffic (pedestrians and cyclists) through a quiet street, potential for vandalism and crime in Roker Street once access was open to Barrington Street, and loss of amenity value in Roker Street.

Responses were split with 76 in opposition and 82 in support of the proposal. Of the 25 Roker Street residents who submitted, 13 objected to the route in Roker Street with 11 in support. Of the total submissions 37 opposed and 18 supported land purchase to allow the cycleway to access onto Barrington Street.

The project team conclude, based on the split views of both Roker Street residents and other submitters, that Roker Street is the right environment for an on-road "green way" facility, provided that the speed limit is reduced to 30kph. The main reason for the route is to minimise impacts in Milton Street/Frankleigh Street and provide a safe alternative for the interested but concerned target group. Minor improvements to the scheme layout in this area are discussed later in this report.

Strickland Street and Antigua Street (from Roker Street to Moorhouse Avenue)

The key issue in Strickland Street and Antigua Street was the loss of on-street parking to accommodate the cycleway. Loss of on-street parking would affect some businesses (according to four submitters). Local residents, particularly with high density housing on Strickland Street already creating high parking demand in the area, would be affected by the removal of on-street parking putting additional pressure on the side roads in the area according to 23 submitters. Workers, customers and local residents all compete for the same space. 50 submitters contended loss of parking was justified to provide safe cycle facilities.

Turning restrictions at northbound Antigua Street onto Moorhouse Avenue was supported by some submitters. The NZTA requested further information on the impact this would have on Brougham Street traffic. The project team have completed analysis which shows that the flow on effect to Brougham Street will be minimal.

Removal of some current bus stops and safety at bus stops adjacent to the cycleway was also raised by Ecan and other submitters. Concern at bus stops for passenger safety from cyclists was highlighted in some of the eight submissions.

The project team advise that analysis provided by Council of the bus stop locations show that the proposed stops achieve the minimum desirable standard for walking distance to bus stops. The design layout proposed will be a standard design currently being reviewed at a national level.

Prior to consultation the project team reviewed the scheme impact on existing parking. Due to space constraints within the road corridor, on street parking has been maximised as much as possible resulting in the scheme presented at consultation. The original scheme (which removed 90% of on-street parking) was reviewed and considered unpalatable due to the impact to local residents and businesses.

For local businesses, as much P120 parking has been retained in Antigua Street as possible, with P10 parking provided for high turnover businesses, like the Hazeldean Food Bar, near Hazeldean Road, and the Fairfield Food Market, at the corner of Fairfield Avenue. There will be more reliance on off street parking for businesses and available side road parking as a consequence of the project. Residents with no off street parking will have to consider either creating off street parking, or parking in nearby streets.

The project team is recommending that pedestrian refuges are widened to accommodate cyclists where possible. Additional on street carparks will also be provided as detailed earlier in this report. To ensure safe visibility to the signalised crossing into Roker Street, removal of one tree outside 93 Strickland Street (with a replacement tree to be planted) is required. Other minor changes are proposed as detailed at the end of this document.

Social Pinpoint Feedback

The Council website for Have Your Say included an interactive GIS based map that people could make comments, suggestions and ask questions at specific locations along the route. There were 50 entries in all. 22 pertained to site specific crossing and intersection treatments; 10 queried the route of which five were opposed to Roker Street; six comments were received about addition of local connections to Barrington Mall and Sparks Road; six expressed concern over parking loss; five were comments and questions on operational matters and praise for the scheme and one comment opposed the 30kph speed restriction proposed in Roker Street.

Proposed changes to the consultation plans as a result of community feedback and further technical advice. The numbers relate to those in the plans for approval.

All plans, submissions received and consultation analysis can found at the link below:

<https://www.ccc.govt.nz/transport/cycling/major-cycle-routes/cycle-routes/quarrymans-trail/>

Halswell Road

1. Extend the shared path further south to the main entrance of Te Hāpua: Halswell Centre
2. Widen existing crossings across Halswell Road for better connectivity

Halswell Domain

3. Provide cycle stands near playground/model railway/proposed skate park area (exact location to be confirmed)

James Hight Drive

4. Remove raised platform near William Brittan Avenue (outside No. 3)

Sparks Road/Hendersons Road intersection

5. Improve connectivity on and off MCR by adding cycle crossing over Hendersons Road south approach, cycle bypass ramps and hook turn boxes

Sparks Road: Hendersons Road-Victors Road

6. Add build-out (with cycle bypass) on southern side at the beginning of the 50 km/h zone to improve the threshold treatment

Sparks Road: Victors Road-Hoon Hay Road

7. Provide a wide path on the northern side of the road between Hoon Hay School and OLA School entrances, either side of the new signalised crossing
8. Widen the crossing for use by cyclists as well as pedestrians
9. Additional traffic calming to slow traffic crossing the cycleway at Rydal Street; signage and markings to be added at later stages of design

Hoon Hay Road

10. School “kea” crossing to remain on Hoon Hay Road

Sparks Road: Hoon Hay Road to Lyttelton Street

11. Remove pedestrian refuge island at Pablo Place, reinstate one parking space
12. Widen flush median opposite Waimokihi Place

Sparks Road/Frankleigh Street/Lyttelton Street intersection

13. Put cycleway at path level to create a shared space on the western side of the intersection (the same as on the eastern side) to maintain existing footpath width on the northern side of Sparks Road and reinstate two car parks outside 7 Sparks Road. This also makes connectivity on and off the MCR easier

Frankleigh Street: Lyttelton Street to Strauss Place

14. Extend flush median to assist access into 8 and 10 Frankleigh Street
15. Parking to be reinstated outside 9 and 11 Frankleigh Street
16. Realign path through the end of Strauss Place to improve visibility for people backing out of nearby driveways and provides an updated layout for the footpath crossing the cycleway

Strauss Place

17. Shared road space markings added on Strauss Place

Roker Street

18. Shared road space markings added throughout Roker Street.
19. Improve alignment of cycle bypass at Selwyn Street

Strickland Street: Roker Street to Milton Street

20. Improved connectivity eastbound towards Bradford Park from Strickland Street (south) via cycle on-ramp
21. Remove one street tree outside 93 Strickland Street and plant replacement less than 10m away, due to visibility requirements for new signalised crossing

Strickland Street: Milton Street to Brougham Street

22. Improved crossing facility at Dominion Avenue
23. Provide one resident parking space for 162 Strickland Street
24. Widened pedestrian refuge island at Manhire Street and Burns Street
25. Provide access for deliveries at Christchurch South Community Gardens (one parking space to be removed outside 190 Strickland Street)

Antigua Street

26. Widened pedestrian refuge island at Ruskin Street
27. Widened pedestrian refuge island at Burke Street
28. Additional P120 parking space south of Hazeldean Road