

## **Heathcote Expressway Major Cycle Way – Submissions Received**

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### **Attachments**

- Further Submissions on Heathcote Expressway Major Cycle Way (Ferry Road to Wilsons Road Section)
- Submissions Received from Initial Consultation on the Route, with reference to the Ferry Road to Wilsons Road Section
- Appendix A: Full Further Submission from Canterbury District Health Board
- Appendix B: Full Further Submission from Orion NZ Ltd

## Heathcote Expressway Major Cycle Way (Ferry Road to Wilsons Road): Further Submissions

Further Submissions (Ferry Road to Wilsons Road Section)						
Submission Number	I support the Preferred Heathcote Expressway option (Ferry Road – Wilsons Road section)	I generally support the Preferred Heathcote Expressway option (Ferry Road – Wilsons Road section) but have some concerns	I support the Alternative Heathcote Expressway option (Ferry Road – Wilsons Road section)	I generally support the Alternative Heathcote Expressway option (Ferry Road – Wilsons Road section) but have some concerns	I do not support either option for the Heathcote Expressway (Ferry Road – Wilsons Road section)	Full Comments
1	Y					I also support the alternative option.
2	Y					I am really looking forward to having a safer route from Heathcote into the city. We are moving back to Lyttelton at the end of the year (after EQ repairs) and will both be biking from Heathcote. At present I use the Unicycle way and really love that (except for Salisbury St).
3					Y	I do not support the express way at all and think money time and effort could be better spent fixing the roads so they are smoother for cyclists and cars
4			Y			Seems safer going through Woolston, where I have been "doored" in the past
5			Y			Bi-directional cycleways better highlight their usage and are also much more enjoyable to ride on - as a cyclist you feel completely separated from traffic in your own transit system. Also, please ensure the bus stop crossings are painted red, in accordance to the current styling in the central city.
6	Y					The alternative option is nuts. Re the Ferry Rd/Fitzgerald intersection-There are enough things for any driver to consider in regard to traffic movements (cars, trucks, buses, cyclists and pedestrians) to make a NEW and UNUSUAL, hence UNEXPECTED crossing for cyclists to be travelling diagonally to join a bidirectional (also not smart) cycle lane. When the car gets it wrong- the cyclists is the soft damaged victim. Also, with the tendency for CHCH/NZ drivers to run orange/red lights..... mind you, need more intersection cameras! Keep things as standard and straight forward as possible. IF you MUST have the bidirectional cycle lane, then bikes

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						needing to merge MAKE A HOOK TURN-no brainer and will likely be faster in any case for traffic flows and light change cycles. Bidirectional cycleways should be avoided WHEREVER possible. Keep drivers entering and exiting entranceways/intersections looking for the NORMAL flow of traffic i.e. from ONE direction. It's tough enough for drivers as it is! Again when it goes wrong it is the soft cyclist that will be the injured victim. Standardise it all as much as possible.
7		Y				I am one of the new cyclists that you are looking to attract having returned to the saddle briefly last week (an incident involving the tram tracks sees me out of action but I shall be back). I am also pretty much in your target group as I shall be commuting from Avoca Valley. The rail corridor option is surely perfect from a cycling perspective as it is straight, level and traffic free allowing riders to get from a to b efficiently and the scenery is irrelevant to this group. I accept that some may find its isolation a challenge though. Having experienced St Asaph street the segregated cycle lane and hook turns concern me. If travelling at pace, and that is part of commuting efficiently there is little room to overtake slower travellers (or be overtaken) and the ridiculous hook turns merely make negotiating junctions slow and require stop start cycling. It would be better to have a right turn light or allow cyclists into the right turning lane. Speaking personally if using the cycleway forces a large detour just for scenery then I will stay on the roads that go where I am going
8				Y		Both plans fail to allow northbound or eastbound traffic access to Nursery Road - or from Ferry Road onto Fitzgerald Ave. There is a lot of traffic heading along Nursery Road bound for either St Asaph Street or Stanmore Road. To prevent access to these two right turns would severely disrupt traffic flow. Drivers will end up diverting down Philip Street causing issues down this short street and will not reduce the amount of cars turning right and crossing the cycle way. Another option for drivers is the right turn at Moorhouse Ave into Fitzgerald Ave, but this is already a source of traffic flow disruption that will be made worse by these changes. Please keep access to Nursery Road as it is. I only suggest the alternative plan over the preferred plan because it keeps more car parks. Not all businesses on Ferry road have enough off street parking.
9	Y					I support this 100%. The preferred option in my view best balances the wishes of stakeholders. Generally, it is another huge step forward to build a cycling network to get around the city without constant fear of death or injury. My family lives on the cycle route and we will now be able to ride across town to see each other rather than being forced to drive. Once a safe cycling network is completed, my wife and I will be purchasing electric bikes for commuting, shopping and visiting family around the city. We expect to use the car only for travelling outside Christchurch or when the weather is really bad. The cycle routes are without doubt the best thing to emerge from the aftermath of the earthquakes and I am delighted that the Council has a vision for the future that is not entirely dominated by cars.
10				Y		I do not support the removal of on-street parking or the removal of trees or changes to traffic signals. The removal of parking will be detrimental to businesses. Removal of trees will only make the environment less pleasant and given the amount of dirt and dust in the air since the quakes we need all the trees we can get to help clean the air and to beautify the city. After all we are still supposed to be the garden city. Any changes to traffic signals will cost hundreds of thousands if not millions of dollars which is a complete waste of money to spend on a small amount of people using the cycle ways. As a cyclist I do use some of the existing cycle routes but mostly I ride on the footpaths and will continue to do so whether or not these cycle routes are implemented. I find it laughable that CPTED has such an influence on these designs, particularly with the removal of trees etc as I think you'll find a large amount of criminals (especially taggers) travel by bicycle. Also just because you build these MCR's does not mean people will use them. If the cycle lane designs in the central city are anything like what you are proposing for these MCR's then they will only serve to hinder fast efficient travel of emergency services, take away safe places for vehicles to pull over and give way to emergency service vehicles, cripple

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						businesses by taking their customer parking away and increase travel times for tens of thousands of commuters each day on main roads. I have read all the statistics that support the MCR's plans but find them hard to believe as statistics can be manipulated and fudged to fit anything the planners want to justify to the general public. I feel strongly that the main benefits from these MCR's will be for the Council's Parking Compliance department issuing tickets to people parking in cycle lanes and for the roading / kerbing contractors working on the installations of these MCR's, creating major frustration and delays to road tax paying motorists in the process. The Council could at least concentrate more on fixing all the road surfaces to a reasonable standard before they look at more frivolous spending on wants not needs.
11					Y	Too much effort and road resources are being provided for cyclists particularly the hard core ones tend to disobey traffic signals and marked cycle lanes anyway. For example the cycle-way on Tennyson street has family cyclists using it whereas the Lycra clad brigade tend to ride on the road causing issues on a road that has already been narrowed. Also Ferry road is a main thoroughfare so any further narrowing and traffic lights will cause even greater congestion. Council should look at employing people to look at providing reduced congestion and perhaps call them something like "Traffic engineers" instead of cyclist "enthusiasts"
12					Y	You have already made a complete mess of inner city streets and parking, not to mention the total disregard to what the property owners and business operators have to say the loss of parking and how difficult it is to park, also the lack of cyclists on these hugely expensive lanes. I have never seen anything so absurd from any council, stop wasting my money, please.
13	Y					I think this is a great initiative and will make what is currently a very challenging cycle route much more usable.
14	Y					I understand the alternative option was developed in response to business owner (car dealers) on Ferry Rd. If your business is selling or maintaining cars then your premises should allow for all the off street parking required. The alternative option means that the lights at Fitzgerald Ave would require an additional phase to allow cyclists to cross the road resulting in longer delays on that road for other road users. It also results in less road space for cyclists and more for free parking - roads should be for moving vehicles around not housing stationary ones. For these reasons I support the original and preferred option.
15	Y					I'm a homeowner, ratepayer and resident of Mackenzie Ave, directly affected by this plan and I unreservedly support it. My preference is to see the preferred option for the Ferry Rd - Wilsons Rd section go ahead as proposed. I could also live with the alternative preferred option if it could be achieved without compromising safety, but my preference is the preferred option as proposed.
16	Y					Nothing further
17	Y					Having safe cycleways for all to use is critical in increasing cycling participation and ensuring cyclists remain safe. The separated cycle lanes on Tuam Street are wonderful. I feel so much safer and there is just no risk of being cut off by a car which is all too common without the separation. Please take this opportunity to do the right thing and make Christchurch a true cycle friendly city. On street parking is unnecessary, and motorists should be encouraged to park elsewhere and walk, become more involved in their community. Bi directional lanes and driveway cycle lane accidents make the alternative option much less safe and should not be considered.
18		Y				(1)I have serious concerns about the safety of the alternative option - please do not do this. It must be a real risk that motorists will not expect to give way to both sides when turning in or out of driveways, and this alternative solution must increase the risk of injury or death of users, as well as putting motorists in an confusing (thereby potentially hazardous) situation. The cycleway should be on

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						<p>both sides of the street in the expected directions of travel as per the preferred option.</p> <p>(2) Further, I understand that the alternative option came about because businesses (mainly car sales) objected to the loss of parking - I do not feel it is the job of the city council or the road network to provide car parking for a business that has a lot of land and makes its money from selling cars. Customer parking should be provided on site by these businesses rather than by the rate payers and road network, with some short term on street parking retained for other businesses. I am however in support of the cycleway in general.</p>
19		Y				<p>For the Fitz Ferry intersection, if this is phased as per St Asaph then the cycle phase is very short compared to the vehicle left turn phase which encourages cyclists to gamble if there are no left turning vehicles. Much safer having cycle lane on both sides rather than alternative which will be counter intuitive for vehicles crossing it.</p>
20	Y					<p>Out of the 2 options presented, I think the Preferred Heathcote Expressway options for Ferry Road and Wilsons Road provide the best option for all intended users of this project. The separated 2.1m wide cycle lanes on both sides of the road are safer and more user friendly than the 3m wide bi-directional alternative.</p> <p>The alternative brings with it additional conflicts around business and residential driveways and a narrower than ideal path width. The diagonal crossing at Fitzgerald Ave is unexpected and will possibly confusing to cyclists on first use, an important consideration for the 'interested but concerned' target of MCRs. Also the shared 2 direction cyclist and pedestrian section on Wilsons road will increase risks to pedestrians in an obviously narrow section of pathway.</p> <p>The turn restrictions at Fitzgerald Avenue and Wilsons / Moorhouse avenue will improve safety for cyclists, however will make it harder to access businesses on Ferry road and Moorhouse avenue by car.</p> <p>While the preferred route will reduce on street parking available along this section of the route, ratepayers should not be obliged to provide on-street parking for private business employees and residents. The proposed 60 minute parking restrictions work well to provide parking that caters for business patron parking that is proving to be an ongoing concern with Major Cycle Routes in Christchurch.</p>
21	Y					<p>The cycle way is wonderful. This will help reduce traffic in the area by encouraging people to cycle in the city. This will have many benefits for the city, having a fit healthy population, reduced emissions from less traffic, improved access to local businesses in the area. As a commuter cyclist, I love the ease of accessing local businesses, by being able to hop on and off my bike to access a variety of shops on my way to and from work. I love separated cycle ways as I feel safer on the road and it feels like I am less likely to be taken out by left turning traffic.</p>
22	Y					Nothing further
23			Y			<p>Thank you for taking the time to consider feedback from residents and homeowners who will be impacted by these decisions. First I should express my support and preference for the alternative route at the Ferry Road - Wilsons Road (Moorhouse Avenue - Nursery Road) section of the cycleway. Given the option not to have to negotiate the entire intersection (even with the new cycleway), I would absolutely prefer to be directed as a cyclist around the Wilsons Road - Moorhouse Avenue bend.</p> <p>We live on [REDACTED] Access to our properties will also be further compromised by way of difficulty and risk if the preferred route were to succeed this process. We have already lost our U-turn (in the middle of the intersection about 3 years ago) and if Nursery Road access is closed then we have to go to Lancaster street and there appears to also be discussion around disallowing a right turn onto Ferry Road there also.</p> <p>I am concerned that this the preferred option would be very accident-prone (even with traffic lights for bikes) I have chatted in person</p>

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						<p>with some of the representatives at a meeting regarding the project. I understand that computer generated models are run to look at different options and the effect of changes on traffic flow. Our particular stretch [REDACTED] and an increasingly busy pedestrian route on a one way approach. I'm not sure that these models have specifically considered the impact on all users of this section and if there has not already been an actual human survey this spot, I would strongly encourage it. Moreover, I would suggest that your group experience or simulate accessing these properties in peak traffic. Above and beyond recorded accidents here, we see regular near misses and collisions already.</p> <p>Trying to approach our homes from Wilsons Road is pretty tricky in peak traffic as we have to cross to the far left lane, competing with traffic turning into that lane on the left arrow. I wonder if perhaps a green arrow for right turning traffic approaching Ferry Road from Wilsons Road could be considered. Particularly if Nursery Road will be closed for access from Wilsons Road.</p> <p>Should an additional lane be added heading East on Ferry Road (where Nursery Road meets Ferry Road), I would strongly request that more than two trees (stated in the plan) replace the existing planting on that section. There are currently several trees and dense bushes. The properties on the other side of the existing trees, bushes and shrubs are already exposed to significant air and noise pollution from traffic. Where possible I would strongly request that one of the objectives of this planting is to provide a sound and fume barrier for these properties and the pedestrians using the paths. We are more than happy to help with planting, involve our local Councillors and encourage our neighbours to get involved if that is at all helpful in achieving this.</p> <p>Please don't hesitate to contact me directly should you require clarity on any of these requests. I'm very willing to help where I can. Overall I'm a big fan of the project and the team have been pretty awesome in hearing and discussing our issues.</p> <p>Thank you for your consideration</p>
24		Y				<p>Overall - the "Preferred Heathcote Expressway " is a fantastic idea, for cyclists, pedestrians and car and bus users (assume same for trucks?), as separating the different modes, which all have highly different speeds and spatial awareness, smooths the flow for all, and greatly increases safety for the former 2 groups - which US research shows increases the number of women and kids cycling and walking. (I've used similar roads when working in France - driving, busing and cycling, and they're great from all perspectives)</p> <p>My only suggestion is to allow car/ bus/ trucks to right hand turn from Ferry onto Fitzgerald. I believe that can be done, using in-intersection road markings and conventional traffic signals and road rules, without overly compromising walker and cyclist safety or traffic flow.</p> <p>WRT. Reducing parking to 10 mins only on Ferry Rd - YES PLEASE! Ratepayers and road users should not have to subsidize free all-day parking. Prioritize parking for business customers</p>
25	Y					<p>I have concerns regarding the flush median at the intersection of Radley and Sheldon Streets, I believe it should be raised in order to provide a level of protection for cyclists/pedestrians. The traffic on Radley St regularly exceeds the current 50km speed limit and I believe that a raised median will also assist the reduction of vehicle speed.</p>
26					Y	<p>So you don't want me to turn right into Nursery Road from Ferry Road? I LIVE [REDACTED] and you want to take my freedom to get to my home in a quick and easy manner just because I drive a car. I never minded cyclists but now I have a loathing towards them. This is discrimination against motorists and I am very angry over this. You should be trying to make the roads far for bot cyclists and motorists.</p>
27	Y					<p>I love the preferred option. It will make cycling a much more pleasant experience, and encourage more people to cycle rather than drive. The preferred option is MUCH safer than the alternative route, with wider cycle lanes and limited car-cycle interactions.</p>

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						<p>47 commuting cyclists biked past the intersection in the space of 45 minutes on a rainy Wednesday evening - I believe their needs and safety are more important than the convenience that the on-street car parks currently offer a very limited number of business employees ("The Council's analysis indicated that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked all day").</p> <p>The lack of car parks in the Preferred option will encourage drivers to investigate alternative transport to work - reducing the number of vehicles on the street. This will be an improvement in terms of both safety and environment.</p> <p>Wide cycle paths are the key to safer, more used, enjoyable cycle routes and therefore cities!!</p>
28	Y					This is a great option and far better for cyclists than the alternative option which is going to be a real challenge to use.
29				Y		<p>I personally like the 2 way cycle lanes because the extra width allows riding two-abreast if there are no cycles going the other way. Allowing more car parks to remain is probably useful too - I also drive.</p> <p>I am not a fan of the proposed Fitzgerald crossing - by going from 1 lane to 2, the lights sequence will be made much longer to make sure all eastbound cyclists are across. I think remaining as a 2-way cycle lane to the west of Fitzgerald would be better - then cycles can cross Fitzgerald at the same time as cars. Confident cyclists heading west can turn right simply by joining the cars during the turn, less confident cyclists could cross Fitzgerald, then cross Ferry road as a pedestrian. Fitzgerald should be keep flowing so that cars have a speedy route to get past the central city without going through it.</p>
30	Y					I do not support the Alternative Option bi-directional cycle way because of the safety risks.
31	Y					It would be dangerous to overtake other cyclists in a shared 3 Metre Two direction lane so I don't support the Alternative proposal
32			Y			Nothing further
33	Y					I support the preferred option. It is absolutely essential to provide protected cycleways to improve safety for people cycling. While there is a need for car parking in this area, it should be provided as off street parking, such as a car parking building. The roads should be prioritised for all modes of transport. On a side note, if traffic lanes and cycle lanes are too narrow, the on street parking should be removed to allow for sufficiently wide lanes, as is already clearly an issue on St Asaph Street - the transport lanes are squished in to allow for on street car parks on both sides of the road.
34			Y			<p>As a cyclist, I'm hugely appreciative of the work being done with the major cycle ways and love seeing the number of cyclists increasing... we know this is great for increasing cycle safety, and of course overall health outcomes. I agree that route C is the best option, and my preference would be for one way paths on each side of the road. I'm concerned about safety at driveways and intersections if the two-way paths were to be put in. I've noticed on the unicycle path down Matai Street that cars coming out of driveways often omit to look both ways, so cyclists need to take greater care riding down this section. If we're to maintain a high level of perceived safety, which results in higher cyclist numbers, I think it's important to go for the safest, reduced conflict option.</p> <p>As a retail business owner, I also understand the need for parking, however, neither of my two stores have on-street parking options outside, so we pay for off-street parking for our customers. We've found that customers will go out of their way to find a parking spot so they can visit the stores, or use an alternative transport option, so a loss of on-street parking isn't necessarily going to result in reduced patronage. I think there is value in suggesting that staff and business owner's park further away to increase the nearby parking for customers. I also think it's worth encouraging business owners along the route to install cycle parking (I'd love to see a ccc initiative to buy several designs in bulk and offer these to businesses at a reduced, bulk-buy rate... this would see a council led increase in amenity in urban centres throughout the city!)</p> <p>As an aside, some of the existing bike parking around the city isn't ideal. Some viable options for businesses to keep things</p>

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						affordable while not interfering with the streetscape would be the cycle hoop. ( <a href="http://www.cyclehoop.com/category/cyclehoops/">http://www.cyclehoop.com/category/cyclehoops/</a> ) or something like Dero's alley rack ( <a href="https://www.dero.com/product/alley-rack/">https://www.dero.com/product/alley-rack/</a> ). The key is ensuring security (unlike the cycle hoop that was outside Rangoon Ruby on Colombo Street, but is now over the road because the white poles can easily be removed... so maybe the lamppost option is better!) and a rack that actually holds the bike up (The big hoop options may appeal to urban designers, but there's almost always a bike lying on its side on windy days. They could be resigned a little, but some of the other designs out there are better). Another factor to take into account is not scratching frames - so a hard rubber or even nylon guard at the contact points is a durable but safe alternative to metal units with welds and such that can scratch frames.
35	Y					Positive outcome after further analysis, proving CCC are doing the right thing.
36	Y					<p>The Preferred Option along Ferry and Wilsons Roads provides the safest option for all road users. The proposed new 2.1m wide separated one-way cycle lanes on both sides of the roads will replace the existing 1.5m wide painted cycleways.</p> <p>The proposed motor vehicle turning restrictions (banned right turn from Ferry Road into Fitzgerald Avenue; banned right turn from Fitzgerald Avenue into Ferry Road, banned left turn from Wilsons Road to Moorhouse Avenue and banned right turn from Ferry Road into Nursery Road) will ensure the safety of cyclists and pedestrians using the cycleway.</p> <p>The proposed removal of on-street parking at the north side of Ferry Road, reconfiguration of the south side, and 50% reduction in parking on Wilsons Road is essential in achieving a safe and user-friendly cycleway, with improved visibility for drivers entering and exiting driveways.</p> <p>Reducing on-street parking along Ferry Road to ten 60-minute car parking spaces is a good measure to ensure parking is prioritised for business customers. 60 minute parking will also be available along Phillips Street between Ferry Road and Leeds Street, and along Lancaster Street between Ferry Road and Moorhouse Avenue.</p> <p>The Council's analysis indicated that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked all day. Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles.</p> <p>The Alternative Option is not favourable as it has major safety concerns and will prove less user-friendly for the "interested but concerned" portion of the cycling population. The proposed 3m wide bi-directional cycle lane along Ferry and Wilsons roads does not meet the recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway. This option also fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists.</p>
37	Y					Please allow for cyclist priority over cars when crossing Nursery Road, and consider widening cycle lanes in future if the stadium is no longer required.
39					Y	Nothing further
40	Y					<p>I think the "Preferred Option" will be the safest option for everyone. As a cyclist, I believe that separated lanes on both sides of the road will attract more people who currently do not feel confident to ride on Ferry Road. The narrow counter flow option on one side may mean that there will be crashes between wobbly cyclists or cyclists riding 2 abreast encountering a counter flow cyclist, is inconvenient for cyclists needing to access those destinations on the other side of the road, and it is not ideal for attracting new riders or young riders who may not be aware of the need to stay left or look out for cars and pedestrians.</p> <p>As a pedestrian, I like the Preferred Option's one-way lanes on both sides of the roads as they would feel much more safe and intuitive. Having the counter flow option on one side means that pedestrians crossing them may step out in front of cycles if they</p>



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						<p>failed to look both ways. This would be particularly tricky for the old, infirm, children, visually impaired and hearing impaired (who wouldn't hear a bell or awarding). As a driver, when exiting driveways we would have to remember to look both ways should the counter flow cycle ways be put in. this is not intuitive or easy to remember to do, especially if turning left. I also support the three banned right turns and the banned left turn itemised in the plan, as I believe there are plenty of other roads and routes for vehicular modes to access various destinations. These changes will be better for pedestrians.</p> <p>I support the removal of on-street parking on Ferry Road, and Wilsons Road. This is the public domain and should be for all road users- not be locked into the storage of personal property (i.e. a parked car). There is much international and national research showing that on-street parking is not essential for businesses to thrive- accessibility for all is a more important factor. People on bikes and busses have wallets too (and often have more disposable income when they are not having the costs of running a car for that trip). That said, I support the provision of the 60-minute car parking spaces. This will enhance facilities for those seeking to patronise local businesses who have no other means of transport. 60-minute car parking will reduce the chances of on-street car parks being used for all day car storage.</p> <p>Removing on-street parking also creates better sightlines, thus improving safety for all users.</p>
41	Y					<p>Living Streets Otautahi/Christchurch supports the "Preferred Option" and believes this will be the safest and more intuitive option for all road users. Pedestrians crossing the counter flow cycle lanes, as offered in the Alternative Plan, may step out in front of cycles if they do not remember to look in both directions for cyclists. This is particularly of concern for the aged, and infirm, children, and the visually impaired and hearing impaired (who wouldn't hear a bell nor a verbal warning).</p> <p>We support the planned removal of on-street parking on Ferry Road and Wilsons Road as per the Preferred Option. This is the public domain and should be for all road users and will create better sight-lines, thus improving safety for all users. We support the provision of the 60-minute car parking spaces as this will enhance facilities for those seeking to patronise local businesses who have no other means of transport. 60-minute car parking will reduce the chances of on-street car parks being used for all day car storage and be more convenient for disabled drivers or passengers.</p> <p>Thank you for considering pedestrian needs by upgrading the Fitzgerald Avenue crossing to a two stage process. This will be a longer and thus less convenient crossing for able bodied pedestrians, but we agree that this would provide a safer option for pedestrians who are slower for whatever reason.</p> <p>Thank you for considering our submission.</p>
42			Y			As a cyclist I think having the one cycleway (both directions) will be safer for the cyclist
43	Y					<p>I fully support the Preferred Heathcote Expressway. The preferred solution is safer for cyclists and motorists. I do not believe that rate payers should be paying for on-street car parking for private businesses that have substantial off street parking (specifically a number of car yards on this route).</p> <p>I look forward to using this cycle route on complete.</p>
44	Y					I fully support cycle lanes in this city. I do wonder whether there is a better way for cyclists to Turn Right in multi lane roads. It still seems a little scary. Timed lights are a great idea.
45	Y					Sensible options
46					Y	<p>I am both a property owner in the area under consideration for the cycleway and I am also a cyclist, so I have a reasonable understanding of the concerns from both sides.</p> <p>Vibrant businesses and safe cycling are the two most important aspects which need to be taken into consideration, as well, of course</p>

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						<p>a good traffic flow to the Heathcote area.</p> <p>I think it is imperative to work out the whole plan as one big plan, so that decisions in one area do not cause limitations in other areas, and so the Ferry Rd section needs to be taken into consideration before a decision should be made on cycleways that feed it. Most of the feedback I have heard about the design of what has been done in St Asaph St is highly negative from the main sectors there: from traffic that goes that way, from the businesses that operate there and the odd cyclist who braves their way down the cycleway that has been constructed there.</p> <p>From a cycling point of view.</p> <p>i am very concerned about the use of raised separators near cycleways as they minimise exit options for cyclists when confronted with obstacles like passenger doors swinging out in front of them, and a simple loss of concentration can cause cycles to overturn and riders flung under the wheels of nearby cars and trucks, causing infinitely more injuries than would otherwise have been likely. Having cars parked to the right of cycleways causes major blind spots and right of ways that cross the cycleways are just like accidents waiting to happen.</p> <p>From a property owners point of view.</p> <p>I am very concerned about the suggested loss of any carparks, as parking availability has a significant effect on public access to businesses and organisations in the area, and that has a significant effect on their success, and ultimately property appeal and values. A build-up of cars looking for car parks will just slow down traffic even more and cause frustration and ill-feeling.</p> <p>The proposal specifies nearly twice as much width for pedestrians and cyclist as it does for cars, trucks, buses, fire engines, ambulances and motors bikes, which just seems ludicrous for a main road. (6.4m of width for footpaths, 5.5m for cyclists including separators) and a total of just 6.4m for all the motorised vehicles.</p> <p>I believe the current proposal will put us all in a worse position than we are at the moment and at a very high cost to the CCC, who i am sure will have no hesitation in passing it on to us, the rate payers.</p> <p>Doing nothing until a worthwhile plan is developed would be safer, cheaper and a more productive option for businesses, and everyone else concerned.</p>
47					Y	<p>I would like to express my complete disapproval of the Ferry Rd cycle way proposal.</p> <p>As a building owner at [REDACTED] we already have a parking shortage and this proposal will affect employees, workers, clients and customers of businesses along this proposal. There is absolutely no need to build a cycle way that infringes on existing parking. A conventional cycle lane would be quite adequate.</p> <p>This will end up just like the expensive mess in St Asaph St. It is now way too stressful to even drive anywhere near this street given the complete sensory and driver distraction overload. It is only a matter of time before someone is killed because of the tight space constraints now available. How long before all that work is removed because if the complete debacle it has become? What a complete waste of our rates money.</p>
48					Y	<p>I am writing regarding the proposed "Heathcote Expressway — Puari ki Kahukura" cycleway, specifically on Ferry Rd between Fitzgerald Ave and Wilsons Rd. I am a general manager at a business on the south side of Ferry Rd.</p> <p>I am supportive of the overall project and believe better cycle ways into and around our city is very important. However I have some serious concerns about this proposal regarding the safety of cyclists, the effects on businesses on Ferry Rd, and the costs involved.</p> <p><b>Safety:</b></p>

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						<p>The proposed cross-section design of the cycle way and road (Foot Path-Cycleway-Parking-Roadway) poses significant risk to cyclists. If cars are parked between the cycleway and the road, vehicles turning into driveways will not have visibility to cyclists traveling on the cycleway. This risk is unacceptable.</p> <p><b>Businesses:</b> The consultation document suggests that the on-street parking is not needed for businesses to operate on Ferry Rd. This is entirely inaccurate and will have dire consequences on a number of businesses on this section of Ferry Rd. We need these on-street parking.</p> <p><b>Cost:</b> Looking at St Asaph St cycle-way development, I am concerned that unnecessary over engineering is taking place.</p> <p><b>Preferable Plan:</b> I believe the current cycleway can be enhanced on Ferry Rd. This can be achieved by removing the unnecessary centre painted median on the road and the increasing the width of the cycle lanes. Cycleways should be painted green to reinforce separation. This will preserve the current level of cycle safety, keep the on-street carparks and keep the costs down significantly. At the very least, this proposal needs to be suspended until a review of the new Accessible City cycle ways (particularly St Asaph Street) has been undertaken to fully understand the effects of what is being proposed.</p>
49					Y	<p>I am concerned about the safety of my staff and cyclists regarding this proposal. I also believe the negative impact to my business and others on Ferry Rd is unacceptable if on-street parking is removed.</p> <p>I would like a review of existing "Accessible City" cycle ways to be undertaken before this proposal is progressed.</p> <p>My preference would be the existing cycle lane be increased in width and the painted median be removed.</p>
50						<p>We operate a busy building company on the South side section of Ferry Road. We have numerous vans, trailers and trucks entering and exiting Ferry Road - particularly in the morning when the cycle lane would be at its busiest.</p> <p>To exit our yard with a trailer would block the cycle lane waiting for a gap in the traffic. To enter our yard would mean we would have to stop in the road way and wait for a gap in the traffic and cycle way. These man-overs would prove dangerous and cause accidents.</p> <p>Generally our customers prefer to park on the street to avoid conflict with our commercial vehicles in our yard. Removing car parks would have a very adverse effect on our business and convenience of customers.</p> <p>I note we have never had a rep, tradesman or customer arrive by bike and I know this will not change with the cycle way.</p> <p>The turning restrictions into and out of Ferry Road will mean our trucks and trailers will have to do awkward man-overs around narrow side streets to reach our premise.</p> <p>I would like to raise a question as to why more appropriate alternative routes have not been properly investigated in your report?</p> <p>I await to your early reply.</p>
51	Y					Nothing further
52					Y	<p>I do not support either of the proposals, It appears as if you are trying to ring fence the Phillipstown Community with both the Heathcote cycleway on one side impacting on Phillipstown and the Rapanui cycleway on the other boundary of Phillipstown at Cashel Street and not allowing right hand turning from Ferry Rd into Nursery Rd which houses a large community hub, The Te waka Unua School technology Centre which accommodates up to 1,200+ students a week, a significant number of small to medium businesses and with the removal of several on street parking spaces it will seriously hinder the workers, and residents who both live or work in Phillipstown/ Charlestown, Furthermore with our elected representatives to council being denied the opportunity to address the</p>

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						appropriate subcommittee that has approved these plans it shows a serious lack of democracy and leadership within council. One must also ask what consultation was undertaken with the emergency services who will now be severely disrupted in their ability to get to areas in Phillipstown within the quickest time with so many obstacles and barriers being put into place. Also by not allowing cars to turn left from Wilsons Rd onto Moorhouse Ave you are forcing even more traffic onto Ferry Road which will add to the congestion of traffic and make it even more dangerous for the cyclists that may use your new proposed cycleway on Ferry Rd. Someone needs to sit down and realise that major cock ups are included within these proposals and when the first cyclist is seriously injured or killed who is going to raise their hand and admit you got it wrong
53					Y	<p>As a member of Grace Vineyard Church City Campus (150 Ferry Road) I am totally opposed to the proposed scheme due to the loss of parking proposed along Ferry Road. Our City Campus Congregation is typically 1100 people over 3 services each Sunday and during the week there are many event taking place and people visiting for support. Our resource consent for this site requires a certain amount of parking to continue our work in the community.</p> <p>Elected members of the council, including the present Mayor who was a Member of Parliament at the time, will recall that in the immediate aftermath of the Feb 2011 Earthquake our church mobilised to feed and provide support services to an estimated 10,000 people each day from our Beach Campus in New Brighton - many of the volunteers coming from our City Campus - and that the government bodies (Police / Military etc) actually had to tap in to our church's organisation to enable their services.</p> <p>We understand that Grace Vineyard Church is held in high regard for its work in the community and I consider that to be impacted to the point of having its resource consent to operate from Ferry Road jeopardised by this scheme will be extremely detrimental to the community and as such respectfully ask the Council not to approve this scheme.</p> <p>There are other streets running in parallel that must be considered as these are quieter and will obviously be much more safer for all road users.</p> <p>Generally I do not support the Major Cycleways programme as it is a huge cost to taxpayers and ratepayers, it is creating very hazardous conditions to all road users and even some in the cycling fraternity are now saying they will not use these anyway.</p> <p>This programme is a complete waste of money, especially as we still have a lot of major roads in our city in poor condition such as Hills Road between Aylesford St and Akaroa St, which was in good condition following the earthquakes and is now terrible following the re-laying of the sewer back in 2012.</p>
54	Y					Thanks for the proposal, it looks great. I use the ferry road section about once per week by bike, the preferred option looks like a great improvement. Please don't give in to the whinging businesses along the route.
55					Y	As a member of Grace Vineyard church on Ferry Road, I do not support a plan that will effectively cripple the church due to lack of parking on Sundays for the congregation.
56	Y					This will make my daily commute by bike along this route much safer. I have already seen one cyclist knocked off her bike in my morning commute in the Ferry Rd section you plan to upgrade so this will increase our safety as cyclists along this stretch of road particularly.
57					Y	<p>This section of Ferry Rd is very busy and has a high concentration of businesses because of multi-unit developments. These businesses are high traffic generating and these vehicles would have to cross cycle lanes very frequently to access their car parks. The traffic volume is 10,000 vehicles per day whereas the projected cycle number is one tenth of this.</p> <p>The preferred option about 9.2m for 2 way traffic including parking and 10.6 for pedestrian and cyclists! Considering the high traffic volumes which include buses and emergency vehicles this is ridiculous and very dangerous to both cyclists and motorists with so</p>

### Further Submissions (Ferry Road to Wilsons Road Section)

						<p>many points of conflict. My Concerns are:-</p> <ol style="list-style-type: none"> <li>1) For safety of people, especially disabled and elderly parking in a 2.2m wide park (standard park is 2.5m) and trying to safely get out of their vehicle into this now narrow and busy road. Also the safety of children and parents getting babies out of cars and not seeing cyclists.</li> <li>2) Safety of cyclists having to cross so many busy entrances especially the cyclists who travel fast</li> <li>3) Vehicles entering businesses from Ferry Rd will have to give way to cyclists and will have to stop and block traffic till they can enter. This will cause tailgate accidents.</li> <li>4) It will now require vehicles to detour around side streets to get to their destination thus causing delays, congestion and frustration for people unfamiliar with the area e.g., Wicked Camper customers.</li> <li>5) Loss of car parks will affect businesses viability by making it harder for customers to visit, especially the disabled and elderly.</li> <li>6) Businesses are also finding it more difficult to afford the ever increasing council rate demands, so please have some consideration for them.</li> <li>7) Delays for buses and emergency vehicles when the traffic stops as there is no room for them to pass.</li> </ol> <p>Alternative Options not investigated in the Further Consultation Options D or E are the most sensible routes for this section of cycle way. A Bi Directional cycle lane along the edge of Lancaster Park/Wilsons Rd and then Stevens or Lismore St crossing to the west side of Falsgrave St and then crossing Moorhouse Ave. Advantages of this route over the Ferry Rd options are :</p> <ol style="list-style-type: none"> <li>1) Safer, very few entrances to cross.</li> <li>2) Only 2 streets to cross instead of 4 so therefore faster and safer for cyclists.</li> <li>3) Stevens St is wide and carries a low volume of traffic so enough room for safety.</li> <li>4) It is not used as a main route for emergency vehicles and buses.</li> <li>5) No need to re-route traffic and cause congestion and frustration.</li> <li>6) A cheaper more cost effective option for Council finances.</li> <li>7) Less car parks lost to business customers.</li> </ol> <p>As there was so much opposition to the Ferry Rd option why was there no analysis in your booklet of these obvious alternate routes? I am told the Council considers route D and E to be unsafe at night. Few cyclists travel at night due to the increased safety risk of not being seen by motorists. If this is a genuine reason for not considering this option modern LED street lighting and security cameras would overcome any safety issues. I implore you to take notice of the extremely serious concerns of the stakeholders in this area.</p>
58			Y			<p>As a concerned rate payer - why have these walkways/cycleways to and from Jade Stadium when the place is condemned. I feel rate payers' money should be used to fix roads once and for all.</p>
59					Y	<p>This proposal both preferred and alternative are a repeat of the disaster that has been created in St Asaph Street. The following are the reasons for my comment:</p> <ol style="list-style-type: none"> <li>1) Virtually no car parks for businesses which will result in business failures!</li> <li>2) Dangerous for cyclists and people going in and out of drives - which is why cyclist don't use St Asaph St - I'm one!</li> <li>3) Narrow roads for buses, cars and emergency vehicles can't move at peak hours. The fire service can't fight a fire with the distance</li> </ol>

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						to the property - same as St Asaph - they have submitted again. 4) Please go to You Tube and watch the St Asaph Tuam video on the danger. <i>No link was provided and we have not been able to locate this video on You Tube</i>
60		Y				I generally support the preferred Heathcote Expressway and the Ferrymead and Wilson Road section as regards the alternative Heathcote Expressway as other items for consideration. The parking surveys are good material for consideration. The major cycleways alternative will make the above options work. I am aware the City Council is already supporting this move. As regards the Ferry Road [Indecipherable] there is need to be action when looking at this. It has been a good move that public transport has a route to the airport - bus No 29. I do not agree with the option do nothing. This avec [sic] has a potential for the city. An increase of 15 vehicles as per day is a target to wish for. As regards cycleways the bi-direction routes will be a success in years to come.
61					Y	As a person whose business delivers furniture and office products throughout Christchurch the lack of parking for delivery and for customer parking on the roadside causes massive problems for me and for the business, who we are delivering to. There seems to be no thought that shops and business need to be restocked. After spending the last three weeks trying to deliver 25 truckloads of furniture to a major office block and receiving no co-operation from the parking enforcement, one wonders if that business is being supported by the Council. If you want to do cycle lanes how about Dyer Pass Road and Hackthorne Road.
62	Y					<b>The express way option will make cycling in Ōtautahi safe and encourage people to bike.</b>
63	Y					It's great to see these cycleways going in and this is a very important route to include cycleways on
64	Y					I strongly support the preferred option. The alternative route would be unusable for the many journeys I do down ferry road to shops at cnr Ferry & Ensors and our free bike workshop space at Phillipstown hub. The alternative option with dual way cycleway on the south side would be unusable for me most of the times I bike down there and the crossing of Fitzgerald looks like a confusing safety nightmare. Please exercise strong leadership for the sake of cyclists and don't water down the great plans to pander to a vocal few who are stuck in a destructive car driving mentality
65	Y					I support the proposed cycleway Share an idea should be the light house to any development that the council does. "Rebuild as a proud legacy for the city. Which is well-designed, eco-friendly" The preferred transport choice was to "Reduce on street parking to make more room for cafes, cycle lanes and appealing streetscapes including wider footpaths and more green space". Thus, to integrate and separated off-road cycle lane network with safety a major focus. With that in mind, I agree with the Council's proposed cycleway as a good investment in reducing future road congestion, and as for shop owner concern Parking around the corner should not reduce their revenue.
66					Y	1) I consider it dangerous to trap cycle between to concrete upstand i.e. gutter at left, median at right, nowhere to escape in case of emergency. 2) Narrowing roadway will adversely affect emergency services. 3) Impact on local business would be huge as has happened in central city. 4) Central city access plan is in review because of bad planning so why carry on with feeder cycleways until resolved. 5) Jade Stadium not resolved so could change dynamic of area. Cycleways should wait until outcome of stadium.

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						6) This section of Ferry Road already has useable cycleway. 7) Money better spent on cycle bridge across Waimakariri River or off-road cycleway to Sumner, Redcliffs etc.
67	Y					Having considered the options it seems obvious that a segregated cycleway on both sides of the road makes sense - no diagonal crossing, no concrete barrier. This option seems by far the most user friendly for pedestrians, cyclists and drivers. Many thanks
68	Y					A bi-directional cycle path on one side of the road is counter-intuitive and likely to confuse both cyclists and motorists. It also appears not to cater well for people who want to cycle down Ferry Road instead of turning right onto Wilsons Road (travelling away from CBD). It seems like this would be a majority of cyclists travelling from the CBD to Woolston, Ferrymead, Redcliffs and Sumner. Retaining a cycle lane on the left would maintain a smooth transition instead of forcing a difficult lane change.
69	Y					Other option is more restrictive for both motorists and cyclists.
70	Y					Nothing further
71	Y					I cycle this route every day. Be good to segregate cyclists from pedestrians for safety reasons. Council are doing great things for cyclists. Let's keep it going!
72	Y					I am a regular cyclist and use Ferry Road frequently.
73	Y					More space, safer for cyclists.
74	Y					I commute to work every day.
75	Y					I am visually impaired. Even going down bike lane without anything between me and cars is scary. Sometimes people drive recklessly. That's why I ride on the footpaths but people get in the way. I've been hit twice by someone coming out of nowhere. A wider cycle path and a concrete boundary thing would make me feel safer. Motorists would have a better view of cyclists. So please do the preferred option. Safety before profit!!!
76	Y					Please provide wide separated one-way cycle lanes. Remove on-street parking on Ferry and Wilsons Road.
77	Y					Both sides of the road is a much easier, more efficient and safer way to navigate the road. So this is a much preferred option.
78	Y					Cycling is great - the easier and safer it is the more people will participate.
79	Y					Nothing further
80	Y					A civilised city where everyone can use safe and fun transport to navigate to and from the beach to the city (and vice-versa).
81	Y					At controlled intersections, straight through cyclists should get priority over left turning vehicles travelling in same direction.
82	Y					Cyclists are as important as cars. Give us space that is safe.
83	Y					Less accidents, safe environment.
84	Y					Nothing further
85	Y					Busy road for traffic, a lot of cyclists use this route. Safety first please!
86					Y	I do not support the Heathcote Expressway as we have a lack of current parking to accommodate the business community on Ferry Road, Lancaster St, Nursery Road, Phillips St area. We have large volumes of people attending Grace Vineyard Church who utilise all the parking in the area. Parking in the area for the motor vehicle dealers is paramount for our type of business activity. We have food outlets and restaurants who need extra parking on a regular basis, plus large operations like Hampton ITM need extra room for large trucks and commercial vehicles entering and exiting their commercial activities. We have observed on a regular basis and noticed a very low volume of cyclists during the mornings, daytime and evening. We totally oppose any removal of car parking in this area, as we rely on this heavily for our business activities.



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87					Y	I note that on Sheet No 6 and 7 they show all the side streets on Charles St are marked 50km. The existing street limits are 40km. We feel that the 40km speed limit should remain. We do not think it is a good idea to have shared cycleway/general traffic in the same space. We definitely do not want the landscaping interfered with. Both Charles Street and Barbour Street are in the Charleston area and the improvements in this area have been hard won by the association over the last 37 years. We feel that you should look at other options like going down the rail corridor and leave the residential streets alone.
88						It appears there is no turn from Ferry Rd north into Nursery Rd - a major route to Stanmore Road and north. This means the only road available to turn north is Bordesley St - a road of humps and bumps. Couldn't understand on the map whether there is a right turn from Ferry Road south into Fitzgerald Ave. Removing the right turn Ferry to Fitzgerald going north makes for a circuitous route for vehicles wishing to access businesses on left side of Fitzgerald Ave. Looking at this plan I see no regard for elderly or disabled being able to access some businesses. Cars are banned from certain areas in preference of cycles - <u>is this really an accessible city for all?</u> What is the purpose of tree pits, they seem to be just another thing for vehicles to run into. Getting rid of telegraph poles eliminated the danger of hitting one of these, now tree pits will become another danger spot.
89		Y				I cycle this route currently for my daily commute to work. The section from Fitzgerald to just beyond Nursery Road is often the trickiest as the cycle lane is narrow & Wicked Campers always has heaps of vans parked along there. It would be great to have them parked off road so I am supportive of some on road parking being removed. It is important that signage is clear so that both cyclists and drivers recognise the responsibility they toward each other. As many cyclists will not carry on along Wilson's Road but will continue up Ferry Rd, the painted cycleway section past Nursery Rd must be repainted with signs that indicate cyclists will be merging with traffic. I have had a number of near misses where Nursery Rd meets Ferry Rd so any improvement here is welcomed.
90	Y					The one time I cycled home via Ferry Road I didn't feel safe with the volume of traffic even with the current cycle lanes. The new plan will be a vast improvement and hopefully more people will feel safe enough to cycle.
91	Y					I like that the cycle lanes in the preferred option are separated by a barrier but also that there is a cycle lane on both sides of the road. Having a two-lane cycle way on only one side of a busy road would be confusing and unsafe for cyclists riding against oncoming traffic and needing to cross to the other side of the road.
92	Y					As a business owner, I am really excited to see how much foot and cycle traffic will be present on both sides of this route. I believe the preferred option will really help these areas become destinations rather than through routes. Keep up the good work....
93					Y	Ferry Road and Wilsons Road Section I am the property owner of [REDACTED] and the business owner at the same address "Vintage Wonderland". Sadly we are not in support of this particular route as we believe it will drastically affect our business, livelihood and investment. Our concerns are that we operate from a building which has no off street parking at all. We operate an Antique Warehouse which entails stocking a large quantity of furniture, all of which have to be delivered somehow. If you remove access by taking away car parks and place a solid median or curbing barrier this gives us no access not to mention no parking for our customers. We are a primarily destination shop but we also fall into spontaneous shopping also, whereby if customers drives past and sees us they will visit. We leased this building after being displaced from the earthquake, the reason we chose this building was because of the location the heavy flow of traffic gave us the best form of advertising we could have wished for. The off street parking out the front was an attractive part which lead to us leasing the building. We then went a step further and purchased the building after our landlord announced he was selling, we didn't want move again so we purchased to secure our future. We applied to have 60 min parking out the front of the shop which was put into place after the community board approved it January 2016.



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						<p>We are asking the council to seriously consider the affect this cycleway would have on this business. Our stance on this matter is that our business will fold as a result, is that the future of Christchurch City. Do you want to make Christchurch citizens suffer even more after everything we have been through? Our business is internationally known we are featured in many Japanese magazines and Australia also. We have a large local following and National clients. We are part of a major incentive for community of Christchurch, "The Ferry Antique Trail", this initiative has been funded by a number of businesses in the area and has been very successful. Our building is 250sq full of Furniture and homewares how are customers supposed to pick up their purchases.</p> <p>Where can our customers park?</p> <p>Where do staff from all of these businesses in this stretch of going to park?</p> <p>The most sensible route would be along the Train line side has very little impact on business and infrastructure will cost less and will be far safer than any of the other suggested routes.</p> <p>I think the planners are forgetting that this is a seriously busy road and a major route for our emergency services. Ferry Road will continue to get even busier once the city has been rebuilt. We are witnessing signs of the road stating to get busier as new business are relocating back to the CBD. The AMI stadium is in question and until matters are sorted there this route should be excluded.</p>
94					Y	<p>Ferry Road and Wilsons Road Section</p> <p>I am the property owner of [REDACTED] and the business owner at the same address "Vintage Wonderland".</p> <p>Sadly we are not in support of this particular route as we believe it will drastically affect our business, livelihood and investment. Our concerns are that we operate from a building which has no off street parking at all. We operate an Antique Warehouse which entails stocking a large quantity of furniture, all of which have to be delivered somehow. If you remove access by taking away car parks and place a solid median or curbing barrier this gives us no access not to mention no parking for our customers. We are a primarily destination shop but we also fall into spontaneous shopping also, whereby if customers drives past and sees us they will visit. We leased this building after being displaced from the earthquake, the reason we chose this building was because of the location the heavy flow of traffic gave us the best form of advertising we could have wished for. The off street parking out the front was an attractive part which lead to us leasing the building. We then went a step further and purchased the building after our landlord announced he was selling, we didn't want move again so we purchased to secure our future. We applied to have 60 min parking out the front of the shop which was put into place after the community board approved it January 2016.</p> <p>We are asking the council to seriously consider the affect this cycleway would have on this business. Our stance on this matter is that our business will fold as a result, is that the future of Christchurch City. Do you want to make Christchurch citizens suffer even more after everything we have been through? Our business is internationally known we are featured in many Japanese magazines and Australia also. We have a large local following and National clients. We are part of a major incentive for community of Christchurch, "The Ferry Antique Trail", this initiative has been funded by a number of businesses in the area and has been very successful. Our building is 250sq full of Furniture and homewares how are customers supposed to pick up their purchases.</p> <p>Where can our customers park?</p> <p>Where do staff from all of these businesses in this stretch of going to park?</p> <p>The most sensible route would be along the Train line side has very little impact on business and infrastructure will cost less and will be far safer than any of the other suggested routes.</p> <p>I think the planners are forgetting that this is a seriously busy road and a major route for our emergency services. Ferry Road will</p>

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						continue to get even busier once the city has been rebuilt. We are witnessing signs of the road stating to get busier as new business are relocating back to the CBD. The AML stadium is in question and until matters a sorted there this route should be excluded.
95					Y	<p>Ferry Road &amp; Wilsons Road Section</p> <p>I finally got my dream job and due to these proposals looks like I could lose it due to total lack of customer parking and subsequently closure of the business. My closest car park at present is 2 and half blocks away.</p> <p>With your proposal it can only get further away, with loss of parks and 60 minute parking down Philips and Leed Streets workers will have to park even further away so how far will customers have to go to get a park?!!</p> <p>Parking is at a premium around here and to remove it totally is just not fair for these businesses. Loss of parks due to constant road works on side streets adversely affected the business in the past as it's too far for our customers to carry unwieldy goods, so they just don't STOP.</p>
96					Y	<p>New cycleways are killing our city and small business.</p> <p>This Heathcote Expressway is another badly planned looming disaster.</p> <p>Stop immediately, narrowing our roads, shoving curbing &amp; barriers in the traffic stream &amp; making driving in this city &amp; suburbs so dangerous.</p> <p>Cyclists are fine - there are such a tiny handful using the roads. \$136 million is being spend on about 136 cyclists.</p> <p>The old style with a green painted lane was fine. We all drove carefully when we saw cyclists. At least we can cross on to them when we need to put more space between us with some many trucks &amp; buses coming at us.</p> <p>Cyclists do not need automatic lights to cross intersections. They can stop &amp; press the cross button, just like pedestrians do. If suddenly there are 100's of cyclists, put this facility in then, if needed.</p> <p>Left turning traffic is backing up waiting for the bike crossing light to go red, when there is not a cyclist in sight.</p> <p>I drive from Southshore to the city every day &amp; have been counting cyclists I see, each time &amp; have been doing this since Nov/16.</p> <p>The most I have seen in 1 day over summer was 6 &amp; yesterday I saw not one over a period of driving for 3 hrs all around the city.</p> <p>I am outraged at the incompetent planning by nameless people who are being paid to do a dreadful job with our rate payers money.</p>
97					Y	<p>I am part of Grace Vineyard Church and on the leadership team.</p> <p>It is a thriving community, where we help a huge number of people spiritually and practically every day. Parking is a major component for us. The absolute majority of people who come to church would not be able to bike or catch buses easily. We have many people who travel to Grace Vineyard specifically because of the help they receive - if they were unable to get to our church, they would be isolated and it would place a burden on many other community service providers. Each week we have over a thousand people coming to Grace on a Sunday, plus a huge number of people using the building throughout the week. Our Thursday night youth group has heaps of young people every week - including my son who is 14. It would be a huge safety risk having young people trying to get home late at night after youth group or night church, with no easy transport options. If we have our parking removed, we will simply not be able to operate well as a church and help nearly the number of people we currently help.</p> <p>We help a variety of people - mentally unwell people, terminally ill people, those who live on the streets, troubled youths, children, solo parents, elderly, those living with people with chronic disabilities... in order to help these people, we rely on other people to come and help us - these people travel in cars usually, to be able to pop in and volunteer throughout their day.</p> <p>I have 3 children who all absolutely love being part of our church. It would be totally impractical to think about getting to church on bikes or buses on a Sunday or to their various programmes throughout the week.</p>

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						Please reconsider this proposal - it will affect thousands of people we currently help - but will affect many more that we could potentially help in the future.
98	Y					I use my bike as my primary mode of transport for myself and my two children. In doing so we create one less vehicle on Chch roads during peak hour morning school traffic drop off when heading to preschool age child related activities. However, this is only the case when I feel safe on the bike with the kids. The preferred Heathcote Expressway would open up a new route of safe transport for me to take as this is currently an area of town where I choose to drive if conditions are not optimal (e.g. bad weather, rush hour). A narrow cycleway is less than ideal. Due to cycling being our primary mode of transport my bike is large and somewhat wider than the standard bike as it is required to carry all many of child related paraphernalia including kids bikes and a pushchair. On a narrow cycleway I pull aside and stop for other cyclists to get past. Vehicle traffic is certainly not required to do this with the roads being of ample size for all vehicles from a mini to a bus, why should this be any different for a bike?!
99					Y	<p>The proposed cycle way is dangerous and should be opposed. Numerous research studies concluded that separated cycle lanes or cycle ways are a danger to both cyclists and motorists. They create road hazards and lead to discrimination against cyclists. The new consensus among traffic engineers in western countries is that safety is best achieved by treating cyclists as normal vehicular traffic, with cyclists obeying the same traffic rules as motorists.</p> <p>"Cyclists fare best when they act and are treated as drivers of vehicles." John Forester, M.S. P.E. Cycling Transportation Engineer.</p> <p>Segregated cycle lanes, in particular those hidden between the footpath and parked cars are among the most dangerous and flawed designs. They complicate the roadway and create hazards. They have been tried throughout the world and have been proven to be extremely dangerous. When cyclists are hidden out of sight of motor traffic, accident rates skyrocket because drivers can't see them past parked vehicles. This type of cycle lane also creates confusion for drivers, especially for turning cars that have to cross the cycle lane.</p> <p>Furthermore, the proposed design contains concrete road barriers, dividers, and planters, dotted throughout some high-traffic-volume roads where heavy trucks frequently use. The visual clutter distracts drivers and decreases the likelihood of cyclists being seen. Turning and crossing conflicts between cars and bikes are further exacerbated by these flawed design features and will cost lives. Among many studies done on the subject of crashes and injuries involving cycle lanes is a Danish study conducted in Copenhagen (Bicycle Tracks and Lanes: a Before-After Study. Jensen. 2007, Trafitec ApS, Denmark). Even after taking account for changes in traffic volume and ridership, crash and injury rates increased by 10% AFTER installation of cycle tracks.</p> <p>Another Finnish government study found that it is safer to cycle on streets among cars than on cycle paths. (The Risks of Cycling. Dr. Eero Pasanen. 2001, Helsinki City Planning Department, Finland)</p> <p>In short, cyclists' safety has worsened, where cycle facilities have been implemented.</p> <p>We want increased cycling for environmental and health benefits, however these reasons may not be enough to compensate for the serious safety problems.</p> <p>Wider kerb lanes (left most lane) is one engineering solution that will make life easier for cyclists. This option should be considered with priority by the city.</p> <p>Parts of the proposal suggests removing car parks and restricting turns at intersections. This will only add to vehicular trips in and around the cycle way roads. As drivers are forced to circle around in search for parking or finding a way to reach their destination. The proposal will inevitably add to driver frustration, promote unsafe driving, increase congestion and air pollution, and worst of all,</p>

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						exacerbate safety problems. Christchurch City Council must consider these known serious safety liabilities, before people's lives at put at risk.
100					Y	<p>I am paying rates on 6 properties on Wilsons Road North which are affected by this section of proposed cycleway - [REDACTED]</p> <p>The four units are three bedroom with limited onsite parking - they have double garages but the reality is there may be 3 or 4 vehicles for each unit. The property at [REDACTED] is a four bedroom property with onsite car parking for one vehicle. My business is at [REDACTED]. My belief is the CCC should not install a cycleway on what is a safe, functional road providing adequate room for carriageway, parking, cyclists and pedestrians.</p> <p>The removal on street parking for both residential and commercial property will devalue properties and make the less desirable for both business and residential.</p> <p>I think the CCC should take notice and reconsider what they are imposing on ratepayers and public.</p> <p>The money would be better spent on fixing the network of damaged road.</p> <p>Although I am not affected directly by the plan to install a cycle lane on Ferry Road from Wilsons Road to Fitzgerald Avenue, I think this will be a disaster. The businesses that operate only this stretch of road rely entirely on customers being able to park outside. I know myself that if there is no parking available I will not frequent Gentle giant coffee shop which would be a real shame. They have built a fantastic business and don't deserve to have it devastated by this daft plan. I am sure that will be the same for all the other small businesses along there.</p>
101			Y			As an owner of a property on [REDACTED] the alternative option is preferable as the existing carparks on the eastern side of Wilsons Road are retained as are the established trees that provide visual improvement to the streetscape of Wilsons Road. We think it makes sense to have a two way cycleway on the stadium side of Wilsons Road (western side).
102			Y			As a resident of [REDACTED] the alternative option is preferable as our on street parking is retained as are the trees in front of our place. Most of the houses on the eastern side of Wilsons Road have high front and side fences (to reduce road noise) and it is already dangerous backing over the footpath and the preferred option would make this even more dangerous by having bike travelling on eastern side of Wilsons Road. We have already had a number of near misses!
103	Y					The most direct route for cyclist, even if it has a negative effect on businesses
104					Y	<p>Hi, We have a family of 5 and attend Grace Vineyard church which is located on Ferry road. The proposed plan will make it more than inconvenient for our family to access to the building especially with young children.</p> <p>I understand the city needs to prioritise cycling. But I think an alternative route would be best considered.</p>
105					Y	The proposed plan will grossly affect my family's ability to park and enter our church located on Ferry Road. The lack of parking will force us to park much further away on neighbouring side roads which will endanger the safety of my wife and myself when attending our church service on a Sunday night. In the winter months we will have to return to our car in darkness further away from the populated area surrounding the church building. I fear this could have serious consequences for our safety, especially on nights where my wife attends separately to me.
106					Y	Hello. I am a member of the Grace Vineyard city campus church, in which we rely heavy on the on-street parking. With this mainly taken away, this will mean we will have to walk quite a distance to get to church as there are not enough off-street parking for the amount of people who attend. This is quite a concern as I attend the 6pm service, which I may not leave until around 8.30 pm. With the on-street parking being taken away, I will not feel safe walking to my car that is further away at that time of the night as it is very

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						dark and I do not feel like it is the safest area. There is also a concern for other members of the church who are families with young children, the elderly and those with mobility difficulties. I agree with making the city more cycle safe however I don't feel it should be at the risk of other people's safety having to walk to their cars in the dark. Is there a possibility to still have the on-street parking but simply paint a green cycleway along both sides of the road, allowing cars to park against the footpath curb as they do now? I am also a cyclist however I feel with all the new 'curbs' put in around town for these cycle ways, they are making it more dangerous for bikers as when they leave this curb (for crossing intersections or when they come to an end), motorists will not be looking out for bikers as they will forget about them being out of the way. I really hope you can please keep the on-street parking down ferry road around Grace Vineyard church to ensure safety for the members.
107					Y	Hi, We regularly go to Grace Vineyard church on a Sunday morning on Ferry Road. We have a 2 year old and if you were to put this in, we'd need to walk quite a distance with our child on Sunday mornings and other events times. I'd ask that the Council consider simply painting a green cycleway along both sides of the road, allowing cars to park against the footpath curb as they do now. If not, there could be serious issues as both kids, elderly and disabled go to our church.
108					Y	I attend Grace Vineyard church on Ferry rd. If a cycle way is put in, it will be very difficult to find suitable parking anywhere near the church. This will make Sunday morning attendance with three small children very difficult, particularly in winter. There are also financial, emotional & mental health, family, & spiritual support programs (mentoring, counselling, pastoral care, etc) run during the week (which I and many others benefit from) which would be very hard to get to & from if there is no longer suitable parking in close proximity to the church. This will impact a great number of people detrimentally if we are unable to park anywhere near the church, not to mention the elderly & those with disabilities for whom church attendance may become extremely difficult, if not impossible. The inclusion of a cycle lane that does not hinder parking, could be a possible solution. Thank you for your time.
109					Y	I suggest a painted cycle lane is sufficient as is the case on most of the arterial routes into the city. I consider the concrete separation strips that exist in Ilam and St Asaph dangerous to all road users including cyclists. I am a cyclist.
110					Y	We go to church on Sunday mornings and for events on Ferry Road - Grace Vineyard. If this were to go ahead, the available car parking for these would drop so significantly that there wouldn't be a reasonable amount of car parks available. This is taking into consideration that a lot of families with young kids, elderly and disabled comes to these events. Instead, I'd propose a painted green cycleway along both sides of the roads, allowing cars to still park on the footpath curb as we're able to now.
111					Y	Slows vehicle, hazards to both to cyclist and danger for vehicles.
112					Y	While I support cycleways and the safety of those using bikes around our city, this cycleway will be a detriment to many of the businesses and organisations along this stretch of road. As member of the Grace Vineyard church we have a large congregation and parking is difficult at the moment as is it. In particular there a number of people who need closer parks due to health or disabilities or are parents with young babies and with no parks or no drop off point, this will be a big problem for them. Congestion and people trying to get a park in the very very limited church frontage, will cause accidents and possibly fatalities through frustration of other drivers. Please reconsider this cycleway option.
113					Y	I am a member of Grace Vineyard Church. The proposed cycleway would make it very difficult for a number of our congregation to access the church building. I am thinking of parents with small children, the elderly, disabled people e.g. my husband who has limited mobility while waiting for hip replacement surgery, people attending evening events.....safely comes in to play here. I cycle now and again myself so I am not against cycleways I just think this Plan adversely affects too many people and hope that some other solution can be found. We are a large church doing great things in the inner city - please consider our plea. Thank you.

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114					Y	This new cycle way will directly impact our church which resides at 150 Ferry, Grace Vineyard has been a major contributor to our awesome city both before and after the earthquakes and this cycle lane would severely impact our Sunday services along with our resource consent. I propose next time someone has any idea at the council you should directly engage the people this affects earlier in the process.
115					Y	Hi, my husband and our young children attend Grace Church on Ferry Road every Sunday at 9am. We also attend many other events. If we were to have to find parking a long way away this would impact on us significantly and especially in Winter with young kids. I'm also recovering from major a major surgery which means I am unable to walk more than a few minutes without a significant amount of pain. Please reconsider
116					Y	I go to the Grace Vineyard church on Ferry Rd several times a week. Parking is currently at a premium for a wide area around that part of Ferry Rd and this would make it a lot worse. The cycle way system seems to prioritize cyclists but there are a lot of other people who use these streets and they would be disproportionately catered for in these scenarios. I believe in cycling to save the environment and for our health but we have to meet everyone's needs I also live [REDACTED] and have found the cycle way doesn't always get used and the street dangerously narrow for traveling cars
117					Y	I am a member & trustee of Grace Vineyard Church as well as a regular cyclist. I do appreciate all that the council is doing to make our streets safer for cyclists. However I would respectfully ask that you take into consideration the negative impact of removing significant on street car parking along Ferry Road. Our church has over 1000 attendees on any Sunday and this includes a significant number of children. Many families rely on the ability to park on Ferry Road to give safe and easy access to our buildings. Can I suggest that the council simply paint the existing cycleway green to make it more obvious. Thank you for your consideration.
118					Y	Hi, The issue for me is the number of businesses on ferry road that would be affected. Also Grace vineyard church which has on average 1100 people over 3 services PLUS events for the community during the week it would have a massive impact. The effect on disabled people attending the church needs to be taken into consideration. It would pay for someone to visit the church and stand outside about 11am on a Sunday .You would then see the huge cooperation already by businesses on Sunday to help with the current traffic. Then imagine it with the cycle lanes and no parking! Go and see, one visit and you would see the impact of such a change.
119					Y	Parking will be impossible
120					Y	Hi...I am a member of Grace Vineyard church and I attend their 9am service every Sunday. I am strongly against the proposed plan to eliminate most of the parking places along the section of Ferry Road where the church is situated. For young families, the elderly and those who have mobility issues, the resultant need to park far away from the church entrance is going to have an enormous, negative impact .I myself have a son with Down's Syndrome who would not be able to easily attend services and Thursday night Youth Group as a result due to his lack of traffic awareness and inability to cross roads without support. Grace Vineyard is a church whose aim is to strongly support and reach out into those parts of our Christchurch community where help is needed and is engaged in vital and valuable outreach to street dwellers, at-risk-youth, those needing budgeting advice and so on. I would be extremely concerned as to how these proposed changes will affect our church community and its ability to continue to serve Christchurch and would respectfully ask that this proposed plan be reconsidered.
121					Y	We do not support the options for removing the on-road car parking spaces in order to provide the cycle routes listed (as there are already pre-existing cycle lanes that could be highlighted with green road surfacing if safety is an issue).

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						<p>We, along with our family members (6 in total), are members of Grace Vineyard church and attend a number of meetings throughout the week and as we live in Hoon Hay, the most common way to get there for us is by car. Due to the large number attending from across the city, there is always a demand for car parking and side streets are always used as well as the on-street parking on Ferry Road. We have teenagers and young adults - two of whom are young women and we feel it would be an even greater personal safety risk for them to have to park in the poorly-lit side streets to attend meetings or events especially in winter with the reduced daylight hours. Therefore we strongly oppose the removing of the on-street car parks when cycle lanes are already present and do not appear to be a safety issue for the current cyclists.</p>
122					Y	<p>We rely heavily on convenient on-street parking simply because there is not enough off-street parks (from businesses and our own buildings) to meet demand. The preferred design the Council are pursuing would see all but 10 spaces removed along the whole length of Ferry Rd between Fitzgerald Ave and Moorhouse Ave. There are currently 73 spaces available. The Resource Consent that we operate under has on-street parking as a key component of our ability to manage the high parking demand. We think the current design would have a major impact on how easily people can access our building.</p> <p>For families with young children, the elderly and those with mobility difficulties, walking 200-300 metres from a side street (especially when it's raining) would be very difficult. On Sunday nights we're getting around 350 people along to our 6pm service. We can't use the ITM park across the road for security reasons and therefore we rely heavily on using the available on-street parks. Asking that number of people to park in the surrounding streets which are not well lit is a safety concern. Midweek, we have mums and toddlers groups and other daytime meetings that rely on the use of on-street parking. We also have a number of evening events and functions during the week which members of the church come to and our facility is often used by other people for funerals, events and social activities.</p> <p>We would like the Council to consider simply painting a green cycleway along both sides of the road, allowing cars to park against the footpath curb as they do now.</p>
123					Y	<p>The businesses on Ferry Road rely heavily on convenient on-street parking simply because there is not enough off-street parks to meet demand.</p> <p>Your preferred design you are pursuing would see all but 10 spaces removed along the whole length of Ferry Rd between Fitzgerald Ave and Moorhouse Ave. There are currently 73 spaces available. The Resource Consent that many businesses operate under has on-street parking as a key component of their ability to manage the high parking demand. We think the current design would have a major impact on how easily people can access all businesses.</p> <p>For families with young children, the elderly and those with mobility difficulties, walking 200-300 metres from a side street (especially when it's raining) would be very difficult.</p> <p>I am a member of Grace Vineyard Church and on Sunday nights we're getting around 350 people along to our 6pm service. We can't use the ITM park across the road for security reasons and therefore we rely heavily on using the available on-street parks. Asking that number of people to park in the surrounding streets which are not well lit is a safety concern.</p> <p>Midweek, we have mums and toddlers groups and other daytime meetings that rely on the use of on-street parking.</p> <p>Your preferred design is to install a concrete island (separator) between the cars and the cyclists along both sides of the road which I think is not practical.</p> <p>I am asking the Council to consider simply painting a green cycleway along both sides of the road, allowing cars to park against the footpath curb as they do now</p>



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124					Y	It will adversely affect the car parking at the church we attend on ferry road. This is not just a Sunday thing. The church building is used 7 days a week for the good of the community and its surrounds. While a cycle track is a great idea, it is not a good idea to put it in this highly commercial area. Please consider an alternative.
125					Y	This means businesses suffer as customers can't park easily. The church down ferry road will also suffer as people with disabilities and you children can't be dropped off or park outside the church.
126					Y	I'm sure you've had feedback on the St Asaph section of cycleway installed last year and the many risks that drivers and cyclists alike now face as a result of obstructed viewing ability and extremely narrow lanes for vehicles. The cycleway is only on one side of a one way road. Now imagine a cycleway on either side of a busy two way road. This is going to be not only inconvenient and congestive, but dangerous and extremely likely to cause accidents. I think this is quite frankly a stupid idea.
127					Y	The removal of car parks along Ferry Road from Wilsons to Fitzgerald will adversely affect the businesses and Grace Vineyard church. Church has multiple visitors day and night for various reasons, seven days a week. Please consider either just painting the cycle way green, or as down St Asaph St, separate the cycle way but still have car parks (although Ferry Rd may be too narrow for that option).
128					Y	Hi there. Although I think it is a wonderful idea for cycling to be encouraged, this plan is extremely inconvenient for us, as we have a lot of people all ages, including disabled that come to our church and rely on close parking for our services. Grace Vineyard is doing such wonderful work in the community, and I feel that many would not get the help they need if they cannot come due to parking. Please reconsider and even have a bike lane but still keep on street parking. Thank you for the wonderful job you are doing! God bless, Ben (Jeremiah 31v3: "With unfailing love I have drawn you to Myself.")
129					Y	As a member of Grace Vineyard Church, which has its building on Ferry Road east of Fitzgerald Avenue, I do not support the plan for a concrete island on this part of Ferry Road as this will have a major negative effect on the availability of on street parking for members of the church. Grace Vineyard has a daily congregation of 1100 people, travelling from all parts of the city, who require car parking. If on street parking is not available it will mean a lengthy walk for members, including young families and the elderly.
130					Y	Please put in a painted cycleway along Ferry Road. We use the car spaces frequently and diminishing these would drastically affect the safety of my family. With four children it's a massive obstacle when the places I need are not easily accessible. A painted cycleway would still benefit cyclists but save the spaces for cars. Think of the wider community NOT just cyclists. Let's work together to make everyone happy. Cutting out car parks drastically and negatively affects huge numbers of businesses along Ferry rd.
131					Y	Hi there, I would prefer if the cycle route didn't block off parking from the side of the road. A painted lane would be good. Thank you
132					Y	Nothing further - part of Grace Vineyard Church community
133					Y	Hi CCC, We go to the gentle giant cafe and the lack of parking on the street would stop me going there. This would have a very negative effect on this and other businesses in this area. We also attend the Grace Vineyard church, so where will us and everyone else park? The weather is not always dry and warm so I sometimes drop my family off, then park on the street further away; with your new plan I will not be able to drop off not park. I am totally against your ideas. Kind regards Bruce Newman. P.S. I am a cyclist also
134					Y	Nothing further.



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135		Y				I don't think it is a good idea to put the cycle lane in between left turning traffic into ferry road and the traffic going straight down Fitzgerald Ave. Many people might make delayed decisions when deciding to turn left and could cut right in front of cyclists. It can also cause more disruptions to the flowing traffic of the central lane if they are wanting to turn left but have to wait for cyclists to go first. It adds an extra hazard, causes more harm than good and is illogical. Will I do support the idea of providing more alternative transport routes, cycleways should be seen as extensions of footpaths not extensions of roads.
136					Y	I do love promoting biking in conjunction with other traffic options around Christchurch. They are a fun way to travel and I think can be accommodated alongside the need to have parking close to businesses and well used facilities. I attend Grace Vineyard on Ferry Road and the need for parking for families and elderly people close to this extremely popular Church is paramount, and even more so at night time services. I think painting a green biking strip without barriers and retaining car parks on the roadside is a great option. I know you can't please everybody but I think this option will bring solutions to the widest possible groups of road, business and facility users. I wish you all the best in coming to an excellent solution.
137					Y	<p>Hello,</p> <p>I do not support the proposed changes to the Ferry - Wilsons section of road due to the huge impact it would have on my access to my church, Grace Vineyard.</p> <p>As a member of this church I regularly access the church building to attend meetings, music band practices etc and the lack of parking in the proposed options would have a large impact on me and the hundreds of others, including the general community, who use this building. As a city centre church people who live in other parts of the city, like me, have no option but to drive to get there, so in the absence of other transport options I rely on there being parking nearby. Also, as a single woman it is important to me that I can park near the church building so I don't have to walk a distance in this neighbourhood in the dark. Having to park in the surrounding neighbourhood would feel unsafe for me.</p> <p>I am very supportive of cycling and spent 14 years cycling in Cambridge in the UK, well known for being a city of cyclists. For such a relatively short section of road I would see that a UK style green painted strip on the road or shared pedestrian/cyclist footpaths that preserves the parking spaces is very feasible and is a win-win for everyone. I have read the safety concerns for all of the options in the outlined proposal and I don't think any option is going to provide 100% safety for cyclists as seems to be the driver for the chosen options. From my cycling experience I believe that a green painted strip would be completely suitable for this relatively short section of road.</p> <p>Please could you seriously consider the impact on me and on the hundreds of people who each week need to park near this church building which provides such a vital service to the community in this area. I request that you change your proposal to being more balanced to accommodate the needs of everyone, particularly people who are regularly in this location, rather than those who are just briefly passing through.</p>
138					Y	I do not support any of the above options however I would support a green line painted on the road for a cycle lane.
139					Y	<p>Hi, This Expressway would seriously inconvenience me as a member of Grace Vineyard Church on Ferry Rd, as it would mean that I have to walk a significant distance to get to church when I attend on Sundays. Walking is not an issue, but on rainy days or night services, a long walk is less than preferential.</p> <p>I would propose a painted cycle lane instead. This would provide a safer area for cyclists, and would still allow cars to park as they do now.</p>
140				Y		Please could we have a green cycle track outside our church so we can park also in wet weather and during the week.

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141					Y	We have two young children that we will struggle to Carry and run in the rain to go to our Church in Ferry Road. Please consider other options than taking our car park space please. Thanks a lot for your consideration of other options
142					Y	This proposal will impact myself and many people I know who frequent the Grace Vineyard Church at 150 Ferry Road. It will mean that many people cannot easily access the facilities, particularly our elderly or families with small children. My main concern is for safety of the over 150 children who attend the facility on a Sunday morning of their families were forced to park elsewhere and have to walk to the facility. I'd request a normal painted cycle lane, as seen on other streets around town. This would allow people to continue to park along Ferry Road. Thank you for your consideration.
143					Y	I am all for cyclists and upgrading Christchurch's roads however as someone who works for a youth trust in this section of Ferry Rd. We use these car parks at least 3-5 times a week for our youth programmes having between 30 and 300 young people at each programme. We rely on parking for over 40 young adult volunteers, they are volunteering for free and we love to make these programmes as easily accessible as possible. Having no road parking would completely change our programmes, we would have to fundraise for either a bus or a few vans which we do not have any budget or funding for as a non for profit organisation. I urge you to think of these programmes and how they will be affected if our whole road side parking is taken. We love serving our local community and most of our kids and youth are from Phillipstown, Woolston and Linwood we would be so gutted to loose these programmes or have to move spaces as our facilities are working well. Thank you so much for allowing us to provide feedback and not just rolling ahead and doing it, it's much appreciated! Thanks for all you do for the city
144					Y	Tena koutou. The proposed cycle way along Ferry Road with the concrete separators will cause the removal of either 60 car parks (Council's preferred option) or 38 car parks (Council's alternative option). Both options will have a significant negative impact on elderly and mobility-impaired members of Grace Vineyard church, located at 150 Ferry Road. The building holds 3 Sunday services for its 1200 members every week. The night service consistently attracts 350 people, so asking them to all park in the side streets where there is poor lighting would be a concern from a safety perspective. The church is also a hub for other activities during the week involving different members of the community including young mothers with children. As a consequence, the church relies heavily on the resource consent from the Council allowing its members to use on-street parking on Ferry Road. Another alternative would be to paint cycle lanes along both sides of Ferry Road without having the separators added. That would retain the existing car parks while providing a clear pathway for cyclists to use. I do congratulate the Council on its efforts to make cycling safer and more attractive for the people of Christchurch. I would however urge the Council to seriously reconsider its preferred and alternative cycleway options along that stretch of Ferry Road and to come up with an alternative that would benefit cyclists without impacting local businesses and Grace Vineyard church.
145					Y	We are proposing a painted cycleway be installed which is not included in the council's list of options. It's more economical, efficient (time wise) and looks better compare with installing a concrete island. Business in this area also won't be affected. Please learn from experience, if another major earthquake happens then the amount of work will be huge to bear. Another thing that you can do is to change the speed limit and install a speed camera in this area so you can use the extra money for installing a concrete island to educate the road users.
146					Y	I do not support it as, we attend Grace Vineyard Church at 150 ferry Rd and this is going to severely impact on what we do at the church and from the church, not only on Sundays but midweek as well. We have a lot families, children, youth, elderly, people with mobility issues that use Grace Vineyard every week. Asking hundreds of people every week to park a long way away from the community venue they need and rely on is unacceptable, unsafe and impractical. We would strongly ask that you reconsider your

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						intention for at least this part of the road. Could you consider simply painting a green cycleway along both sides of the road on this segment.
147					Y	I attend Grace Vineyard Church on Sundays and often throughout the week and this would make parking and access to the building very difficult.
148		Y				<p>I know this is probably stating the obvious but businesses have a responsibility to assess their own business risks and take steps to mitigate them.</p> <p>In this case they have assessed the loss of car parking as a business risk, given that the car parking in question was not theirs and they have no control over it if the risk to the business was high enough the obvious strategy would be to move the business to a site where they owned their own the car parking.</p> <p>I suspect the businesses did assess their risk of losing the parking but decided either to gamble that it wouldn't happen or that if they lost the parking would not seriously affect their business.</p> <p>If they gambled and lost then that is in the nature of business or if they assessed that it doesn't really affect their business then trying to stall the cycleway at best smacks of self-interest.</p> <p>As to the two options presented I am of the view that either option would work for cyclists with the following points noted.</p> <p>Preferred option</p> <p>Sheet 1, Cycleways to be 2.4m wide as per cycle design guidelines</p> <p>Alternative option.</p> <p>Sheet 1, Will need some complex light phasing to get the diagonal crossing to work safely.</p> <p>Sheet 1, 3m wide not really wide enough for a two way cycleway if the cycle design guidelines call for a 2.4m wide one way cycleway.</p> <p>Sheet 4, Cyclists traveling East along Moorhouse need a hook turn box on the left side of the road (or some other method) to turn into Wilsons Rd without trying to get into the right turning lane.</p>
149					Y	I would prefer a painted cycle lane on Ferry Rd, as my church (Grace Vineyard) is there and parking is terrible now. We won't be able to drop at all. Please rethink this
150					Y	nothing further
151					Y	We are five member of family attending Grace Vineyard Church. We love cycling on the weekend, but as family we use car to go to church. My son involved youth group which means I have to drop him off during week at night. I read that the options are not able to drop off and/or do street parking. It would be great to see more cycle lane, but recommend to do green paint and give street parking as is. There are many people using the building including the disabled, young and old. I felt it is unfair if that is entirely for cyclist. We can design to share both.
152					Y	<p>I support a 'green' solution to the cycle way in this section - the painting of the roadway green to designate cycle lanes.</p> <p>The cycle ways in the inner city are under scrutiny by politicians, councillors, business owners and general public owing to the expense traffic congestion issues lack of parking and over-engineering of the design. To perpetuate this design beyond the four avenues is in my opinion inviting further criticism for an over engineered solution. A simple painted cycle lane would be less invasive to the neighbourhood businesses and traffic.</p>
153					Y	I am 69 years old....I go to a women's support group at the Grace Vineyard church. A number of older women have had to turn away because there is no parking. I have parked by the old stadium ...but it is a long way to walk in the rain...could you help us ...the mothers and babies group is also struggling.

Further Submissions (Ferry Road to Wilsons Road Section)						
154					Y	<p>I am a cyclist and I support the Heathcote Expressway and think it will be good for the city, but as a father and grandfather with family attending Grace church I am concerned about the design plans for Ferry Road. I think the cycleway surfacing would be good, but feel that the removal of roadside carparks and addition of the separator will have a major impact on the church as well as the local businesses, especially during winter months and bad weather when drivers are unable to find carparks close to their destination. I also believe that it would have a long-term negative impact on safety for cyclists. As a cyclist I am often having to be aware of drivers who are angry at or frustrated with cyclists. I don't ride with other cyclists and as a lone cyclist have to be careful of cars cutting me off, passing too close, and generally putting me at risk. I have been knocked off my bike by an oncoming car turning in front of me. So whilst I appreciate the need for good separation between cyclists and vehicles, my concern with regard to the current Ferry Road planned expressway designs is that they will lead to further frustration amongst the business owners and drivers towards cyclists.</p> <p>I believe that Ferry Road is currently wide enough to accommodate vehicles, cyclists, and roadside parking, my preference for the expressway would be to add the cycleway surfacing as proposed, but exclude the separator and retain the roadside parking as it is at present.</p>
155		Y				<p>I am a member of Grace Church on Ferry Road, this is a busy and growing church that relies on available street parking for the current and increasing congregation on a Sunday. Although other street parking will be available further away, lack of street parking will stop those less able from attending. Given the number of people attending versus the number of cyclist, I strongly believe other options need to be considered.</p>
156		Y				<p>I am a member of Grace Church on Ferry Road, this is a busy and growing church that relies on available street parking for the current and increasing congregation on a Sunday. Although other street parking will be available further away, lack of street parking will stop those less able from attending. Given the number of people attending versus the number of cyclist, I strongly believe other options need to be considered.</p>
157					Y	<p>I think that the current plans would have an adverse effect on access to our church particularly for the elderly and families with small children that need to park close by and need to drop people off near the entrance. This would impact greatly on our freedom to meet and worship. A painted cycleway would achieve much the same result without creating barriers for entry /pick up/drop off to our building.</p>
158					Y	<p>I do not agree that there is a need for a cycle way system in this part of the road. I have biked in Chch for many years and am comfortable with the width of the road and the layout as it presently is.</p> <p>I am concerned at the effect on businesses and Grace Vineyard Church of the proposals and think that this would be a backward step that would be detrimental to the area.</p>
159					Y	<p>I regularly bike down this stretch of Ferry Road (between Wilsons Rd and Fitzgerald Ave)</p> <p>I also regularly drive this way and would not like the idea of narrower lanes as has been done further down St Asaph St. Changes would radically affect the businesses, café and Grace Vineyard church parking.</p> <p>The road is nice and wide with no need for any changes. The only place that I think needs any attention to detail is coming from the east and turning right onto Ferry Rd at the Wilson's Road intersection, although the yellow floppy marker signs have helped this a little.</p>
160					Y	Nothing further

Further Submissions (Ferry Road to Wilsons Road Section)						
161					Y	<p>Cycling is great for commuters, the fit and healthy and I fully support cycle ways that do not impede traffic or parking. My concern in this instance is that our church has facilities which are used 3 - 4 times on a Sunday by hundreds who travel mainly by car including older folk and families who need parking close by especially in adverse weather conditions.</p> <p>It is already difficult to find parking spaces to attend midweek functions because of the industry in the area. The proposed cycle way will also hinder the businesses whose customers rely on, on street parking.</p>
162					Y	<p>The Press newspaper carried an article on the Heathcote Cycleway on 31 March 2017. It was about the section along Ferry Road, between Wilsons Road and Fitzgerald Avenue. The solution to the problem is simple. Put the cycleway through the Falsgrave Street subway. It will be cheaper, because part of the cycleway (the subway) is already built. Diagram also drawn. See email saved in CS.</p>
163	Y					<b>Anonymous Submission requested</b>
164					Y	<p>I do not support either option for the Heathcote Expressway on Ferry Road and Wilson Road. There is not enough parking in the City due to my chronic illness I cannot walk that far to the buildings and homes when I come and visit. Please reconsider. Thank you.</p>
165					Y	<p>Our family attends Grace Vineyard church on Ferry Rd each Sunday morning at the 11 o'clock service. Many of the people attending are elderly or young families with babies and toddlers. They currently park along Ferry Rd for the duration of the Sunday morning and evening services. (9-11am and 11am-1pm, and 6pm-8pm). If they aren't able to park near there will be a string of cars stopping and dropping elderly people, babies and toddlers off at the side of the road or in the driveways of the businesses which will be a hazard for the cyclists and the people being dropped off. Most of these people are unable to walk far and they certainly can't cycle there and even for those that are able to walk there is very little parking nearby so in winter they will have to walk quite a distance in the rain and cold.</p> <p>At the moment there are about 1100 people attending over these 3 times on Sunday so it a large number of people affected. There are also activities during the week such as mother and babies groups who also need to park reasonably close, especially in winter. The evening 6pm service has around 350 people attending including many young teenagers and in winter it is dark at this time of night. It is not desirable to have young people walking around the industrial area in the dark.</p> <p>There are also quite a few businesses along this stretch of road. I have also had trouble finding a car park when I visit Vintage wonderland on week days as there is already insufficient parking along this very busy street.</p> <p>We would ask you to take this into account when creating the cycle way through this area near Ferry road. This road is not a pleasant road to cycle along in any case, even with a cycle lane, so perhaps a detour off the main road and along Stevens St and up Falgroves St to Fitzgerald or along Hillview and Leeds St to Fitzgerald Ave would be more pleasant even though it is slightly further.</p> <p>There are businesses along these roads too but there probably aren't any that have as many people arriving and leaving all at once like the church does so they wouldn't be affected to the same degree.</p> <p>Alternatively if this stretch of Ferry road is the only option If the cycle way was just painted in green with no concrete barriers cyclist could cycle on the inside of the parked cars which would create a barrier so people could park and cycle. Or half of the footpath could be set aside for cyclists and marked in green as the footpath along this area is very wide but isn't used much by pedestrians except for people walking from their parked cars into the businesses and church because the road is unpleasant to walk along. Another possibility would be to just reduce the speed limit along this stretch of road for cyclists and cars to make it safer for everyone and have a combined footpath/cycleway as there is in many other areas.</p> <p>Thank you for reading my submission.</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
166					Y	Hi As a member of Grace Vineyard Christian Fellowship and a volunteer for Compassion Trust Financial mentoring the proposed cycle way causes a concern due to the loss of parking around 150 Ferry Road. Our Church offers numerous community facilities throughout the week and weekend and the loss of parking would greatly affect the community negatively. Parking with the current allowances is already a challenge without further reduction. Could other options be considered? Kind regards
167					Y	On-street parking is already limited and lack of sufficient parks causes accessibility problems. Cyclists can already use this section of Ferry Road safely so there is no need for change, or at most a painted cycle way would be sufficient.
168					Y	We as a family attend Grace Vineyard church based on Ferry Road. Parking on a Sunday, whether it be attending the morning or evening service, is always difficult due to the large numbers of people attending our church. Restricting carparks along Ferry Road due to the proposed Heathcote expressway will make parking even harder. People who attend our church with disabilities and mobility issues will be disadvantaged and quick drop offs on the side of the road will be impossible with the proposed concrete curbs. We have daughters in their early 20's who attend night church- parking on the adjacent side streets, due to a lack of parks on Ferry Road, would pose safety issues. I am very supportive of cycleways and encouraging people to cycle around our beautiful city. Please would you consider a painted cycleway along Ferry Road that would still allow room for drop-offs and parking near our church?
169					Y	The new cycle ways are an absolute death trap. As an employee of the CDHB I have personally seen the chaos these cycle lanes pose when there are two large vehicles side by side or worse still an ambulance trying to pass. As I also attend Grace Vineyard service on a Sunday it is apparent that the lack of parking will have a devastating effect on us and all local business in the area. As a matter of interest we sat for half a day to count the cyclists and there wasn't one!!
170					Y	As a member of Grace Vineyard church I do not support the proposed cycleway as it is planned as it prevents parking both to this church and also to businesses in the area by having the cycleway boarded by a solid barrier and being on both sides of the street. It would mean people attending our large and active church having to park a considerable distance away and having to cross busy streets which is hazardous, especially for those with young children. The option of dropping off people, including those who are disabled, elderly or infirmed would also not be possible. Alternative approaches could be to not have the solid barrier and just a painted cycleway, or to have a two way cycleway on one side of the street.
171	Y					Nothing further
172						I would like to provide some feedback on both options being consulted on, but have left the support/generally support/oppose boxes unticked intentionally for this consultation. <b>Preferred option:</b> Could any of the space outside No. 138 and 142 Ferry Road be used for some form of parking? Presumably this wasn't done due to intersection queue lengths and visibility constraints exiting No. 142, however would a clearway with short-term parking at other times be an option at this location? Could some parking be fit on the western side of Wilsons Road, north of Stevens Street? That would be useful for people wishing to visit businesses at the eastern end of Ferry Road. <b>Alternative option:</b>

Further Submissions (Ferry Road to Wilsons Road Section)						
						<p>This could work really well if a two-way cycleway was to be constructed as part of the AAC project, connecting onto the section of two-way on St Asaph Street. It would just need a better connection for cyclists wishing to exit the MCR and continue east on Ferry Road at Moorhouse Avenue. I think there would be a lot of operational issues with the central median island.</p> <p>Both options:  The Ferry Road/Moorhouse Avenue intersection would probably fit and function a lot better if the Ferry Road into Moorhouse Avenue right turn was removed – could that be considered as part of the Moorhouse Avenue widening project?  Could cycle hoops (stands) be installed outside Grace Vineyard Church? Not just for their use, but with a lot of people spilling out after services, cycle hoops would break up the line of sight from the footpath to the cycleway and provide a cue for people to look before walking onto the cycleway.</p>
173					Y	<p>I do not support either option for the Heathcote Expressway' because we are proposing a painted cycleway be installed which is not included in the council's list of options. It is imperative parking remains on Ferry Road as resource consent and safety requires that the congregation members of Grace Vineyard campus have this amenity for their Sunday and weeknight services. I am a member of this and by enacting these proposals will impact the elderly and disabled members of the congregation. Furthermore it will heighten safety concerns for those that attend the evening service.</p>
174					Y	<p>Hi I am a cyclist and like the fact that the needs of cyclists Are being considered. However, as someone who attends church gatherings on ferry rd., the concrete barrier idea seems unnecessary when there is limited parking options already. There are numerous night meetings during the week that take place, and the cycle way will make it not only hugely inconvenient, but also somewhat unsafe for young people particularly, who are walking down dark side streets late at night. I suggest painted bike lanes that allow parking to retained, while giving clear guidelines for cycle access.</p>
175					Y	<p>To whom it may concern:  I am a member of Grace Vineyard Church and attend the church every Sunday at 11 am.  I travel from Avonhead to the church with my wife by car which is the best means of transportation.  As my wife has rheumatoid arthritis, she finds it very comfortable and convenient to park our car off street on Ferry Road. If most of the parking spaces disappear for the proposed cycleway, many of the congregation as well as my wife will find it very to find a parking place around the church as over five hundred people come to 11 am service on Sundays. There are people who are not well, who have children or babies and there are people on wheelchairs.  I support cycles as a means of transportation, but I don't want the proposed cycleway at the cost of so many people's inconveniences. I believe that painting a green cycleway along both sides of the road is the best way for all citizens to be fair. Of course, both drivers and the cyclists should learn how they could make use of the public road in safe ways.  Many thanks.</p>
176						<p>Greetings  Please consider the on street parking needs of Grace Vineyard Church and other businesses when planning the cycleway on Ferry Road. Churches like Grace are a critical part of our community in Christchurch and they need to retain the present on street parking. Please do not repeat the Hospital Parking debacle where people are put at risk by having to park blocks away and walk along poorly lit streets etc. Simply painting green cycleways on both sides would obviate the problem and provide access and transport rights for all!</p>



Further Submissions (Ferry Road to Wilsons Road Section)						
177					Y	Neither of the proposed options for the cycleway along Ferry Rd consider either the significant impact on car parking for the businesses and church occupants, nor the safety of cyclists attempting to utilize this type of bike lane during business hours. In areas of the CBD with limited turns into businesses, this type of cycleway may be feasible (although recent safety concerns along St Asaph St would indicate not all feasible studies were adequately carried out), but along a road with multiple business access needs, each of these would be a death trap for any cyclists who were not seen prior to the turn being made or who might pass slowed traffic without being noticed. While a marked green cycle lane may not seem as safe, it is actually much safer for cars and cyclists as it keeps the cyclists visible to the drivers and gives cyclists the freedom to avoid cars which they lose with the curbed bike lanes.
178						I wish to write to you about the impact that the new proposed cycleway would impact me and the congregation of Grace Vineyard Church at 150 Ferry Road. I attend many meetings there and we have huge numbers of people from the community attend activities held at the church and the loss of parking would be a huge impact for us. Many thanks for your consideration.
179					Y	I am against this proposal due to the fact that full consideration of the impact of the cycle way will have on businesses on Ferry Road. At times I park on Ferry road during the week for meetings at Grace Vineyard Church and it's a struggle to find a park. On Sundays I attend church at the church and parking is dear even without the parking restrictions. Currently parking works well but to remove one side of the street for the cycle way would force young families and the elderly further away from the church building with them trying to find parking down side streets. I'm also very concerned for the safety of those attending the night service having to walk to and from their parked vehicles from a side street. Currently we are seeing this problem for the staff that work at Christchurch Hospital. Lastly we are community on Ferry Road that helps each other and offers assistance where needed. I don't believe the Council looked at this street as a thriving business community but has a waste land of an empty street. Stop into The Gentle Giant for a coffee and see the coming and goings of this thriving street in our CBD.
180				Y		I am asking the council to consider simply painting a green cycle-way along both sides of the road, allowing cars to park against the footpath curb as they do now.
181					Y	I attend the Grace church and what you are proposing will cut all car parking down, and not allow myself and I am presuming others to attend church, when you have children convenience is the key to getting them committed to church
182		Y				My main concern is that I have travelled down St Asaph street, which is set up wrong with an ambulance behind me and their siren and lights flashing. I had nowhere to put my car as of the concrete barriers for the cycle lane, I so hope that no one died in that ambulance, it is a big concern for me, I think cycle lanes are a good thing but why don't we have shared foot paths. make the foot paths a wee bit wider, still retain the car parks and take the medium strip out for ferry road between Wilsons and Fitzgerald Ave, the foot path is wide enough, have a 25mm step down to the cycle lane then another 40mm step down to the road, foot path 2 metre wide, cycle lane 2.5mtr wide.
183					Y	My wife and I attend Grace Vineyard Church in Ferry Road with our 4 children and we already have issues trying to find adequate parking close to the church building there. We attend the 11:00 service and as the church has a 9:00am service as well, most of those attending that service are still using their car parks when we arrive to find our park. My children attend the 6:00pm service and I would be concerned if they were needing to walk long distances in the dark as this service can finish after 8:00pm. Their safety is my main concern.



Further Submissions (Ferry Road to Wilsons Road Section)						
184					Y	I would prefer to see a green painted cycleway. I regularly attend both morning and evening services as I serve on the welcome team. I see many people already walking some distance to attend our services. Some elderly. Some physically disabled and also new mums and families with lots of kiddies. By taking out the park you ultimately are making them all walk UNNECESSARY LENGTHS to attend a church service. PLEASE PUT IN A GREEN CYCLEWAY.
185				Y		I love cycling and believe increasing cyclists in Christchurch is a good thing. The Council's preferred option (Ferry Road - Wilsons Road section) will be disastrous for a number of businesses and organisations on Ferry Road. I am a widower, my wife died fourteen weeks ago. I have three children and attend Grace Vineyard Church on Thursday and Sunday each week. Grace have been an amazing support to us as we adjust to our "new normal". Removing the ability to park on Ferry Road will be a significant impediment to the operation of our Church, and other businesses on Ferry Road. On Thursday evening (in particular) when our youth group meets and young people are dropped off and collected the inability for parents to park and wait to collect children will be problematic from a health and safety perspective. Kids need to be collected from our site, but (if the preferred option proceeds) parents are unable to park close to our building. The alternative option will require traffic to drive up as the median separator will prevent traffic coming off Fitzgerald St and turning right into the "drop off zone" at 150 Ferry Road. This will force cars to go north and then drive along Ferry Road towards the city if people are going to drop off elderly, young children, before parking. Why can't the council make the existing footpath a shared cycling/walking space? I do not think the number of cyclists is likely to be a safety risk for pedestrians, particularly if cyclists were closest to the curb. Thank you for considering my submission.
186					Y	I am opposed to both the preferred and alternative options. The removal of car parking on Ferry Road will severely impact on local businesses and other users. Narrowing the road to include the cycle way is potentially dangerous and the removal of the right hand turns from Ferry Rd into Fitzgerald Ave and from Fitzgerald Ave into Ferry Rd will create congestion in other parts of the road network. The city sorely lacks car parking and the addition of the cycle way will only exacerbate this situation. I am in favour of painted cycle lanes on both side of the road. I do not understand why this is any more dangerous for cyclists when cars are entering or leaving business premises than with the separated cycle lanes. In fact, it should be less dangerous as vehicles will have a wider road area to turn from and into whereas the separated lanes will reduce vehicle turning circles and push them further across the road when entering the road from a private address.
187					Y	I am a regular cycle user and firmly believe that all that is required along Ferry Road by way of upgrade is more clearly delineated lanes for cycles by means of painting the existing cycle lanes green as elsewhere in the city. The removal of existing car parking along each side of the road is unnecessary and in my opinion unfairly limits car users who may wish to park adjacent to the businesses and other service providers along that part of Ferry Road between Fitzgerald Ave and Moorhouse Ave. If funds for improvements to cycleways are needing to be spent, may I suggest that:- 1) the cycleway round the south end of Hagley Park be sealed (as it is along Hagley Ave) 2) the cycleway north from Fendalton Rd along the railway line to Plynlimon Rd be widened to better cater for cyclists and pedestrians travelling in opposite directions.

Further Submissions (Ferry Road to Wilsons Road Section)						
						<p>3) Extend the cycleway from Wigram out to Lincoln.</p> <p>4) Create a cycleway out to Rolleston.</p>
188					Y	<p>On street parking is absolutely essential for people who come to Grace Vineyard Church by car during the week but especially on Sundays. We have a number of families with disabled children who need to bring their vans right to the entrance of the church. The concrete separators will make it impossible for cars/vans to come to the church front doors to drop off people needing easier access into the building e.g. elderly people, people in wheelchairs.</p> <p>I also have concerns for businesses who rely on customers being able to park outside on Ferry Road such as the cafe next to Grace and the Antique Shop across the road.</p> <p>Having a cycle lane is fantastic. A painted green cycle lane and perhaps a speed reduction if there are no concrete separators would be a good alternative.</p>
189					Y	<p>Although I am very supportive of safe accessible cycling in Christchurch, I do not support this proposal. I am a member of Grace Vineyard Church and park on the street or occasionally in nearby side streets. I have been attending this church for 15 years and am actively involved in many activities in the church and applaud the church for the impact they have throughout the city, and especially serving many needy people in the neighbourhoods surrounding the church in Ferry Road. As a woman who attends evening church events on my own, I will not park far from the church for my own personal safety and only park on the road, where my car and myself are far more visible than parking in a commercial business. I would not feel safe enough to park further away from the church in a side street. If close street parking was not available, I would not feel safe to attend night events. We have several physically disabled people and elderly who attend the church and many young families who I believe would all be very inconvenienced by having to park a long distance from the church. It may preclude their attendance. It would be very disheartening for our church attendees, many of whom have been coming for many years, to have to leave their church home because of parking challenges.</p> <p>Could the council consider having this segment down an alternate street other than Ferry Road, or at least simply marking the cycle lane in green paint?</p>
190	Y					Would definitely use this cycle way, Really appreciate all the cycle ways being made.
191			Y			<p>I support route E via Lismore Street (page 7) cycleway CCC booklet consultation close 14 April 2017. Route "E" far far superior. The CCC can take some of RED BUS (Ecan) land Ferry Rd/Fitz Corner so cycleway is free of Fitz Ave main carriage, cross lights (existing) Moorhouse / Fitz Corner (land is presently for lease by ECan) straight on to LISMORE, and 1 crossing over Wilsons to Charles St. Much much much more sensible! and safer for cyclists.</p> <ol style="list-style-type: none"> <li>1. No change of traffic left or right from Ferry Rd turning</li> <li>2. No barriers along Ferry Rd from Fitz to Moorhouse</li> <li>3. No loss of parking or restrictions on Ferry Rd/Moorhouse</li> <li>4. No restrictions turning direction Nursery Rd, Phillips St or Lancaster St into Ferry Rd.</li> <li>5. Will not increase the traffic loading on Ferry Rd from all traffic being channelled to Ferry Rd and can't exit RH, till Madras Street near Poly Teck. (Traffic loading critical now at peak time).</li> <li>6. We have trouble exiting and entry at present without cycle barriers</li> <li>7. We are NOT a destination business, many people are just looking and impulse buy - why. - ease of parking and plenty of parking absolutely critical! Make it hard they don't stop!</li> <li>7a. Similar in directness (probably quicker) coherence, save huge ratepayer money, few right hand turns, next Jade redevelopment</li> </ol>

Further Submissions (Ferry Road to Wilsons Road Section)						
						more spots for cyclist rest areas and least impact on off street parking. A WIN WIN for - cyclists, motorists, property owners, leased operators and Council costs. 8. No 60 minute parking for Phillips and Lancaster 9. No alterations whatsoever for Ferry Rd/Moorhouse/Wilson intersection 10. Cycle track right next Jade Stadium which many cyclists will use on redevelopment 11. "Light" up Lismore for cyclists it will "modernize" that dark spot the whole city benefits. 12. Will cost the CCC millions of dollars Less! and save already cluttered Ferry Rd.
192					Y	Love the idea but the parking on ferry road is essential for businesses, community events, e.g. church so there for ferry road bike track is inconvenient.
193		Y				I'm just emailing to you concerning the proposed cycleway that is going to be constructed on Ferry Road between Moorhouse Road and Fitzgerald Avenue. As a cyclist myself, I think it is an excellent idea to put lanes in however I see that it will take away parking on the sides of Ferry Road. Because I attend Grace Vineyard church on Ferry Road amongst hundreds of other people, it will seriously affect parking availability. This will require everyone to park at least 200 to 500m away and even further for other people arriving a little later. It will also affect other businesses on that road which also will require extra parking for customers to use. May I suggest that the white cycle lanes are painted over the road instead? I believe this will be much more practical for everyone.
194					Y	We wish to lodge an objection with regard to the proposed Cycle way causing loss of 63 car parks on this stretch of road way. This would be very inconvenient for parking for those who attend Grace Vineyard City Campus, especially in wet and cold weather.
195	Y					This is the most safe and efficient and direct option for both cyclists and for vehicles eliminates the unnecessarily dangerous situation of traffic (cyclists) coming from an unexpected direction (i.e. the drivers left).
196					Y	I have recently heard of the proposed cycle lane for the Heathcote Expressway. I love the idea of making the city more cycle friendly, and creating safer and easier to use roads for this, unfortunately on Ferry Rd there is Grace Vineyard church. It is an important part of its community, and has hundreds visiting it every week, but with this proposal there would be no real parking for anyone, no way to drop others off. This proposal will be a huge hindrance for not just the churchgoers on but people in the community! Please find another alternative that is less hindering to this amazing church!
197				Y		This would have a massive impact on the many programmes and community services that are run from grace vineyard church. 1000s of people come to this venue every week and requiring them (particularly the elderly and the very young) to have to walk a distance to attend an event at the church would have a really detrimental impact on the wider community.
198		Y				I am concerned cars will not see cyclists in the bike lane as they turn into entrance ways as their view will be blocked by parked cars. I am also a member of the Grace Vineyard church and unlike most of the submissions you will probably receive from them I do NOT believe that putting in bike lanes will be the end of the church. There is plenty of off street parking around the church building and down the street with businesses that don't operate on Sundays.
199					Y	Hi there, Our church will lose the street parking and currently there is no private parking for it so everyone parks on the street and in various business car parks along Ferry Rd. Losing the street parking is a significant number of parking spaces. The impact on the city of losing parking is drastic and will be less inviting for others to come and hear the good news
200					Y	.I am concerned it would remove all on street parking which is so problematic in Christchurch as it is

Further Submissions (Ferry Road to Wilsons Road Section)						
201					Y	<p>I am a member of Grace Vineyard Church which has a campus at 150 Ferry Rd. I was recently made aware of the planned expressway which will go right past the church, my understanding is that this planned expressway will have concrete barriers installed along that stretch of Ferry Road I also understand that it will reduce the car parks available from 73 to a mere 10. I am against the planned expressway for a few very simple reasons, on the average Sunday over 1,000 people will attend Sunday services at the Ferry Rd campus which are at 9am, 11am and 6pm. A lot of the people who attend these services arrive by vehicle, if the proposed expressway were to be built this would severely affect how these people are able to get to the church. Included in this group of people that attend these services on Sunday are handicapped people, elderly people and parents with babies, these people would have to park a lot further away and would then have to walk to the campus, this just simply is not possible for all these people to do. Another reason I am against this proposed expressway is that when we have our evening service quite often before and after the service people will be walking to and from there cars, at the moment this is not an issue because people can park relatively close to the campus. If the expressway were to be built these people who the majority of are between the age of 15-35 will be walking long distances through streets which aren't very well lit and I don't think they would all feel entirely safe doing that at night especially when some people are still leaving the campus after 9pm. I understand the importance of cycle ways and I myself enjoy riding a bicycle but I think if you take a moment to look at the human impact that this cycle way will cause, and the effect it will have on hundreds of people's lives every single week then I would ask that this proposed expressway simply doesn't happen.</p> <p>Thank you for your time reading this and I hope that My submission and many more like me making submissions can have a positive impact on how our Council chooses to do things in Our City.</p>
202						<p>Unfortunately it would seem that the huge number of people who would be extremely adversely effected by the proposed cycleway along Ferry Road have not been taken into account. For example, on average about 1100 people attend services at Grace Vineyard every Sunday + there is big Community involvement. This proposed plan means that cars could not even drop off anyone close to the church thus forcing many young families, older people etc to walk quite a distance even in rainy or very cold conditions. There are also many businesses that would be adversely effected. While it is commendable that you are wanting to help cyclists to be safe, this proposal would deny the rights of many more people than would ever use the cycleway. Thank you for taking into consideration the needs &amp; rights of those who it would seem have been overlooked in the present proposal.</p>
203					Y	<p>I am involved in Grace Vineyard Church on Ferry Road where I attend church every Sunday evening as well as events on other evenings throughout the week. Not having car parks on Ferry Road would make getting to church a whole lot harder and would also involve long walks in the dark/rain to and from the car to get to the church. This church has a lot of people from the community coming through every week, including homeless people who are welcomed in and cared for. To make the church so inaccessible for its members and guests by removing the parking would be a huge disservice to the community.</p>
204					Y	<p>I am a cyclist and fully support safer cycleways -however I have teenagers who I drop off and pick up from Grace Vineyard Church in Ferry Road. There are a large number of parents who do drop offs/pickups at the facility and we need to be able to park on the side of the road to watch our young person safely enter and exit the building at night (they are not happy with us accompanying them in!). On Sundays there are also many parents with young children and elderly who utilise the on street parking and who are unable to bike to church. Please review plans for the cycle way and choose an option which would not reduce the on street parking along Ferry Road.</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
205					Y	Grace Vineyard church on Ferry Road is a very busy place, full of people and community service activities all week, not just on Sundays. If the cycle way was installed it would adversely affect parking availability for service users and church goers. It is such an important part of the inner city community and helps so many people from all walks of life. It would be a huge shame if access issues caused people to stay away from those community services. To name just a few people who use the building throughout the week, there are elderly, people with disabilities, mums and toddlers and homeless. The surrounding side streets are poorly lit for night time access to be safe and too far away for elderly and those with disabilities at all other times. Please just do the painted cycleways as in other parts of the city and keep the parking available.
206					Y	As a regular church attendee. This cycle lane will drastically reduce car parks and accessibility to the church; hindering the ability to fulfil needs of the people here.
207	Y					I think you should realise Grace Vineyard Church on Ferry Road are asking all their congregation and friends to oppose this cycle way on Ferry Road by putting in submissions to the CCC. Do you know they have purchased a building in Tuam Street so their Ferry Road location is only temporary? I think this is a very selfish motive with no thought or concern to the cycling community of CHCH or to the greater good of our city.
208					Y	This will majorly affect where I park on a Sunday morning for attending Church at Grace Vineyard on Ferry Road, there are not a lot of parks as it is, and so to remove all the parking either side of the street, will cause a problem, in that people will have to park quite a bit further away, and in winter it will be hard and it will make it harder for families with young children and older people too. Please could you just consider simply painting a green cycleway along both sides of the road, allowing cars to park against the footpath curb as we do now. This is a vibrant and great community church, it would be such a shame to take away majority of the car parking. Thanks
209					Y	Hi there, Please considering installing the cycle way on another piece of road. I attend Grace Vineyard church on Ferry Road that would be massively negatively affected if all their off street parking was suddenly removed. If you go down Ferry Road past Grace Vineyard on a Sunday at 9am, 11am or even 6pm you will notice almost every park is in use. But the parking isn't just used on a Sunday, staff, small groups, life groups, charitable outreach groups that use Grace Vineyard as a venue also rely on that parking all throughout the week. The church heavily relies on this parking to allow people to easily attend church.
210						As a senior citizen and one of several hundred other senior citizens who attend Grace Vineyard Church, I need to be able to park close to the venue to be able to attend Church services. Also the church offers counselling services during the week that I use. Removal of all street car parking for the cycle way in the Fitzgerald to Moorhouse section of Ferry Rd would make it impossible for me to attend the Church for any reason. As many others would also be affected the change would also seriously affect the ability of the Church to function. As the change would seriously affect senior citizens like myself one could say that the change would be "Ageist" Also as the change would seriously affect the church one could also say that it is "discriminating against our religion". Please do not remove my means of access to my church.
211					Y	Given the poor construction detailing and adverse public reaction to the recently built separated cycleways around the city I believe it is foolhardy to rush into constructing more of them until we have post construction safety audits to advise improvements on future cycleway construction. As the holder of a Mobility Card I believe the proposal creates an unnecessary barrier for people with limited mobility accessing Ferry Rd properties.

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212					Y	<p>I attend the Grace Vineyard church with my 92 yr. old mother ,and she is sight impaired and has limited mobility ,she is quite unstable on her feet and relies on disabled car parking or close proximity parking to wherever she goes shopping or to cultural events including her weekly church service .</p> <p>To lose all the adjacent parks next to the grace vineyard church would have a major impact on her ability to attend church, something she values dearly. We would prefer the option of green painted cycleway along one or both sides of the road allowing cars to park alongside the footpath curb.</p> <p>It also seems to be a waste to have such a wide median strip using up valuable road width and is it necessary to have this and could with narrower cycle way on both sides of the road would make better productive use of the available width of road and footpaths/ cycleway.</p>
213					Y	<p>My husband and I are in our late seventies and your current proposals would affect us badly. We need to be able to park near the Grace Vineyard Church on a Sunday and some other days of the week especially in bad weather or stop and be dropped off. With so many of us looking for a park we could have miles to walk. A green cycleway with no yellow dotted lines would be better.</p>
214					Y	<p>Where do I begin - If I understand correctly you removing the car parks or some of them down ferry road? Not that I'm a business owner but the loss is already foreseen. No one is going to want to walk meters away to places that previously had easy access. Instantly the plans cripple the aged and people with disabilities, congesting other areas already with limited parking spaces. When it comes to the design of the new layout already in place, I'm speechless. It's hazardous for drivers having to open their doors in the road and for passengers opening the door to a cycle lane. Ferry Rd parking needs to stay as is.</p>
215					Y	<p>This would greatly affect our church with lack of use of car parks. We use Grace Vineyard for a lot of community events including mothers groups, counselling, business meetings, music groups, children's nights (youth groups etc.) as well as weddings, celebrations and funerals. This would make all of these very difficult to have in this building with lack of parks. We are a vibrant part of this community and I really hope there is an alternative to these parks turning into a cycle lane! Much thanks!</p>
216	Y					<p>Thank you for the opportunity to make further comment on the Heathcote Expressway Major Cycleway. I support the preferred option for the Major Cycleway.</p> <p>I support the right turn bans at the Ferry/Fitzgerald intersection. It can be very daunting crossing the intersection from the central city approach when there is a queue of right turning vehicles into Fitzgerald Avenue as on occasion they cut in front of you. Having extra phases for cycles crossing in the alternative option would just add unnecessary delay to Fitzgerald Avenue vehicle traffic. Are there any tweaks possible, or through using different construction methods, to try to retain the tree?</p> <p>I support the retention of the one-way cycleway option on Ferry Road. The Danish design guide states caution is advisable when using two-way cycle tracks on one side of the road as the main element of the urban cycling infrastructure since Danish drivers do not expect cyclists to come from the "wrong side".</p> <p>Whilst the alternative option tries to reduce some of the conflict issues at driveways and intersections for the bi-directional option, the proposed median effectively creates a one-way street as traffic can only turn left-in/left-out at driveways and at Lancaster Street.</p> <p>The issues associated with bidirectional cycleways on one-way streets was highlighted in the Detailed Business Case for the separated cycleways in Dunedin for NZTA. The report concluded that; 'there is a major safety concern that cyclists travelling in a contra-flow direction to the one-way system would be at risk of crashes with vehicles at accessway locations. This is because the direction of cyclists approaching the accessway will be unexpected for road users entering or exiting an accessway for the one-way. This is further compounded by the central city location with busy commercial accessways, resulting in high usage and heavier</p>

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						<p>vehicles (in some cases with reduced cab visibility). Furthermore, commercial accessways are also considered to be more problematic given that commercial vehicle drivers may be less familiar with the local surroundings (unlike residential accessway users), and fail to notice the contraflow cyclist movements. This safety issue is deemed to be a fatal flaw in the design. Research from overseas suggests that two-way cycle paths alongside roads can create serious safety issues, and it has even been suggested that the crash rate may be up to 12 times the rate of providing no cycling measures at all. A well-designed facility that does not compromise on safety is also important because new riders attracted to the facility may well be less experienced / able and develop an unrealistic / false sense of security within the SCL, not expected any vehicle conflict to still take place (i.e. at accessways). With a two-way (i.e. bi-directional) facility, it is known that safety issues can be exacerbated, due to drivers not anticipating cyclist movements from the contraflow direction, causing collisions at intersections and accessways.</p> <p>I therefore can't understand how this can be recommended as an alternative option, and the only option available between the two proposed is the preferred.</p> <p>This would also be better at bus stop locations as passengers getting off the bus may not realise that they need to look left and right, and whilst the cyclist is to give-way it again provides another conflict point along the street that is unnecessary.</p> <p>Whilst I can understand the concerns around parking, the proposal includes time restricted parking on side roads for visitors, and a large proportion of the commercial units provide off-street parking. It is generally when the church has gatherings and services that generate the large parking demands, however according to their website have lodged a resource consent for a new building and car park at Tuam Street (<a href="http://www.grace.org.nz/building_projects">http://www.grace.org.nz/building_projects</a>) so if it is just a timing issue until they move, can they/CCC arrange evening and weekend parking at other properties along Ferry Road that have off-street parking such as Yamaha, ITM, Magoo auto etc as they are closed in the evening? There is a vacant lot being advertised at 166 Ferry Road adjacent to Nigel Thomson. On average, there can also be up to four or five Wicked Campers parked out on the street, which is not a good use of the space available for customers need to access other commercial units.</p> <p>I support the preferred option also for the area south of Ferry Road in regards to one-way separated cycleways, however, it would be great if the scheme could be amended to allow width for on-road cycle lanes to be added south of the crossing at a later stage and to continue on-road. It would be good if the western kerbline could be set back to allow for an on-road cycle lane and parking between the signals and Stevens Street as the regular users of Wilsons Road, and there are quite a few may/are unlikely to divert onto a narrow shared path (3.3m) for a short section as will want to continue on a direct and continuous link without mixing with pedestrians (there is a low parking demand prior to 8am). I really support the narrowing of Stevens Street as vehicles speed into and out of the minor road so limiting the exposure is great. Given the vehicles that use this street (HGV's) I don't support the use of the two-way cycleway at this location.</p> <p>Was there any option that considered a cycleway from the signals, and with the redevelopment of the stadium ground, that could travel through a new greenspace/reserve and come out through the heritage gates and then on to Lancaster Street? This could then connect with Ferry Road with a new crossing at Moorhouse and Ferry, and use the preferred option (one-way cycleways) from Lancaster to Fitzgerald Ave? This would leave Ferry Road from Lancaster Street to Wilsons Road as is and would reduce the impact on Ferry Road?</p>
217					Y	<p>I do not support either option presented for the Cycleway but would like to see painted cycle lanes on either side of the road which would still enable parking and access to businesses and also our Grace City Church in Ferry Road which has a large congregation, many of who are elderly or disabled and simply would be unable to walk any distance to a Service.</p>



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218				Y		<p>I really want safe cycle lanes in Christchurch as I believe far too many accidents happen with cyclists and vehicles. However I'm not sure the best way to go about that is to disadvantage the majority.</p> <p>I regularly attend Grace Vineyard Church and Gentle Giant cafe and to take parking away from Ferry Road will have a huge impact. Particularly with church, I attend many events there that end at night and already just walking 300m to my car alone makes me feel unsafe, and Ferry Road is already well lit. If parking were to be taken away I may have to end up walking a few blocks down streets that aren't well lit and knowing the area well, that does not seem safe or make sense. We have had multiple car break ins while church was going.</p> <p>As well, looking at the nurse's plight with parking, that too puts me at unease.</p> <p>As well in going to Gentle Giant (10/10 recommend) parking already isn't the easiest and my attendance to the cafe will very possibly drop if it is too much of a difficulty.</p> <p>I believe there are other options where no one group will be negatively affected. Maybe put cycle lanes where there is already no parking like along Moorhouse Ave?</p> <p>Surely there is a middle ground.</p>
219					Y	<p>I don't object to cycle ways in general but the loss of car parks from 71 to 7 I strongly object, for all the Business tenants' staff and general public leaves virtually no parks on the street. Parking for most of the Property owners and tenants is paramount to their day to day business. The original design is flawed and dangerous for both cyclist and motorist. It doesn't work in St Asaph nor Colombo Street, a huge waste of money when all that's needed is to widen the existing cycle way and take out the medium strip. What's there is not broken so why try to fix it!!</p>
220					Y	<p>Ferry Road is a main road and has much traffic even on a Sunday. Grace Vineyard Church is in this affected area and it would create a huge problem if all the roadside parking was removed. Why can the cyclists not have a much more interesting route around the back and side streets instead of the main roads used mainly by cars. Please consider this move very carefully as parking is becoming a massive problem for the Central City and this plan shows not many concerns are being listened to. I have been a resident using Ferry Road for 48 years.</p>
221					Y	<p>I do not support either option of the Heathcote Expressway Ferry Rd Wilsons Rd Section in its present option, it is dangerous too narrow and takes out most of the car parks all for a few cyclists, what about the motorists, owners and staff, what about their needs, they are the people that use this part of the road day to day and the majority end users</p>
222					Y	<p>Parking is difficult as it is and I love our church</p>
223					Y	<p>There needs to be parking for business and other large facilities in the area. You need to provide parking otherwise it's a nightmare. E.g. the hospital precinct. Business, community facilities and people will suffer without it!</p>
224					Y	<p>I do not support the Cycle way as this will remove all parking on Ferry Road.</p> <p>I attend Grace Vineyard Church (150 Ferry Road) and this would remove a large percentage of the road parking available.</p> <p>I attend services at Grace Vineyard twice a week and lead a youth group on Thursday nights, all require the street parking. Church members use all the car parking available on Sunday morning and night and Thursday nights when I'm there. Grace Vineyard runs a lot of trusts for youth and community services that would be made harder under the changes.</p>



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225					Y	As we attend church on Ferry Road. This being not only on a Sunday but often other events during the week from time to time we feel it would be very unfair not to be able to park near the church. Walking distances is difficult for many patrons due to age or disability. Is there a reason why we could not share this street with the cyclists? As many of us travel from all over the city biking or walking there is not an option. We would ask that you reconsider this and plan a better option
226	Y					I support the Ferry Road option as the best option and most direct route for cyclists. I prefer the cycleway to be on both sides of Ferry Road. 410 cyclists already use the route and experience with the Unicycle confirms that safer infrastructure more than doubles the use. As the number of people working in the city grows the option to cycle becomes more important. This is a key way to bring cyclists into the city to spend and it was pleasing on Sunday to see how many cyclists were in the Central city and using the Ferry Road route. I understand that there has been concerns expressed by businesses on this route in particular the car yards. It is clear from the research that those using the parking are longer term users who are unlikely to be visiting local businesses. A simple option for the car yards is to remove a small number of cars to give priority to their customers to park onsite. Nursery Road should have a stop sign so traffic give way to cyclists. I have some concerns for slow cyclists trying to cross Fitzgerald Ave but doing it in two stages should work okay if there is another trigger for the lights in the median strip. Further protection on the corners may be needed to stop car cutting the corner too closely, particularly on the city side of the intersection.
227					Y	This section of Ferry road is an extremely busy section which requires car parking for the businesses and church to survive. I attend Church every Sunday and it is essential I am able to park close to the church. If is not practical to suggest we park 600m away. Have CCC not learned recently about the folly of reducing car parking. Look at the farce that currently exists over hospital parking for both patients and staff. It might be idealistic to suggest you want less card parking around, but the reality is that car parking is absolutely essential for the city to survive. Because without the parking g there are no customers. Without customers there are no businesses. Without businesses there are no rates being paid and without that, there is no city. Be realistic not idealistic,
228	Y					Looks good. I actually like both options and don't really know enough about how this would influence safety to say which I think is the safest option. I personally like the preferred option as this feels the most natural and would make it easier to feed in and out of the cycleway when required.
229				Y		If St Asaph Street is anything to go by, taking away car parks and narrowing the street has not been well received - and what we are left with is a street that is no longer safe to drive down. Parking on the right hand side means your passenger literally has to stop traffic to get out of the car, and vice versa. CCC needs to remember that although biker numbers may increase, the roads need to be suitable for cars too (believe it or not!).
230					Y	There has been no justification towards any of the cycle traffic growth projections. There has been no justification that existing cycle volumes warrant the Council preferred design options. The Council has NOT followed the requirements of its own master planning documents when considering design options for this cycleway and the potential effects on businesses. There is clear evidence that there is NOT unanimous community support for road design proposals such as the Council's preferred design option.
231	Y					nothing further
232					Y	Over the past 5 years this section of Ferry Road has become an extremely vibrant and busy part of Ferry Road and Phillipstown. The implementation of the proposed cycleway plan and road reconstruction will undoubtedly slowly strangle this business activity. The safety aspects of this plan have also not been considered, whereby cyclists will have to cross a large number of commercial

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						entrances and proceed through an extremely busy intersection of Ferry Road, Moorhouse Avenue and Wilsons Road. To eliminate these extreme dangers to cyclists the options D and E would be the most sensible approach. The opposition to this cycleway proposal is extremely strong. We urge Council and the Community Board Members who are making the final decisions on this proposal to act according to the general consensus and as already stated, select one of the alternate options.
233					Y	I am opposed to the proposal based on the damaging effect to our church function and the surrounding businesses. This has the potential to cripple the church and all we do in the community. I think an alternative needs to be explored by the council and with the community most effected.
234	Y					<p>I support the preferred option for the following reasons.</p> <ol style="list-style-type: none"> <li>1. Consistency of path. Changing from one way cycleway to two way after an awkward looking diagonal crossing at Fitzgerald Avenue will not be appealing.</li> <li>2. Width. A 3 metre wide bi-directional pathway will eventually lead to difficulties with overtaking slower cyclists as numbers increase. Whilst wider than what has been built at Colombo Street north at Edgeware Road this section will be considerably longer. Commuter cycles coming from the SE along Ferry Road will be joining the Heathcote Expressway traffic at this section, I do not think a bi-directional path here is desirable in the long term.</li> <li>3. The raised median along this section of Ferry Road will restrict vehicle and cycle access to businesses along both side of the road ( alternative option ) it is hard to see how this will be any less popular with the majority of those businesses than the removal of on street car parking. Few of the businesses in this section of Ferry Road appear to be reliant on close proximity on street car parks for convenience shopping. It appears that the parking space is needed for staff, something that should be provided independently. If there are customers or clients requiring parking, these businesses appear to be such that walking a short distance to the location from on street parking provided elsewhere should not difficult, they appear not to be impulse providers (shopping mall patrons need to walk from the car park to the shop or business of their choice, sometimes a reasonable distance - this is no different).</li> <li>4. Sheet 3 for the alternative option plan does not indicate the actual vehicle lane width (3.2 metres stated in sheet 3 preferred option). Will this lane width be less than 3.2 metres? Will large commercial vehicles/buses have difficulty with the lane width, thinking St Asaph St here??</li> <li>5. I think that shared paths with pedestrians should be used as a last resort. Whilst pedestrian numbers are likely to be low in the short/ medium term along Wilson's Road outside the old rugby stadium, it is preferable to have the separated cycle path for travel south east included in the initial build.</li> </ol>
235	Y					I support the cycleway and safe cycling infrastructure
236	Y					I support the cycleway and safe cycling infrastructure, including the direct route Ferry Road option with a cycleway on both sides of the road.
237					Y	Any of these options will just take away too many car parks. It is just unnecessary. Please do not do either of these options.
238					Y	<p>My wife and I own the above business and associated property interests and believe that the proposed cycleway and road changes to accommodate it will impact heavily on our business. Our interests represent 5 rateable properties</p> <p>The site is zoned Industrial General and the operation of the business meets the zone requirements.</p> <ul style="list-style-type: none"> <li>• SAFETY – first and foremost we have grave concerns in regards to safety of the cyclist. Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from our Ferry Road entrance. The line of vision from many of these vehicles is limited and cyclists are in danger of not being seen before it is too late. The cycle lanes proposed</li> </ul>

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					<p>further inhibit this.</p> <ul style="list-style-type: none"> <li>• ACCESSIBILITY</li> </ul> <p>The main entrance into our business site is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs impacted on our business due to the difficult access to our site. We know that the proposed construction changes to accommodate the cycleway will also impact on accessibility to our site and we will lose customers. Our tolerance provided at the time for justified repair work was acceptable. It is totally unreasonable to expect us to go through all this again for a cycle way which is questionable and will have limited use. There are limited number of cycle movements on this stretch of Ferry Road and we believe that the counts provided do not represent the true numbers for the Ferry Road-Wilsons Road – Moorhouse Avenue strip. The proposed separator as presented will prevent access into our site from Ferry Road. Also, the design shows no consideration for adequate turning circles for truck and trailer units into our site. Please refer to the attached drawings. Please note that semi-trailer units travelling from Fitzgerald Avenue will require to sweep over the road centreline facing oncoming traffic.</p> <ul style="list-style-type: none"> <li>• CAR PARKING</li> </ul> <p>The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Everyone is in a hurry today and if they can't have easy access to a business they will just go elsewhere. Another issue is that if car parks are removed people will park on Leed Street and the congestion of cars on this narrow street will also affect accessibility for vehicles, especially the larger ones.</p> <ul style="list-style-type: none"> <li>• RIGHT HAND TURN FERRY ROAD/FITZGERALD AVENUE</li> </ul> <p>The proposed changes for stopping right hand turns into and from Ferry Road will be an impairment for us. The main route North for our trucks etc. is Fitzgerald Avenue – similarly the main route South is Moorhouse Avenue. By restricting the right hand turn you will have this traffic going through the city which will create inner city traffic congestion.</p> <ul style="list-style-type: none"> <li>• THE VALUE FOR THE RATE PAYER</li> </ul> <p>The rate payer has already had to pay for the re-instatement of Ferry Road. The cost to demolish and redevelop an already completed major infrastructure is difficult to justify when validity with present cycle movements is questionable. Simply the cycle way has no priority at a time where the availability of funding to complete more urgent repair work is limited. Re-routing to a street network still to be re-instated would be a more economical solution.</p> <ul style="list-style-type: none"> <li>• THE RIGHTS OF THE RATEPAYER.</li> </ul> <p>As a major rate payer in this area we believe we have existing rights with entitlements. We also advise that it is disappointing that the design has been completed without people from the Council visiting us to discuss and observe our operation as to access and egress and the likely impact from the proposed changes in providing the cycle way.</p> <ul style="list-style-type: none"> <li>• EMERGENCY SERVICES</li> </ul> <p>Ferry Road is a major access route for police, ambulance &amp; fire service. The narrowing of the traffic lanes will prevent passing access for these vehicles greatly reducing their response time.</p> <p>HAMPTON'S COMMITMENT TO CHRISTCHURCH</p> <p>This year Hampton's is having major earthquake repairs done and re-development of the whole site. We met all consent obligations and the building consent is about to be issued. This re-development shows we are committed to servicing the inner city from this site. An example of our commitment was seen in the days immediately following the February 2001 earthquake. Our products were</p>
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						<p>needed for emergency repairs in the city so with a great deal of effort &amp; cost we had the premises cleared of liquefaction and up &amp; running within 5 days.</p> <p>Safe and easy access is vital for any business survival. If this is impeded in anyway businesses will just close down or move away. We do not want to do this - we have supported this city and now seek that you support us.</p> <p>We DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>Our preference in order of priority:</p> <ol style="list-style-type: none"> <li>1.Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
239					Y	<p>Ferry road is a destination business area. Reducing the ability for motor vehicles to drive to and park on Ferry road will have an adverse effect to the businesses on Ferry Road. The plan to create cycle ways also appear to be unsafe for both cyclists and drivers. The quantity of driveway access the amount of traffic in and out of businesses and the reduced viability give me great concern for all road users. The plan is also the same as what has been implemented into St Asaph street which has been identified as a concern and is currently being reviewed for change. So why would we create the same plan for Ferry road? I have worked at 211 Ferry Road for 8 years. The current cycle way appears to have been working fine. I think that should be enhanced by applying a textured coloured surface to it to keep cars off it. I like the idea of improved cycleways, but don't like the proposed plan.</p>
240	Y					nothing further
241					Y	<p>There are businesses all along this road and there is limited parking as it is. I drive around town every day and don't see any cyclists using the new cycleways. I also cannot stop at any cafe or restaurant along St Asaph street which is a good example because there is now far less parks than before.</p>
242					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycleway and road changes to accommodate it will impact heavily on the business for the following reasons:</p> <ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycle-way will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</li> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have affect me and my fellow employees as we like to park close to our work especially in the winter months.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>My preference in order of priority:</p> <ol style="list-style-type: none"> <li>1.Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
243					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycleway and road changes to accommodate it will impact heavily on the business for the following reasons:</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
						<ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycleway will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</li> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have an effect on me and my fellow employees as we like to park close to our work especially in the winter months and we already have issues with no parking available now.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>My preference in order of priority:</p> <ol style="list-style-type: none"> <li>1.Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
244	Y					nothing further
245					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycleway and road changes to accommodate it will impact heavily on the business for the following reasons:</p> <ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycleway will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</li> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have an effect on me and my fellow employees as we like to park close to our work especially in the winter months and we already have issues with no parking available now.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>My preference in order of priority:</p> <ol style="list-style-type: none"> <li>1.Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
246					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycle way and road changes to accommodate it are a stupid idea :</p> <ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and</li> </ul>

Further Submissions (Ferry Road to Wilsons Road Section)						
						<p>the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycle way will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</p> <ul style="list-style-type: none"> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have an effect on me and my fellow employees as we like to park close to our work especially in the winter months and we already have issues with no parking available now.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section</p>
247					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycleway and road changes to accommodate it will impact heavily on the business for the following reasons:</p> <ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycleway will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</li> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have an effect on me and my fellow employees as we like to park close to our work especially in the winter months and we already have issues with no parking available now.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>My preference in order of priority:</p> <ol style="list-style-type: none"> <li>1. Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
248					Y	<p>This will end up causing parking issues. There isn't enough parking for thoughts of us who like their cars and drive to work. The idea of buses stopping in the road will end up in accidents. I see more trucks, truck and trailer units and b trains down Ferry Road in a day than bikes.</p>
249	Y					nothing further
250						<p>We've been told that there will be no more car parking outside the church that I belong to (150 Ferry Road) when the expressway is built. Many of us are already walking quite a distance to find a park in side streets for services, so I don't know where we will be able to find a space. The good thing, from your point of view is that we have almost outgrown this building and so we have almost paid for another bigger one and will be moving soon. I do have a bicycle but at present am using the car for church.</p>
252	Y					<p>Stick to your vision CCC! I am both a driver and I ride my bike (I live in Woolston and commute to the city and back) and I am of the view that this is a fantastic plan for our community. Don't let those adverse to change de-rail this amazing plan!</p>
253					Y	<p>This concept will cause massive problems and impact on parking spaces in the immediate areas. Having cycle ways crossing across business's would be highly dangerous and the probability of a serious accident or death is huge therefore I am totally again this cycle way being on this busy road.</p>

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254					Y	<p>The proposed expressway will dramatically affect the church that we are a part of- Grace Vineyard City Campus on Ferry road. The church has thousands of people through its doors during the week and is instrumental in providing out reaches into the community, hosting functions and seminars, and other groups for youth and young adults.</p> <p>The cycle way will be detrimental to the running of all services and such, as parking will be dramatically affected. Our church is a large one and already with the situation of the church being centrally in town, parking is already a bit of a nightmare. Not only would parking be effected for hundreds of families over the week but also the opportunity to drop off or collect people. My main concern is for elderly or young people in particular walking a fair distance to their cars. Our church dies many evening services and groups, meaning that this cycle way could impose danger in those situations.</p> <p>I'd kindly ask you consider the wellbeing of our church members and the surrounding community before making any progress with his expressway.</p>
255					Y	<p>Hi there, I attend Grace Vineyard Church in Ferry Road and I would like to ask you to reconsider your plan for that street please. I attend church each Sunday, attend a ladies meeting during the week and also attend various functions held at night-time or over weekends. There are many others who do the same and If there was no parking in Ferry Road it would be very difficult for us to get to the church. I take a lady to church and she has difficulty walking, so if I had to park in a side street it would be impossible for her to attend. On a fine day walking a longer distance would be reasonable, but not so good on a cold and wet day, and I would not feel safe having to walk down a little side street in the dark.</p> <p>I have been along Tennyson Street in Beckenham and wonder if you could do something similar to that. They have the footpath, then the cycle lane which is coloured red, then the gutter, then parking along both sides of the road.</p> <p>Ferry Road has a very wide footpath so would it be possible to make that a little narrower, then have the cycle lane and a barrier or the gutter, but still allow space for car parking?</p> <p>I am not sure if I am reading your plan right but it seems traffic will not be able to turn right from Fitzgerald Avenue into Ferry Road, and vice versa, and on another plan not able to turn left into Fitzgerald from Ferry Road I wonder if there is any way around this. Is it possible to use another street apart from Ferry Road to be the Expressway?</p> <p>I really hope you will reconsider your plans and come up with a good solution.</p>
256	Y					<p>The preferred option looks excellent: 2.1m protected cycleways on either side of the road are recognised best-practise cycleway design.</p> <p>The proposed motor vehicle turning restrictions (banned right turn from Ferry Road into Fitzgerald Avenue; banned right turn from Fitzgerald Avenue into Ferry Road, banned left turn from Wilsons Road to Moorhouse Avenue and banned right turn from Ferry Road into Nursery Road) will ensure the safety of cyclists and pedestrians using the cycleway. The proposed removal of on-street parking at the north side of Ferry Road, reconfiguration of the south side, and 50% reduction in parking on Wilsons Road is essential in achieving a safe and user-friendly cycleway, with improved visibility for drivers entering and exiting driveways. Reducing on-street parking along Ferry Road to ten 60-minute car parking spaces is a good measure to ensure parking is prioritised for business customers. The Council's analysis indicated that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked all day- these are not customers, but employees or residents who should not need on-road parking.</p> <p>The Alternative Option is not favourable as it has major safety concerns and will prove less user-friendly for the "interested but concerned" portion of the cycling population. The proposed 3m wide bi-directional cycle lane along Ferry and Wilsons roads does not</p>



Further Submissions (Ferry Road to Wilsons Road Section)						
						meet the recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway. This option also fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists.
257	Y					I support cycle ways and the infra structure that supports them as a way to create a sustainable Christchurch. I also support cycle ways in general as a way to keep cyclists safer on the roads.
258					Y	Hi - thanks for the opportunity to feedback. My key concern is the loss of parking down Ferry Rd which is limited anyway. Is it possible to still have parking like they do in Tuam St by Alice in Videoland? Not being able to turn R from Ferry into Fitzgerald would add to traffic congestion- is that really necessary? Thanks again.
259					Y	We attend Grace Vineyard Church in Ferry Road. My husband is in chronic heart failure & only has 13% heart efficiency. It would be so detrimental to not only us but many other churchgoers who are handicapped or aged as well as young families if the Council goes ahead with removing parking for cycleways on Ferry Road. We respectfully ask the Council to reconsider this and keep the parking.
260					Y	Tena koe, As a member of Grace Vineyard church, I do not support either option for the Heathcote Expressway as our church and the work that we are involved with in the community would be negatively impacted by the removal of on-street parking. Whilst we welcome the initiative to get more people on bikes, our whānau do not agree with the proposed design that would see almost all of the on-street parking removed down this road. One suggestion is to consider simply painting a green cycleway along both sides of the road, allowing cars to park against the footpath curb as they do now. Ngā mihi,
261					Y	Tēnā koe, As a member of Grace Vineyard church, I do not support either option for the Heathcote Expressway as our church and the work that we are involved with in the community would be negatively impacted by the removal of on-street parking. Whilst we welcome the initiative to get more people on bikes, our whānau do not agree with the proposed design that would see almost all of the on-street parking removed down this road. One suggestion is to consider simply painting a green cycleway along both sides of the road, allowing cars to park against the footpath curb as they do now.
262					Y	We generally do not oppose the idea of encouraging cycling, however the 2 options presented both contain design features that: 1. Create serious traffic safety issues for cyclists and, 2. Negatively impact on residents and businesses. Therefore we do not support either option. There are safer designs that will not put cyclists in danger and aggravate residents and businesses. <b>Safety Issues</b> In built-up urban areas such as Ferry Road separated cycle lanes are far more dangerous than on-street cycle lanes. City planners may have good intentions but they may not have considered that in our city streets there are many side streets and driveways, making it unsafe to put a cycle lane between the footpath and parked vehicles. Compared to European cities which tend to have large blocks and few driveway intersects, our grid-like street layouts are not suited to this type of cycle lanes. Even studies conducted by traffic engineers and governments in northern European countries show much higher crash rates (a) in separated cycle lanes. And even a number of cycle advocates (b) are strongly opposed to this type of unsafe cycle lanes. Any perceived safety benefits of separated cycle lanes are scientifically unfounded.

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						<p>(a) Bicycle Crashes in Berlin, citing reports and studies by the Berlin Police and the Berlin Senate; Berlin Police study titled "Der Bericht Verkehrsunfälle mit Radfahrern mit allen Anlagen"; Finland's Helsinki City Planning Department study on the dangers of cycling, citing data from the Netherlands, Sweden, Norway and Finland.</p> <p>(b) Allgemeiner Deutscher Fahrrad-Club (German Cycling Federation ADFC); Jan Heine, Editor of Bicycle Quarterly Magazine; Fred Oswald, Ohio Certified Bicycling Safety Instructor; Karen Karabell, St Louis Cycling educator; and numerous cyclist blogs written by experienced cyclists.</p> <p><b>Negative Impacts on Residents and Businesses</b> Both options call for reducing the number of traffic lanes, banning turns at certain intersections, and removal of existing car parks. These measures have been proven to be detrimental to local residents and local businesses, in overseas examples and in the CBD where such measure are already implemented. Christchurch is expected to grow in size and population. Narrowing the streets by removing a traffic lane will no doubt create more congestion, waste people's valuable time and decrease productivity.</p> <p>Both proposed options call for banning turns at Ferry Rd - Fitzgerald Ave intersection. Fitzgerald Ave is a main arterial. Banning turns will no doubt cause increasing traffic circling around the area, adding to the congestion caused by removal of traffic lanes. This congestion will inevitably spill over into Moorhouse Ave, another important arterial. As a directly affected party, we oppose any option that call for banning turns at this intersection.</p> <p>Removal of existing car parks is not necessary to implement cycle lanes.</p> <p>Other options such as decreasing the berm size or footpath width are cheaper and more sensible. That will allow for a wider road capable of accommodating a wider cycle lane to the left of the car lanes.</p> <p>--- Further, business impact studies cited by the council are biased or mis-interpreted-</p> <p>The cited Canadian study titled "Parkdale Cycling Study" said there were benefits to businesses after bike lanes were built. However it fails to mention that this study was conducted by members of Cycle Toronto, a cycling advocacy group.</p> <p>In reality, a post-bike-lanes study conducted by the City of Vancouver found results which were as expected by business owners- that bike lanes had moderate negative impacts. The business impact report was presented to the Vancouver city council on 28 July, 2011. The second study cited used research data from central city locations across New Zealand. This study found that car drivers spend on average 35% more than other shoppers. And that "(NZ) Retailers underestimated the amount of car travel and slightly overestimated the amount of walking and public transport." Clearly the study is mis-interpreted.</p> <p>The third study cited by the council could not be found. The web link provided by the council suggests this was an individual thesis written by a student.</p> <p>In conclusion, we strongly urge the decision maker to carefully examine the available scientific evidence and reconsider the designs to avoid costly removal and rebuilding in the future, prevent alienating local residents and local businesses, and most important of all, avoid preventable tragedies on these poorly-designed cycle lanes.</p>
263					Y	<p>The removal of a lot of parking along Ferry Road is going to be a problem for businesses and Grace Vineyard Church in Ferry Road. I attend Grace Vineyard Church and it is really important to maintain the carparks. The church gets a lot of use not just on Sunday mornings but Sunday evenings and a lot of use during the week for meetings. My suggestion is to have a cycle way painted in green on the traffic side of the existing car-parking and so maintain all existing car parking on Ferry Rd.</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
264	Y					I support the safe bike paths and would like the bike path on both sides of the road. Fitzgerald Ave is a bit wide to get thru. It might be helpful to put a place in the middle for people to stand with bike or just walkers if you don't make it the whole way thru. I liked Wilson's road but don't like Moorhouse Ave the way it currently is. It would take a lot of work to make safe for bikers. (routes D and E)
265		Y				I am a cyclist and have been for 30 years but are the only one in our family of four. I park on Ferry road every Sunday for church and live in Hornby. I think an accessible city is one that you can drive to and park close to your destination. To remove car parks of which there are not enough already is not a good step, also it is creating a lot of resentment towards cyclists. We live at [REDACTED] and to have the trucks use a different route and the road to be repaired so there is not a thump through the house every time one passes would do a lot to making a liveable city and better use of money.
266					Y	I am a cyclist and have been supportive of cycle lanes until the development of the new wide cycle lanes on St Asaph St. My main objection is that the area taken for the proposed cycle lanes are not useable for anything else but cyclists during non-peak traffic times. Compare this to cyclists like myself who regularly ride in the car parks when they are empty or vehicle users who are able to park in bus lanes during defined non-peak periods. I attend Grace Vineyard Church and visit multiple times during the week, usually when traffic volumes are lower, such as on Sundays and weekday evenings. Many parents such as myself will be unable to even drop off teenage children during the week day evening for their youth activities. The same will apply on Sundays for those with young families, particularly during wet weather. I therefore see that such space is under-utilised during non-peak periods and will have a major negative impact for both businesses and the church because of this. I propose one of two other options: 1. Creating a cycle lane that is similar to a bus lane that must be free of vehicles during defined peak periods. As well as green paint, green LED lights could be inserted at the lane edges (similar to the orange LEDs in the Lyttelton road tunnel) and be switched on during defined peak periods. 2. Use the existing cycle lanes and paint them green the entire length to make them more noticeable to vehicle users. Thank you in advance for your serious consideration of my concerns and my alternative proposals.
267					Y	I do not support the plan for the cycleway section along Ferry road between Fitzgerald Ave and Wilsons road because I am very concerned about the loss of all the parking spaces. I am a member of Grace Vineyard church which is situated on this section and we have three services on Sunday where hundreds attend, mostly in cars, as well as many events during the week. Losing these parking spaces would seriously inconvenience those using the church. I also cycle most days, including to and from my work, and understand the importance of encouraging cycling however I think that an alternative route could be found that would not inconvenience so many people. Thank you for reading this feedback.
268					Y	I do not support the options for the Heathcote Expressway because I believe that the existing on street parking needs to be retained on Ferry Road between Fitzgerald Ave and Lancaster Street. The parking on this section of Ferry Road is fully utilised on Sunday evenings when myself and 200-300 other young adults attend weekly evening church services held at the 150 Ferry Road. Many young adults are dropped off and picked up by family and the current street parking makes this possible. There are also community events and meetings held most weeknights, also with high numbers of people attending. There is already a shortage of parks and if the planned options go ahead then these community events will be even less accessible and on Sunday evenings young adults will be required to walk much further in the dark. I would like to note that I have been making use of parking on this stretch of Ferry Road for many years, and it seems to me that the statistic that was used to conclude that Route C would have the least impact on street parking with only 46% usage at PM peak usage is much too low and does not match the higher level of occupancy that I have frequently observed. I believe that the impact from removing the existing on street parking would be much more significant than calculated. I suggest changing the planned cycle lane route or perhaps reducing the wide footpath to put in one way cycle lanes.

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269					Y	<p>I have serious concerns as to the safety of cyclists and drivers with the proposed plans which appear to be following the design used in St Asaph Street which has already proven to be dangerous. I do not object to the cycleway but I do object to the construction of kerbs and removal of car parking. There is already a suitable cycle lane along Ferry Road which allows the cyclists to be visible to motorists and retains essential parking spaces.</p> <p>The parking on Ferry Road is critical to the businesses operating there and was also a requirement for the number of parking spaces available when the properties were developed. Removing any of these will significantly impact on these businesses and potentially result in safety issues for customers and owners.</p> <p>I sincerely request the council planners make use of the existing cycle lanes without constructing dangerous and intrusive kerbing.</p>
270			Y			Nothing further
271	Y					Nothing further
272	Y					<p>The Preferred Option provides the safest option for all road users. 2.1m wide separated lanes on both sides of the road will be much safer for cyclists than the existing 1.5m wide painted lanes.</p> <p>The proposed restrictions on turning for motor vehicles will ensure the safety of cyclists and pedestrians using the cycleway. Removing on-street parking at the north side of Ferry Road, reconfiguration of the south side, and 50% reduction in parking on Wilsons Road is essential in achieving a safe and user-friendly cycleway as this will improve visibility for drivers entering and exiting driveways.</p> <p>Reducing on-street parking along Ferry Road to ten 60-minute car parking spaces is a good measure to ensure parking is prioritised for business customers.</p> <p>The Council's analysis indicated that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked all day. Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles.</p> <p>Finally, the Alternative Option is not favourable as it has major safety concerns and will prove less user-friendly for the "interested but concerned" portion of the cycling population. The proposed 3m wide bi-directional cycle lane along Ferry and Wilsons roads does not meet the recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway. This option also fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists.</p>
273					Y	<p>We are a family of four who attend Grace Vineyard Fellowship on Ferry road every week. We don't live close to the church, and therefore we arrive to Grace in our vehicle. Both options that you propose, will eliminate parking for us when attending Grace services, and therefore we don't support either of your proposals.</p>
274	Y					<p>With 2.1m separated cycle lanes on both sides of the roads (instead of the existing 1.5m wide painted cycleways), the Preferred Option along Ferry and Wilsons Roads provides the safest option for all road users.</p> <p>The proposed removal of on-street parking at the north side of Ferry Road, reconfiguration of the south side, and 50% reduction in parking on Wilsons Road is essential in achieving a safe and user-friendly cycleway, with improved visibility for drivers entering and exiting driveways.</p> <p>Reducing on-street parking along Ferry Road to ten 60-minute car parking spaces is a good measure to ensure parking is prioritised for business customers.</p> <p>Furthermore, ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles (CCC analysis indicated that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
						<p>all day).</p> <p>The proposed motor vehicle turning restrictions are a sensible measure to ensure the safety of both cyclists and pedestrians. The Alternative Option has MAJOR safety concerns and will prove less user-friendly for the "interested but concerned" portion of the cycling population. Specifically, the proposed 3m wide bi-directional cycle lane along Ferry and Wilsons roads does not meet the recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway. This option also fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists. For these reasons it is not a favourable option, and should not be implemented.</p>
275					Y	<p>I don't support what has been proposed above for the Ferry Rd cycle path route. I would prefer if a cycle lane on the road or pavement is painted green with no barriers and an alternative location like the railway siding has the barriers in place. Car parks are required in this location and what has been proposed will affect the Businesses and Church majorly. Even though Grace Church has been granted a resource consent to build new premises on Tuam Street this may take 5 years before relocating and some of the ministries and social providing facilities may still be utilised from Ferry Rd. As a parent I have a major concern for children and youth that are dropped off every day or evening to Grace Church attending events, because they need to be delivered and seen by the parents from the car parking spaces for their security.</p>
276					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycleway and road changes to accommodate it will impact heavily on the business for the following reasons:</p> <ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycleway will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</li> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have an effect on me and my fellow employees as we like to park close to our work especially in the winter months and we already have issues with no parking available now.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>My preference in order of priority:</p> <ol style="list-style-type: none"> <li>1. Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
277					Y	<p>I own a building at [REDACTED] I am a cyclist myself and am all for making it safer for cycling but do not support these options as I do not believe this will be the case and in fact make is more dangerous for cyclists. In addition car parking is crucial for my tenant's customers so removing the carparks is detrimental to their business. I also travel along St Asaph St where it has been acknowledged that the design is a problem and needs rectifying so to be doing something similar on Ferry Road is ludicrous.</p>
278					Y	<p>I would like to submit my concerns about these plans and the way the parking is structured. I attend Grace Vineyard Church at 150 Ferry Road and I feel that by removing all of the on street parking you will be disadvantaging our entire church family quite significantly.</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
						<p>Not only do we have members who are wheelchair bound, we have a lot of young women (such as myself) who would feel unsafe having to park far from the church and walk back in the dark each week. Our church hold a 6pm service each week and a lot of youth attend and it would impact the number of members who would feel safe attending. Of course we can establish walking groups etc to cars but being able to park on the same street as a church where we feel safe is something that we really do need.</p> <p>We would ask that you reconsider this proposal considering that the more than 1000 people that attend this wonderful church does so much in the Linwood community. This proposal would hinder our ability to serve the community as easily and would take away from our sense of belonging and community.</p>
279					Y	<p>I am an employee of [REDACTED] and believe that the proposed cycleway and road changes to accommodate it will impact heavily on the business for the following reasons:</p> <ul style="list-style-type: none"> <li>• SAFETY – Daily we have up to 10 truck and trailer units plus numerous single axle trucks and vehicles with trailers entering and leaving from the Ferry Road entrance. The line of vision from many of these vehicles is limited and I believe cyclists could be in danger of not being seen before it is too late.</li> <li>• ACCESSIBILITY - The main entrance into Hampton's ITM is from Ferry Road. In 2015/2016, this road had major repairs done and the 18 months it took to complete the repairs I could see how it impacted on the business due to the difficult access to our site. The proposed construction changes to accommodate the cycleway will again impact on accessibility to our site and we are in the danger of losing customers which ultimately could impact on my employment security.</li> <li>• CAR PARKING - The reduction of car parking will affect our customers who currently park outside our premises on Ferry Road and just dash in for the product they require. Employees. It will also have an effect on me and my fellow employees as we like to park close to our work especially in the winter months and we already have issues with no parking available now.</li> </ul> <p>I DO NOT support either option for the Heathcote Expressway Ferry Road/Wilsons Road section.</p> <p>My preference in order of priority:</p> <ol style="list-style-type: none"> <li>1. Re-route the cycle way away from this stretch of Ferry Road</li> <li>2. Leave as is and paint cycle lanes green and observe future usage.</li> </ol>
280		Y				<p>We have major concern regarding the loss of parking for businesses and the church on Ferry Road. The current proposal is not satisfactory and needs to be seriously revised. It is almost identical to St Asaph Street and very dangerous for cyclists and we lose most of the car parking.</p>
281					Y	<p>I don't feel that this is a good use of public money. There are this like pads triangle crossings and traffic lights needed around primary schools and city council pools and recreation centres that are far more important. CCC should be looking at how to keep small and all child safe</p>
282					Y	<p>I am a new mum and I go to a playgroup on Wednesdays at Grace Vineyard. There is already limited parking on Ferry Road and if these changes go ahead I definitely won't be able to attend my group as I can hardly get a park now and it will be near impossible if the proposed plan goes ahead. I love my group and it's a great support in this new stage of life. We also attend the church on Sunday, this is of great community benefit and it would be a shame to loose parking and hinder people from coming. Please don't go ahead with this current plan. Perhaps there is a way to keep parks and add a cycle lane? I also feel for the businesses such as Gentle Giant which need customers to be able to park close by to incentivize coming. I have friends who no longer go to the cafes in St Asaph street (after the cycle lane was put in) as there is nowhere to park.</p>
283					Y	<p>This is a busy road, with the need of parking space. This section / whole cycle way should run next to the nearby railway line</p>

Further Submissions (Ferry Road to Wilsons Road Section)						
284					Y	This is a destination stores area and would take the car parking away which is necessary for these businesses to survive. From a safety aspect this plan is very dangerous for cyclists and motorists. When we look at what has been done in St Asaph St with cycle lanes it is very unsafe and not working so why repeat your mistakes. Safety for everyone is paramount.
285					Y	I'm afraid I cannot support either of these options as they stand. However I would be more inclined to support them if time limit parking was not imposed on Phillips St, and no car parks in the vicinity were lost. My business is on Phillips St and there are virtually no shops in this area requiring time limited parking but many staff of my own and the surrounding businesses (mainly industrial) park their cars for the day. Having just gone through earthquake repairs, this would be a huge disadvantage for our business. Please think again about these plans and the loss of car parks they entail. Thank you.
286					Y	<p>Please take Grace Vineyard Church into consideration as this is a place where a lot of community groups meet &amp; a lot of service to the surrounding areas comes out of. We host a young people's group for youth from Linwood College, mothers groups, serve the homeless, not to mention thousands of people from all around the city. As it stands, we are already pushed for parking and have limited on site car parks. If this cycle way goes ahead the effect will be devastating the many people who use our facility every week. Elderly will have to walk much further &amp; vulnerable people will have to walk to their cars in the dark after evening events. I value physical activity and out-door pursuit and the thought of a cycle way into the city sounds like an exciting plan. But the personal effects on such a large number of people does not in my mind warrant the go ahead of this plan.</p> <p>Please take serious consideration to weight of this plan.</p> <p>Many thanks for all that the City Council does, we appreciate the way you serve our city and try to find the best option for all.</p>
287					Y	<p>I am in full support of the desire for cycle ways and an accessible city. This needs to include pedestrians, cyclists and cars. The present proposals completely disregard the needs of people that use cars as a transport method. I have a 17 year old daughter that goes to the church at 150 Ferry road for the evening meetings on Sunday and Thursday. We instruct her to go early on those nights to enable her to park close to the venue. The proposal to remove parking in the area immediately puts her and her fellow young people at risk having now to walk down to either Fitzgerald Ave or down to Philips or Leeds street. We wouldn't be happy with this which means she may not go in the winter months due to the safety concerns in having to walk in what is not the safest area of the city.</p> <p>While I am of an age where I can walk some distance we have an elderly friend who is still able to drive, come early and park close to the church. The proposals that are being made would mean that she would be forced to walk a distance she would find very painful, think that would mean she would chose not to come. It would be sad if this decision limits her ability to continue to connect with the community on a regular basis.</p> <p>In light of the considerable criticism that is presently being made in the press, and anecdotally from conversations at work, parking is perceived as a critical issue in the city and the decisions being made in the name of an accessible city are slowly killing it for many of the residents. It is time to reconsider the vision and find a way that whether by foot, bike or car people are able to have a safe and accessible city to enjoy.</p> <p>Why not reduce the size of the foot path, widen the painted cycle-way to increase the safety zone and reduce the width of the road to enable parking and a safe cycle corridor to co-exist. Raised concrete barriers as propose will reduce the accessibility and safety for my family and friends.</p>
288					Y	Nothing further



Further Submissions (Ferry Road to Wilsons Road Section)						
289					Y	<p>The proposed installation of a concrete cycle way along Ferry Road would cause more pressure on the already difficult parking situation along Ferry Road. I work [REDACTED] and we had not had use of on-site parking for the last month, the wet weather has slowed down the progress of the area having new asphalt laid. This last month has made it very clear to me how difficult it is to find any long term parking along this block and I have had to park in Leeds Street or further away. This has been a nuisance in the wet weather but it will be a serious safety issue for people needing to attend evening meetings in the church at 150 or any of the units [REDACTED]. It also is very difficult for mums with babies or small children attending the various daytime classes or meetings held at the church.</p> <p>It is almost impossible for any of my family to find parking in the middle of the day if they call in to see me at work.</p> <p>I am not opposed to a painted cycle way along the road, I do enjoy riding my own bike, although my age and health prevent me from using my bike to get me all the way to work each day from New Brighton.</p> <p>Please do not create a dangerous situation of narrowing the road for vehicles, especially as there are many trucks making deliveries to ITM across the road throughout the day. The narrow roads that have been created by these cycle ways in other areas for the city</p>
290		Y				<p>Keen to see this completed. But I could have equally supported a route that took in Stevens St and Fitzgerald Ave to connect Charleston with the CBD</p>
291					Y	Nothing further
292					Y	<p>Firstly- to have consultation close today - Good Friday- seems bad management- should have been end next week maybe? I have been out of NZ for several weeks so this is my first option to think about it and reply.</p> <p>I own [REDACTED] and operate my business [REDACTED] there - we are in the section west of Fitzgerald Ave and on 2 occasions in the past I have contacted CCC for information as to what the plan for this section of road was- I have never received the courtesy of a reply. To see on this preferred plan it is presented as a fait accompli that our section of Ferry Rd will be cycleway on each side is galling to say the least. This gives the businesses and the school no options/ no chance for meaningful discussion with CCC despite your claim that this section will be discussed later - this is disingenuous, as if your current preferred option or alternative on Ferry Rd east of us goes ahead, we are next in the firing line unless you can build a sky cycle expressway over us.</p> <p>As a big picture view, I suspect that CCC is being over-optimistic in its attempt to deliver this same one cycleway to meet the needs of both commuter and recreational cyclists. I am sure that the many commuter cyclists living east of Ferrymead are NOT going to add to their route by diverting inland to meet the cycle expressway at Heathcote and travel in a winding route via the suburbs to work and they will remain on the main roads as currently. This would mean a lot of money is on the project ends up just being spent for recreational use (which I am not averse to in itself as we have a beautiful city surrounding) - other than where the cyclists might use the proposed Ferry Road sections.</p> <p>Ferry Rd is already a highly congested route at peak times if you travel then as I do - and many us living out east prefer to take Linwood Ave to the city then Hereford or Cashel etc. onto Fitzgerald. These plans mean I cannot get to my business from the east other than by adding to the Ferry Rd congestion, as the alternatives of travelling around the blocks to the north or south are just wasteful.</p> <p>Currently, on the odd occasion I use Ferry Rd directly to work, I get stuck for several light changes at Fitzgerald Ave as the unthinking people driving south along Fitzgerald Ave end up straddling the straight ahead lane when the lights onto Moorhouse change to red. This intersection needs yellow hash markings to deter this problem now.</p>

### Further Submissions (Ferry Road to Wilsons Road Section)

						<p>If the cycleway is to really make access faster to the places you highlight on page 5 e.g. Tannery, Ara, ice-skating and Opawa School (I do wonder how many children living north east of it actually go there) then the cycleway would make most sense being next to the railway corridor all the way and that would avoid all the dog-legs through commercial and residential streets with the risks of crossings etc. Maybe a nice fast 2 way cycle lane to Gasson St along the rail corridor area would encourage more use to and fro work if there was no conflict with cars and buses?</p> <p>Or if it has to stay on the streets, then why not go via Lismore and Iversen to Moorhouse so cyclists could go up Madras and down Barbadoes to link and need only 1 cycleway on each? Or if you have to come into the city centre, take the Lismore/Iversen route to link off Fitzgerald into the completed St Asaph cycle lanes?</p> <p>As a small business owner, I feel great sympathy and share the concern of any businesses that you intend to strip of customer parking access- at my business the majority of our patients are over age 70 so are not cycling or walking - they bus, are driven, drive themselves, or taxi. I doubt the research you quote re spending by cyclists and walkers holds any relevance too much of Ferry Rd due to the nature of the businesses and the demographics.</p> <p>The school traffic is considerable twice a day in our section of Ferry Rd and they need to be able to safely drop children off there. Currently when I head south along Barbadoes from Ferry in peak morning time to head to my clinic in Ashburton, the left lane of Barbadoes is blocked by drop- off parents so it seems that current road systems are insufficient without the proposed less access on Ferry Rd maybe pushing more parents to do these unsafe, illegal and delaying of other traffic drop-offs and possible they do the afternoon pick-ups in the same way but I am not there then.</p> <p>On our section of Ferry Rd I believe narrowing our section of the road will make it harder to turn in and out of our business entrance as we have bus stops close by on each side for the schools and Ara also, and as all of us lose reaction time speed with age, safety will become more of an issue for our patients and thus for those using the road, path or cycle lane.</p> <p>I hope that a fresh answer can be reached which is less detrimental to all the businesses along Ferry Rd.</p> <p>Thank you for considering this.</p>
293					Y	<p>As a member of Grace Vineyard Church, this change will have huge negative consequences for our congregation due to the reduced parking available on Ferry Road. We are a church that welcomes all people in the community and it will be increasingly difficult to offer the love and support to people who need it if there is no parking available. Please reconsider this option and use painted cycle lanes. This building is used 7 days a week so it will have major impact on its use. Please consider other incentives that can be used to increase people cycling, without the detriment to other road users.</p>
294	Y					<p>Thank you for this opportunity to submit on the Ferry Rd-Wilsons Rd section of Heathcote Expressway.</p> <p>Go Cycle Christchurch is a free volunteer driven initiative helping new/returning adult cyclist's gain confidence to cycle in Christchurch.</p> <p>Go Cycle Christchurch support the Preferred option, as it is the safer option for all road users. One directional cycleways are safer for both cyclists and motorists. It will allow access to the new cycle infrastructure from the Phillipstown Community Hub area, and will generally encourage less confident cyclists to use this route. We applaud the proposed 2.1m one-way cycle lanes which will allow for safe passing of slower cyclists.</p> <p>The Preferred option will also enable cyclists heading further down Ferry Rd to safely continue without having to (again) cross heavy traffic to get to the left side of the road.</p> <p>In contrast the Alternative Option will mean diagonal crossing of a major intersection and 2-way cycleways with several business</p>

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						<p>entry/exits, which will increase the risk of cyclists being overlooked, and it will discourage both confident and less confident cyclists to use this route.</p> <p>Businesses and residential properties along this stretch all seem to have some off street car parking, so use of public land for on-street car parking should be kept minimal to encourage better traffic flow at all times. There are several side streets along this stretch with on-street parking if needed.</p> <p>The Heathcote Expressway will be an important cycleway with great potential to significantly increase the number of people choosing cycling as a mode of transport. It will allowing adults and children from a large area a safer cycle option for transport to work, school, shops, community hub and around their local area in general.</p> <p>Thank you for all the time and effort put into providing Christchurch with some much needed cycle infrastructure. This cycleway will mean less car congestion, cleaner air, less noise and a better place for all of us to live, work and move around. Money spent on cycle infrastructure will save more money on road maintenance, expensive car parking and general healthcare.</p> <p>Go Cycle Christchurch would like to be kept informed about this project and would like the opportunity to speak at any public hearing considering this project.</p>
295	Y					<p>The Preferred option offers safe one-way separated cycle lanes, access from Phillipstown Community Hub area, access to/from businesses in side streets to Ferry Rd and will also encourages a much better traffic flow to/from businesses along the south side of Ferry Road. It's great to see a sensible 2.1m width of the one-way cycle lanes. This will allow safe passing of slower cyclists and encourage more cyclists to use this route.</p> <p>This route will be a great asset to Christchurch and will encourage both work and school commuting, local cycle journeys and leisure cycling between CBD and Heathcote/Sumner areas.</p> <p>Every cycle ride means one less car in the traffic congestion and will ensure that those needing to drive have less delays and more car parks available. Every cycle ride will also save money on road maintenance and will help improve the general health of the population of Christchurch. Let those who want to cycle have a safer and more enjoyable ride ;-)</p>
296					Y	<p>I personally would like you to reconsider any option that takes away the carparks from Ferry Rd between Fitzgerald Ave and Moorhouse Ave. Our family goes to Grace Vineyard Church but we also regularly use the Gentle Giant Cafe.</p> <p>While we really support the idea of a cycleway, taking away the carparks will really damage the businesses in the street and be a huge disruption to the hundreds of people who attend Grace Vineyard Church 7 days a week.</p> <p>Today is a good example. It was pouring with rain this morning, with flooding around the city. We attended the Good Friday service at Grace. There were no cyclists on the street, yet a couple of hundred people were at the service. They all came in the pouring rain with jackets and umbrellas. Under your proposals these people would have had to walk a couple of hundred metres in the pouring rain... getting drenched, to allow for cyclists who were not there today!!</p> <p>We have a lot of elderly people, disabled, sick and lots of young children. But even the young, fit and keen cyclists came in their cars today.</p> <p>I totally agree with encouraging more people to cycle and to have safe lanes for them to do so, but everyone has to take the car sometimes, and for some people cycles can never be an option due to age or health. I beg you to consider the people who can't cycle, and for the hundreds of families who will be inconvenienced, possibly to the point of not being able to come to church.</p> <p>Please consider any compromise which doesn't take away the carparks.</p> <p>We bring our children every week to youth Group on Thursday nights from 7-9pm and to night church on Sundays from 6-8pm.</p>

### Further Submissions (Ferry Road to Wilsons Road Section)

						<p>Your plan to eliminate the carparks and drop-off areas, makes our alternatives as parents very dangerous. It is a long way to walk in the dark to the Phillipstown School area, and the area itself is extremely dangerous. We already have people who hang around the church at night, and sometimes follow young people down the street. The area attracts street people, alcoholics and drug addicts. No one is safe in the area in the dark, but especially not young people. Forcing people to walk into that area at night is making it only a matter of time before there is a serious crime committed against someone ... for the sake of cyclists who won't be using the cycle lane at night anyway!</p> <p>The plan for Ferry Rd needs to consider all the road users, not just the cyclists, who are by far the minority of users. It also needs to consider the businesses, who have bought there in good faith, believing there will be places for people to come and park to bring their business.</p> <p>Already on a weekday it is really hard getting a park in any of the streets around Ferry Rd, and because of the Parking signs, it is hard to stay in the area if your business takes longer than half an hour. Taking away all the carparks will really have a massive effect on the livelihoods of all the businesses and the church too.</p> <p>I deeply believe that a compromise is possible, where the carparks can be retained and the cyclists encouraged and kept safe. I would sincerely implore you to seek a new option that would retain the carparks.</p> <p>Thanks for reading this, David MacGregor</p>
297					Y	<p>As a transport operator in Christchurch we are finding these cycleways on major streets around town very difficult to negotiate with the trucks. The streets are not made any wider to incorporate the extra room taken up by the cycleways which means the lanes for vehicles is made too narrow for the bigger vehicles. Also down Ferry Rd you have a major building merchant which has many truck movements a day going in and out of there including truck and trailer units. It is hard enough with the lack of parking around town currently with people parking too close to driveways and this includes Ferry Rd and Leeds St making it even more difficult for these units to get in and out of premises. By taking away even more parking is just compounding this issue even more so and meaning that that it is putting even more risk onto truck drivers who have a hard enough time negotiating their way around town as it is and having to check and recheck their mirrors before manoeuvring their big truck units into businesses or even just around a corner. A cycle lane just means that the cyclist thinks they have the right away and go as fast as they like and everyone else will see them and stop for them. If they cannot be seen due to a blind spot of a car or truck then that is always going to end badly. Making the vehicle lanes narrow means that a truck and trailer unit needs to cross the centre line in order to get enough room to turn left to go into driveways otherwise if they don't move to the right first this means they run the risk of cutting over the kerbing and damaging it and tyres. I would like to see the people making these decisions about where and how the cycle lanes are done go out with some of these big truck units and into the businesses where the lanes are proposed to see how difficult it is for them now let alone when a cycle lane is put in. We are a member of NZ Trucking Association.</p>
298		Y				<p>Preferred Option feedback:</p> <p>Sheet 1: Recommend moving the NE crossing to better align for pedestrian movement and legibility of the corner (as done on the SW corner). What is the road crossing phase for pedestrians at 7? It states that it could be a space to wait if needing to use a two stage cross. Is there to be time to complete in a single phase?</p> <p>Sheet 2: What is the actual width at the boarding position of the bus? Recommend not to brick the cycle lane and to keep as non-coloured</p>

### Further Submissions (Ferry Road to Wilsons Road Section)

					<p>asphalt so the zebra crossing is more visible and correct colour for interpretation for those who have low vision. Is the second zebra crossing required as this may be confusing for pedestrians. Directional signs are required to locate the front boarding position. Why is there the second set of warning tiles at the rear door? This will be confusing unless there is a second tag on at the rear door. Is there to be a bus shelter associated with this stop? If yes the narrowed footpath will not be sufficient space to site a stop without reducing the accessible route for pedestrians. The car business adjacent to the stop shows flags that can be moving across the footpath - are these contained within the business?</p> <p>Sheet 3:</p> <p>The two side streets have different approaches. The indented crossing may be bypassed by pedestrians to walk the direct connection at the intersection.</p> <p>The design of the refuge islands will result in a difficult installation of the warning sign. Recommend to follow the design in the alternative proposal which has straight islands and straighter alignment for pedestrian movement. Is the refuge required on Lancaster Street - this is a narrow street so a single crossing in logical with vehicles required to give way to pedestrians. The refuge design shown appears too narrow to fit the required depth of sign for the angled leading edge i.e. it will need to be 900 mm not 600 mm allowed plus setbacks.</p> <p>Directional signs are needed at the bus boarder. The bricks should be removed so the zebra is white on black; is the second zebra required. What is the purpose of the warning sign at the rear position? Who will be stopping here? Is this designed for a second tag on machine? Those who are blind or have low vision will normally use the front door of the bus to enter. Having the sign here indicates to stop as you cross the border from the bus.</p> <p>Sheet 4:</p> <p>What is planned for the cycle crossing of Nursery Road and the pedestrian journey? Pedestrians walking west may take the cycle lane by mistake.</p> <p>What is the treatment for 5? The alignment for pedestrians is difficult for installation of sign and taking alignment to cross.</p> <p>At 7 the design of this island is confusing for pedestrians who are blind or have low vision. There is potential for pedestrians to turn into the cycle sections - i.e. crossing west to east and turning north to locate the crossing or south to Wilsons slip lane leads directly to the cycle crossings. There is no possible installation of directional or warning sign that could correct this. Tolerance for error is not built in to the crossing of the slip lane i.e. it leads to a separated cycle lane that exits onto the road.</p> <p>Sheet 5:</p> <p>The actual width of the proposed shared path is actually 3.3 m not the 9.4 m. Is there an alternative option? This section will require the cyclist to give way to pedestrians and they must slowdown from their commuter pace.</p> <p>Sheet 6:</p> <p>At number 4 there is no warning or wayfinding for pedestrians to know that this is not a crossing position for them or to warn of the crossing. Detectable directional information is required.</p> <p>Recommend there are two handrails installed on the shared crossing position at either side of the cycle lanes to help define the space.</p> <p>Cycle lane entry and exit points to shared path need to be recognisable.</p> <p>Alternative option:</p> <p>The Blind Foundation have concerns where the pedestrians need to cross dual direction cycle lanes as they may not know that this is</p>
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### Further Submissions (Ferry Road to Wilsons Road Section)

						<p>a dual carriageway. Where they meet cyclists should be required to give way.</p> <p>Sheet 1:</p> <p>What is the road crossing phase for pedestrians at 7? It states that is could be a space to wait if needing to use a two stage cross. Is there to be time to complete in a single phase?</p> <p>Same comments as preferred option for the NE corner - change the design for pedestrians.</p> <p>Sheet 2:</p> <p>What is the width of the bus boarder?</p> <p>Recommend not to use bricks on the surface but to keep the white on black to assist identification of the zebra crossing. Is the second zebra crossing required? What is the width of the footpath- are directional sign required to the boarder at the front. What is the purpose of the warning sign at the rear door position?</p> <p>Is having the bus stopping in the traffic lane a good option. The bus may need to stop and kneel or have the ramp extended. This will delay traffic significantly and put pressure on the driver. The previous designs that had this installed on Hills Road were removed after community pressure.</p> <p>Is there seating to be installed on the footpath to go with the bus stop?</p> <p>Is there management of the potential overhanging advertising from the adjacent commercial premises?</p> <p>Sheet 3:</p> <p>The design of the refuge island with straighter alignment is preferred to those shown in sheet 3 of the preferred design. What is a LILLO pedestrian island?</p> <p>The design of crossing the cycle lane will result in pedestrians standing in the cycle lane before crossing the traffic lane.</p> <p>Sheet 4:</p> <p>This option has a more logical design for the island and the slip lane for pedestrians. It is safer.</p> <p>This option removes the concerns at Nursery Road.</p> <p>Sheet 5:</p> <p>The shared path will be too narrow for dual carriageway for cyclists. As previously noted this is 3.3 not 9.4 m. If this option is undertaken this section needs to be redesigned for safety and accessibility for pedestrians and cyclists.</p> <p>Sheet 6:</p> <p>Same comments for the cycle crossing at 3.</p>
299					Y	<p>I am opposed to both options. The second is worse than the first but both are bad. They will no achieve a safe place for cyclists but will make it more dangerous in my view. Suggest more consideration as to how you can get a cycleway corridor along the rail corridor is a much better long term solution.</p> <p>I urge you to work with the local community and the local elected representatives to come up with a safer and improved design that better reflects the various needs of this section of the proposed cycleway.</p> <p>There is a need to have a comprehensive movement plan from Ara institute to Woolston that looks at the various council works proposed for the area in a holistic manner. It would also be good to pause until such time as you can learn from the mistakes of the St Asaph St design given that this design is what is leading to the continuation of the route down Ferry Rd and is based on similar failed design principles. Also best to defer until it can be incorporated into the future of Lancaster Park.</p> <p>The proposed loss of the parking will be devastating to the local businesses who have worked hard to get re-established in this area</p>

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						post-earthquake. I do not oppose the cycleways but they need to be rethought in this particular area and it is a shame you have consulted on an option that is worse than the first rather than come up with a more suitable alternative given the initial concerns raised.
300					Y	I am against the proposed cycleway at the expense of car parking & drop of spaces along Ferry Road. This concerns me as a major hazard with the concrete barriers which would be built, as on St Asaph Street. I see the current car parking with cycle lane already existing of Ferry Road, as more than suitable for cyclists.
301	Y					<p>The implementation of this route is critical in establishing Christchurch as an accessible city for active transport, improving accessibility to the local attractions and educational facilities along the route. For this reason Generation Zero strongly support the Preferred Option for the Ferry and Wilsons Road section of the Heathcote Expressway.</p> <p>The Preferred Option along Ferry and Wilsons Roads provides the safest option for all road users, as the proposed 2.1m wide separated cycle lanes on both sides of the roads will replace the existing 1.5m wide painted cycleways.</p> <p>The proposed motor vehicle turning restrictions (banned right turn from Ferry Road into Fitzgerald Avenue; banned right turn from Fitzgerald Avenue into Ferry Road, banned left turn from Wilsons Road to Moorhouse Avenue and banned right turn from Ferry Road into Nursery Road) will ensure the safety of cyclists and pedestrians.</p> <p>The proposed removal of on-street parking at the north side of Ferry Road, reconfiguration of the south side, and 50% reduction in parking on Wilsons Road is essential in achieving a safe and user-friendly cycleway, with improved visibility for drivers entering and exiting driveways. Reducing on-street parking along Ferry Road, Phillips Street and Lancaster Street to 60-minute car parking spaces is a good measure to ensure on-street parking is prioritised for business customers. The Council's parking surveys measured that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked all day. The 220 identified off-street parking spaces along Ferry Road should suffice in providing all-day parking for the private businesses owners and their staff.</p> <p>The Alternative Option is not favourable as it has major safety concerns and will prove less user-friendly for the "interested but concerned" portion of the cycling population. The proposed 3m wide bi-directional cycle lane along Ferry and Wilsons roads does not meet the recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway. This option also fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists.</p>
302	Y					<p>The Preferred Option along Ferry and Wilsons Roads provides the safest option for all road users, replacing the existing 1.5m wide painted cycleways with 2.1m wide separated cycle lanes on both sides of the roads. The proposed motor vehicle turning restrictions will also ensure the safety of cyclists and pedestrians.</p> <p>The proposed removal and reconfiguration of on-street parking on Ferry Road and Wilsons Road is essential in achieving a safe and user-friendly cycleway, with improved visibility for drivers entering and exiting driveways. The Council's parking surveys measured that on average, vehicles are parked along Ferry Road for more than four hours, with some vehicles parked all day. Reducing on-street parking along Ferry Road, Phillips Street and Lancaster Street to 60-minute car parking spaces is a good measure to ensure on-street parking is prioritised for business customers.</p> <p>The Alternative Option is not favourable as it has major safety concerns and will prove less user-friendly for the "interested but concerned" portion of the cycling population. This option fails to address the safety risk of motorists entering and exiting driveways having to look in both directions for cyclists. The proposed 3m wide bi-directional cycle lane along Ferry and Wilsons roads also does not meet the recommended 4m width to ensure less confident cyclists feel safe and are encouraged to use this cycleway.</p>



Further Submissions (Ferry Road to Wilsons Road Section)						
303					Y	I do not agree as this would take so many carparks away from businesses and the church which I belong to. I also am a cyclist and use this road regularly. The cycle lanes are fine and to be honest, the new cycle ways on St Asaph Street are more dangerous and we won't use them because of this.
304					Y	This is disastrous for my business at 211 Ferry Road. We get only two parks within the complex but I require 10 parks at a time for my students to attend their group music classes. We rely heavily on the on street parking and would potentially need to leave the area is this was unavailable as we can't expect our parents with young children to be walking from side streets.
305					Y	I am concerned about the cycle way going up Ferry Road. I at times use the Grace Vineyard Church and because of a disability I am unable to walk distance. To remove all the parking around the area is just so stupid I can't believe the plan is real. While I support cycling to the fullest (My husband is a very keen cyclist) I do not think putting the cycle way in an area where people of all ages meet not just on a Sunday is really lacking in thought. I know I am not the only person who uses this Church Facility with a disability. Please look at something more practical than taking all the parking away from Ferry Road
306					Y	This idea of leaving footpaths, removing carparks and placing bus stops in the way of traffic flow is ridiculous. The idea of a cycle way is to extract it off the road place it strategically where it causes the most flow. To do this the 156 million over 7 years should be building overbridges and buying property to get cyclists moving and not treat them as a motorized vehicle. They essentially are pedestrian traffic and slightly widening the footpath, removing unnecessary berms would help considerably. Concrete kerbing 6 " off the tarmac is not a barrier and will eventually cause accidents meaning cars or cyclists will lose control if hit. Regards Laurence
307	Y					CCC should remove all on street parking alongside separated cycleways as these obscure cyclists from view and make it very dangerous for all road users.
308					Y	As an active cyclist I am not opposed to cycleways per se. Just the proposed designs. The issues that concern me are on local businesses for this is clearly an area devoted to high density business activity. Safety is paramount and not just for the cyclists, but consideration must be given equally to the truck drivers, the delivery drivers, the clients and customers of local businesses and the general travelling public, who are likely to be driving through, or parking their cars. None of the designs adequately service this function safely. There is a generally unfriendly business flavour to the designs. As an example the proposal to plant trees with leafy crowns and a browse line of 2.4 metres to the first branch above ground will impact on the visibility of businesses signage, this is inappropriate in an area where pedestrian traffic is negligible and likely to remain so. It is vitally important that any drivers searching for an address in this part of Ferry Road are not distracted by obstacles associated with the cycleway design. Our property tenanted by Magoo Auto has a large illuminated sign which previously as a Firestone-Bridgestone sign was visible from Bronskis Dairy on Ferry Road which is well past the Moorhouse Ave/Wilsons Road intersection. Our sign would be obscured by any of the envisaged tree planting. The businesses here have a varied mix of frontages, some being quite extensive in width while others are relatively narrow which brings us to the matter of parking. We believe that the current parking restrictions should be changed to apply only during normal working hours Monday to Friday and in appropriate cases a maximum of two hours and some of a shorter duration should apply. In summary we urge the Christchurch City Council to provide a cycleway with a permanent painted median strip and designated cycleway without any raised kerbing or narrowing of the effective roadway. This system has worked well on Papanui Road for a good many years without any safety issues that I have heard of.
309		Y				See Appendix A: Submitter 309
310					Y	I would like to express my concerns and to object to the new proposed changes to Ferry Road new cycle way and road changes. I attend the Grace Vineyard Church on Ferry road and with the proposed changes to the road, I believe the car parking issues will be

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						<p>much greater and will be a possible distraction for members of the community to attend our Church. We already are short on car parking areas and options and with a rapidly growing Church I think the changes to Ferry Road will be detrimental to the Growth of our Church and community.</p> <p>Please take in consideration of my objection to the proposed plan.</p>
311					Y	<p>My church Grace Vineyard relies heavily on convenient on street parking as there is not enough off street parking from businesses and our own buildings to meet the demands during Sunday services.</p> <p>The Resource Consent that Grace operates under has on-street parking as a key component in meeting the high parking demands. For families with young children, the elderly and those with mobility problems, walking 2 - 300 metres, particularly when it's raining would be quite distressing for those involved.</p> <p>I ask that the council consider simply painting a green cycle way along both sides of the road, allowing cars to park against the footpath curb as they currently do.</p> <p>Faithfully yours, Geoff Norris</p>
312	Y					<p>Thank you for the opportunity to make this submission. Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on this Plan. Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> <p>If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance.</p> <p>Spokes appreciates Council providing the opportunity to once again attempt to educate the adherents of Business as Usual car centric culture. For far too long people on bicycles have been neglected and left vulnerable road users with inadequate infrastructure and unsafe roads.</p> <p>Spokes agrees that some motorized vehicle parking is required by businesses on Ferry Road. Spokes does not believe it is in the public's best interest or fair to the ratepayers for Council's invested capital in roading real estate to be used to subsidize that parking. On street parking is a luxury, one which might be appropriate where carriageway widths are greater than what is required for safe multi modal transport needs. Ferry Road does not meet that criterion.</p> <p>It is unfortunate that Council allowed developments to proceed without adequate off street parking. Lacking the ability to foresee the future clearly Council may have been motivated by entreaties by applicants which claimed economic benefits and who assured that parking would not be required or a problem. Both parties need to take responsibility. Council provides for this by facilitating the development of parking districts.</p> <p>Spokes encourages CCC and the business owners to develop a parking district to provide for their parking needs. Business owners in the downtown already do this. Businesses located in shopping malls pay for large mall parking facilities through their rents. It is neither an undue or unfair burden to require this on Ferry Road.</p> <p>Some merchants believe that on street parking is vital to economic success. This is not supported by local or international experience or research. Spokes provides the following links and the study attached to this submission. <a href="http://caa.org.nz/biking-loves-localbusinesses-time-for-vice-versa/">http://caa.org.nz/biking-loves-localbusinesses-time-for-vice-versa/</a> <a href="http://www.citylab.com/cityfixer/2015/03/the-completebusiness-case-for-converting-street-parking-into-bike-lanes/387595/?utm_source=SFFB">http://www.citylab.com/cityfixer/2015/03/the-completebusiness-case-for-converting-street-parking-into-bike-lanes/387595/?utm_source=SFFB</a> <a href="http://www.stuff.co.nz/the-press/opinion/75117984/The-business-benefits-of-">http://www.stuff.co.nz/the-press/opinion/75117984/The-business-benefits-of-</a></p>

### Further Submissions (Ferry Road to Wilsons Road Section)

					<p>bikeways</p> <p>Ministry of Transport Household surveys have consistently found that the perceived unsafe infrastructure for cycling deters approximately 60% of those who do not regularly cycle from cycling. Census data have found that 7% of commute traffic in Christchurch is by bicycle. Usage numbers from recently delivered cycling infrastructure have exceeded Council's own projections. Clearly, there is a great deal of pent up demand and the potential for a great deal more. Experience in Christchurch is that improved infrastructure and MCR's encourage people to cycle. <a href="https://ccc.govt.nz/the-council/news-search/show/289">https://ccc.govt.nz/the-council/news-search/show/289</a></p> <p>CCC's Cycle Design Guidelines (CDG's) make clear the expectations for Major Cycle Routes (MCR's) "Major cycleways should aim to cater for both adults and children (10 years and over). They should provide safe links to popular destinations and key activity centres and offer the highest level of service to cyclists." And "On major cycleways, the priority needs to be providing space for cycling and as a result alternative routes may need to be provided for other road users." And MCR's should "offer the highest level of service to cyclists". Emphasis added.</p> <p>Ferry Road currently offers cycle lanes hard up against parked cars. The lane widths do not comply with the CDG's and there are no door buffer zones. The pros and cons of cycle lanes located between on street parking and the traffic lane or the footpath can be argued. There is no doubt that lanes without on street parking are the safest option.</p> <p>Some things are clear. · Traffic congestion is increasing and Christchurch has neither the rating base nor physical space to accommodate a transport system which caters predominantly to motorized transport. · Cycling is experiencing a rapid resurgence. People are finding that they can save money, become healthier and feel less stressed by choosing to ride, so long as they have suitable infrastructure. · Submissions received in the first round of consultation strongly supported the project's proposed infrastructure for Ferry Road while requesting that the lanes be widened to comply with the CDG's. · On street parking is not the sole, primary or preferred solution to the parking problem. · Doing nothing, or even doing less, are not options. Spokes strongly supports the original project proposed with the lanes either expanded to comply with the CDG's or with the planning to easily do so in the future when usage requires it.</p> <p>The pamphlet provided for this consultation does not make clear who will have to give way at the Ferry Road/Nursery Road intersection. Traffic on Ferry Road turning north onto Nursery Road will need to cross the east bound cycle lane. We formally request that Council include Spokes in the decision making to develop mitigations for this hazardous situation.</p> <p>Spokes does not support the alternative option. It is indirect, overly complicated and would be more expensive. Specifically: · Sheet 1 finds the need for challenging light phasing to get the diagonal crossing to work safely. · Sheet 1 offers a narrow 3m wide path for a two way cycleway. This is not in compliance with the CDG's. · Sheet 4 has cyclists traveling east along Moorhouse in need of a hook turn box on the left side of the road (or some other method) to turn onto Wilsons Rd without trying to get into the right turning lane. · This option will not appeal to either experienced cyclists or the interested but concerned and is not in compliance with the CDG's.</p> <p>Additional attachment in CS: FW Ferry Road Revisited Sub #312 <a href="http://cs.au.aurecongroup.com/cs/lisapi.dll/properties/178329781">http://cs.au.aurecongroup.com/cs/lisapi.dll/properties/178329781</a></p>
313		Y			<p>The Canterbury West Coast District of NZAA submits this feedback in relation to the have your say document on the Heathcote Expressway – Puari ki Kahukura: Ferry Road and Wilsons Road Section.</p> <p>We generally support the Preferred Heathcote Expressway option (Ferry Road – Wilsons Road section) but have some concerns. We agree with your rationale for your preferred option, viz. safety, parking demand, and the context of roading classification.</p>

### Further Submissions (Ferry Road to Wilsons Road Section)

					<p><b>Parking</b> We acknowledge that your preferred route (Route C) is a sensible choice given it has the fewest on-street car parks and the lowest occupancy rates, both averaged and at peak demand, according to the parking survey data. Nevertheless, the Council needs to work closely, and more proactively, with small businesses in particular that will be impacted by the removal of on street parking. In this part of the city, the Council needs to be mindful that many small businesses will be occupying quite old buildings which, when they were built, did not accommodate off-street parking; many of the premises also do not have back-alley loading areas and are reliant on the presence of nearby on-street parking to move goods.</p> <p><b>Turning</b> <b>Ferry Road / Fitzgerald Avenue</b> There are a number of issues with the inability to turn right onto Fitzgerald Avenue north-bound from westbound Ferry Road, necessitating some new route planning for motorists to access some of the businesses on Fitzgerald Avenue. Whilst this is a not unreasonable ask for residents living east of Ferrymead Bridge, or living close to Linwood Avenue, many live close to Ferry Road or south of it, and the logic of the 'most direct route' will prevail. As the plan currently stands, the alternate route for many will be Brougham St, which will not help the already existing problem there. Ferry Road has to be the best solution for many. Similarly, right turning is desirable for people whose journey originates west or south of the city (and who would use Moorhouse Avenue east-bound as an approach) to access businesses on the east side of Fitzgerald Avenue between Moorhouse Avenue and Ferry Road. This problem may be alleviated by creating an access point through the Fitzgerald Avenue median strip that allows vehicles in the right-hand north-bound lane to cut directly across into the south-bound lane when the Ferry Road intersection lights interrupt the south-bound flow. No doubt there will be some design issues, but this change would accommodate the needs of local business whilst meeting the transport planners' needs at Ferry Road.</p> <p><b>Wilsons Road / Ferry Road / Moorhouse Avenue / Nursery Road</b> The current plans and the legacy of the surrounding layout reduce opportunities for motorists to travel north- and west-bound from Wilsons Road. We favour allowing motor vehicles to be able to turn left into Moorhouse Avenue in addition to being able to continue on to Ferry Road. Given that Ferry Road is designated a major cycle route, the aim should be to reduce vehicle movement there. In this plan, traffic is directed to Ferry Road, which seems contrary to the aims of the Major Cycle Paths programme. The fact that vehicles cannot divert into Nursery Road after crossing the intersection, as they currently can, exacerbates the issue. This might be managed by bicycle Advanced Stop Boxes going further into the intersection to allow motorists to turn left behind them and clever phasing of lights and use of turn arrows.</p> <p><b>Nursery Road</b> We concur with the plan to prevent right-turning north-bound vehicles entering Nursery Road. This junction (Ferry and Nursery) is a major pinch point for all travellers, and makes people on bicycles (east-bound along Ferry Road) particularly vulnerable, as motorists vie for opportunities to exit Nursery Road and to catch the lights to turn either left (east-bound) into Ferry Road, or (south-bound) straight onto Wilsons Road.</p>
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					<p>North-bound drivers also take risks to get into Nursery Road, and that possibly causes congestion, hesitation, and poor decision-making as cars potentially back up across Ferry Road hoping for a gap to slip through.</p> <p>Alternatives for motorists would be to stick with the major feeders – Brougham Street, Ensors Road, and Aldwins Road, but this needs to be an effective alternative in their minds.</p> <p>Wilsons Road is not designated a major urban road, but may be becoming so since the earthquakes because surrounding road works and construction sites put pressure on the major feeders capacity at peak times.</p> <p>In the short-term, Temporary Traffic Management should be monitored and managed carefully, to ensure signage is in the correct places and that instructions for travellers are relevant at all times.</p> <p><b>Alternative Route Options</b></p> <p>We think the CCC's alternative options would not be very acceptable to motorists; movement is already quite restrictive because of the raised median along Ferry Road, and they may be potentially dangerous at the Fitzgerald Avenue / Ferry Road intersection, despite traffic light phasing. Furthermore, the alternative options do not fit well with the Council's own Cycling Safety Guidelines.</p> <p><b>Conclusion</b></p> <p>The AA supports the preferred option (Route C), with a revision of the Wilsons /Ferry/Moorhouse intersection. And we urge more and varied publicity of the route-planning and journey tools for travellers that are currently available through CTOC.</p> <p>We think that education about the transport network as a whole (including how the lower inner-city speed limits and the traffic light phasing work together) should be more prominent well ahead of completion of any projects associated with the Major Cycle Routes. Motorists need reassurance that their concerns are well-considered and education about what options will work well for them in this climate of network change.</p>
314		Y			<p>I'm writing to view my concerns of the proposed new cycle way on Ferry Road. I actually use this road and the cycle ways further on along St Asaph Street to cycle to work and whilst I am encouraged that the cycleways are being proposed, I'm equally concerned to learn there will be no parking along Ferry Road. My family and I attend a church along Ferry Road, and my wife is disabled. To not have the ability to park along this road will be very difficult and unfair for her to have to try and walk to the church from neighbouring streets.</p> <p>I have no objection to the cycle way, but to the prevention of parking. Please can the cycleway be amended to have parking alongside like there is in a number of area around the city?</p>
315		Y			<p>2.1m one-way protected cycle lane between two kerbs is not wide enough for comfortable overtaking of slower riders, especially if there are sump grates to contend with. Better to narrow other cross section elements such as the parking buffer island, which could be as narrow as 0.6m. Use CROW or Danish Collection of Cycle Concepts (as per the SBF design guidelines appendix to the report on the Unicycle MCR that I wrote for CCC back in 2010). 2.3m is better. Another option is to provide passing lanes or passing opportunities via mountable kerbs or breaks in the kerb to "escape" to the adjacent traffic lane, overtake, and then get back in the cycling facility.</p>
316				Y	<p>I do not support either option for the Heathcote Expressway (Ferry Rd-Wilsons Road section) the proposed new 2.1m cycle lanes, separated from traffic by solid kerbs are particularly dangerous to cyclists, motorists, truck drivers and delivery operators. Dangers are 1) lack of visibility of cyclists behind parked vehicles with a car/truck turning left or right, into a driveway, having little warning of approaching cyclists. 2) The opening of car doors on passenger side, into the cyclist's path, solid concrete kerbs - no escape! I vote</p>

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						to retain existing painted cycle lanes along this section of Ferry Road in interest of road safety. The cycleway design as proposed will have an adverse effect on business severely restricting on-street parking an objective of Chch transport strategic plan, when considering new cycleways is to have 'easy movement of and access to goods and services.' I vote to retain painted cycleways and the current car parks (on road). For years there have been time restrictions on parking these work well - weekends could be free of restrictions and working week hours could vary half hour - two hours depending on activity of adjacent businesses. The city is awakening please let us make it work!
317					Y	1) Page 9 of have your say option no. 3 leave Ferry Road as is. I support this one only with adjustment to increase the cycle width. And it can be done by reducing the width of the footpath, they are far too wide and there's hardly any foot traffic on them same as bicycles, refer to road plan and photos. 2) Through the rainy days and the winter cold months there's hardly any one cycling on the road! 3) The new plan for Ferry Road is messy and complex and very expensive to put in place. 4) Loss of carpark creates a down turn for business. 5) New road plans make it difficult for business truck entering there premise. 6) New road plans make it dangerous wen driving at night in the rain and glares from oncoming traffic to see all the concrete divider in the road cannot be seen and will cause accidents. 7) People who ride bicycle do not support business in the area. People who own cars and drive them everywhere spend money and support the business in the area. 8) Page 10 have your say book graph showing how many cyclist per day is only for one day what about the other 364 days and through the rainy days and winter months and windy day. The number of cyclist on the road base on year average will be only be a few cyclists. 9) The HUGE amount of money spent on this cycle way would be better spent on a better bus transport system like park and ride where vehicle will park close to Ferry Road hop onto the continuous bus system travelling down the road at a very small cost or at no cost at start to encourage people to use them. 10) A lot of question I have asked about in my last submission have not been answered is not right. 11) These new cycleway is going to get in the way for the future park and ride. New transport system that Christchurch really need it will reduce traffic on the road. 12) Before building these new cycleway it should look into the new transport system first. 13) New cycleway will restrict emergency vehicle access in an emergency. 14) Increasing more cyclist on the road will cause more traffic congestion in the future. 15) We need to look at a new transport system that can move people quicker over the city to and from in all-weather condition. 16) The cheaper option No. 3 and make wider cycleway to the existing cycleway is the best option and allow for this new passenger transport park and ride system (paragraph 1). Saved in CS if you wish to view diagrams, photos and further comments.
318					Y	Putting in a cycle lane down Ferry Rd between Barbadoes & Fitzgerald will not be good for our or any other business with regards to parking, as well as having two way traffic and the picking up and dropping off of school children, this stretch of road is just not wide enough to cope with this layout. As for the removal of the right hand turning lane from Fitzgerald Ave into Ferry Road, again not good for business, parents picking up and dropping off children as well as staff coming to work. Furthermore, removing the ability to make a right hand turn from Ferry Road into Fitzgerald is simply going to drive this traffic onto other roads. At peak morning and evening rush hours there are 20+ cars trying to do a right hand turn into Fitzgerald at every light cycle.
319					Y	Putting in a cycle lane down Ferry Rd between Barbadoes & Fitzgerald will not be good for our or any other business with regards to parking, as well as having two way traffic and the picking up and dropping off of school children, this stretch of road is just not wide enough to cope with this layout. As for the removal of the right hand turning lane from Fitzgerald Ave into Ferry Road, again not good for business, parents picking up and dropping off children as well as staff coming to work. Furthermore, removing the ability to make a right hand turn from Ferry Road into Fitzgerald is simply going to drive this traffic onto other roads. At peak morning and evening rush hours there are 20+ cars trying to do a right hand turn into Fitzgerald at every light cycle.

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320						We, as a family, attend Grace Vineyard Church in Ferry Road each Sunday morning. We are concerned re the proposed Heathcote Expressway work there is provision made by the Church for us to park our modified van on church land we are never sure that is possible to do so due to frequent fundraising events to provide underprivileged young people to attend Easter Camp or to support any other charity. Or there may be more than two wheelchair vans parking at any time. I transport my son, who has severe spastic quadriplegic cerebral palsy and is wheelchair bound. I also transport my husband who has dementia and with it has mobility restraints and requiring a walking stick or a walking frame. We couldn't pull to the side of the road and drop our family off or temporarily park near to the church. A long walk from far away would be very difficult for our family, especially when it rains or is very cold. Could the CCC give serious consideration to the painting of a green cycleway along both sides of the road? This would allow us ease of accessing Church land or parking against the footpath curb. We would be grateful to be able to continue to attend Grace Vineyard Church with ease. Many thanks
321					Y	Loss of carparks - the car parks on the south side of Ferry Road are ALWAYS full with bus driver cars, where will they park? Loss of right hand turning lanes into Fitzgerald Avenue, not smart. Reduced width of traffic lanes. Why not use one of the two (very wide) foot paths, they do not carry much foot traffic at all. School drop off and pick up I would suggest you come down for a visit during those times and explain how that is going to work. Someone will be hurt or killed if there is not parking available for drop off and pick up! I'm not against the cycleway but you need to (MUST) get it right the first time (St Asaph St!!) thank you.
322					Y	As a company we are strongly opposed to this. We have approx. 85m of frontage for our car dealership on Ferry Road and our Service Centre has 10m. As a dealership we are reliant on good parking in the area and also safe and accessible driveways. We developed here with a 15 year plan in 2015 based on what the current set up was. The changes proposed are done with no empathy for my businesses or others in the area. It means leases we have negotiated based on the street layouts will be challenged by us as we paid a premium due to parking etc on Ferry Road. With us selling 100 vehicles a month we have vehicles coming and going and I have major concerns re access and the safety aspects with cycles. We lose a lot of our street appeal and customers will choose to park elsewhere which will mean they park in front of many of our competitors who do not have this proposed scheme. Our Service Centre is reliant on parking and with the proposed scheme will more than likely mean we have to move this to a more suitable location. You have highlighted two alternative options that do not have retail such businesses and are more industrial which surely makes sense as you will not have to then incorporate the major Wilson's Rd / Ferry Rd/ Moorhouse intersection. I would hope the Council uses common sense and looks at the other options available.
323				Y		I am very concerned about the reduced greenery on the intersection outside our house in the plan. Another lane and less trees/bushes means more noise pollution to all of our houses. Please reconsider this. Also please consider access from the east to our properties. During peak traffic the only safe and legal methods will be hugely impacted through these changes. Closing entry to Nursery Road is a concern to me if it goes ahead, perhaps a right turning arrow from Wilsons Road to Ferry Road could be considered so that we are crossing traffic lanes and entering our properties without negotiating cars and bikes.
324						I am a cyclist and sometimes ride on main roads. If there is a cycleway I feel very much safer. I am very supportive of cycleways and a network of them where there is sufficient demand. I also am a member of Grace Vineyard Church and 74 years old. I write with these two facts in mind and also as a citizen who has concern for the development of the city. I am very appreciative of cycleways being established and of efforts to beautify our city. However, in the particular case of the proposal for Ferry Road from Fitzgerald Ave to Wilsons Road a number of problems arise because of the removal of 73 car park spaces. Many businesses and other activities along this section of road do not have any or very much off-street parking. With no or little parking available most of



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						endeavours will be rendered very inaccessible and their activities would be significantly reduced or stifled. It will cause major impact on the functioning of this part of the city. For Grace Vineyard Church it would mean everybody would have to walk at least 200-300m from parking to the church building. This includes, elderly, disabled (one couple who are members of the Church have a son who is severely affected by cerebral palsy), parents with babies and young children etc in all weathers. This is an issue of accessibility. Further, consent for the church to be in this area was contingent upon getting sufficient parking spaces. The proposal destroys some of the arrangement made with Council and required by it. On Sundays, evenings and, it seems, much of the time during the day there are no or very, very few cyclists so there seems to be little demand for cycleways and certainly not at the cost of such huge negative impact it's construction would have on others. On the other hand, Ferry Rd carries a very high density of traffic much of it commercial and heavy. The proposal does not give proportionate consideration to all users. Up until now there has been and is a suitable carriageway, a suitable cycleway and parking. I do not see any need to substantially alter the scheme there is in place, presently, and a number of reasons to keep it much as it is. Maybe the cycleway could be placed between the kerb and the parking.
324		Y				<p>1) This feedback is made by Orion New Zealand Limited (Orion) on the Christchurch City Council's (the Council's) plans for improved cycling facilities as part of the Heathcote Expressway. Orion has reviewed the Heathcote Expressway Consultation documents posted on the Council's website, including the plans for the preferred and alternative options.</p> <p>2) This feedback relates specifically to the Preferred Option - Ferry Road.</p> <p>3) Orion own and operate the electrical distribution network between the Waimakariri and Rakaia Rivers and supply line services to over 190,000 customers within Christchurch City and the Selwyn District. Orion's core purpose is to consistently deliver a safe, secure and cost-effective supply of electricity.</p> <p>4) Broadly, the electricity network comprises underground cables, overhead lines, substations / transformers / kiosks, electricity structures (poles/pylons, earth works and associated buildings) and access tracks. Orion is responsible for the installation, maintenance, repair and upgrade of the electricity network.</p> <p><u>Primary Feedback</u></p> <p>5) Orion has an existing substation located within the building at 139 Ferry Road, Waltham, Christchurch. Access to this substation is located directly off the footpath and is adjacent to the cycleway infrastructure (including a cycle lane and separator) illustrated on the Ferry Road Preferred Option plan (sheet 2).</p> <p>6) The critical issue for Orion is that the location of the 'separator' and loss of on-street vehicle parking options will inhibit access to this substation. It is essential that there are no access restrictions to lifeline utilities such as those associated with electricity distribution and supply. To address this, Orion seeks that the Council remove the section of 'separator,' located in front of the substation at 139 Ferry Road.</p> <p>7) As Appendix One, we attach a marked up version of the Council's sheet 2 for the Preferred Option - Ferry Road showing the location of the Orion substation. Also included in Appendix One is a photo showing the access point to the substation off Ferry Road?</p> <p>8) In addition, Orion wish to make the Council aware that any maintenance of this substation by Orion may require temporary closure of the cycleway, vehicle lane or any adjacent car parking spaces to enable Orion to adequately access its infrastructure. This may influence the length of the separator that needs to be removed.</p> <p><u>Secondary Feedback</u></p> <p>9) Orion wishes to establish ongoing dialogue with the Council through the detailed design phase to ensure appropriate access</p>

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						<p>arrangements can be provided.</p> <p>10) Further, it is anticipated that similar issues may arise as future Accessible City transportation projects are rolled out. Accordingly, it is requested that the Council actively engage with Orion during the concept development phase of such proposals.</p> <p>Feedback signed for and on behalf of Orion NZ Ltd.</p> <p><b>See Appendix B for full submission</b></p>
325						<p>I go to church at Grace vineyard, Ferry Rd, I ride a mountain bike day and night can understand bike lanes in the city but not in the near to city suburbs, there is a lack of car parking now without your proposed plan to make less car parks please leave or put green lanes in so families can go shopping, cafes, and to church saves kids growing up like I did with an alcohol problem and hurting people on the roads we don't want to be over crowded like Auckland. I have no problems biking around Christchurch, I know it is a Government grant, but I was injured in the February 22nd 2011 quake, nobody now still doesn't want to use your car park buildings because of post-traumatic stress of more quakes, plus why are you changing our city roads that were all designed to head straight into Cathedral square? like Worcester St presently is not going straight to Linwood, that will cause drinking drivers to crash and kill people, on behalf of our families we petition the present city council you are making a big mistake.</p>

## Heathcote Expressway Major Cycle Way: Submissions Received from Initial Consultation on the Route, with reference to the Ferry Road Section

Previous Submissions during Initial Consultation with reference to the Ferry Road Section				
Submission Number	I support the Heathcote Expressway (Preferred Route)	I generally support the Heathcote Expressway but have some concerns (please comment)	I do not support the Heathcote Expressway	Full comments
20			x	"Bad for business in Ferry Road. Removing parking for businesses that rely on short term customer parking. Ferry Road is already narrow and congested - dangerous for cyclists and very high business impact. Your less favoured route Fitzgerald Avenue, Lismore Street is FAR SUPERIOR.
27			x	How can you do this! Just when this area is starting to get back on its feet and starting to look good, you are thinking of depriving business of their customers by taking away carparking on Ferry Road. What is this obsession CCC have with pandering to cyclists all over the city? This particular area has struggled for many years, give them a chance and put the cycle ways somewhere else or widen the footpaths and keep the car parks
29			x	By reducing the parking space around ferry road, this will reduce the number of customers that businesses can receive around that area. I really despise the idea that a cycle way could mean the end for many businesses. How will the council be responsible for the economic damage that many businesses will face?
34			x	There are a lot of businesses along Ferry Road that will suffer from passing traffic from the lack of on street parking, as well as needing it for customers to park, they also need it for staff to park. Every day the all-day parks are taken leaving the 30 minute zones free for customer use. There are not a lot of cyclists that I have seen using Ferry Road There is already a cycle lane beside the car parks on both sides which is a lot of room, maybe doing one of the cycle ways and allow cyclists to travel both ways along it so the other side is still free for car parking

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36		y		The majority of it is great, small problem with the section of it affecting Ferry Road. It is very hard to find a park around there as it is, and with the cycle path, it will be almost impossible. Not to mention how it will affect business around that area such as vintage wonderland, grace church and gentle giant.
60			x	<p>Your preferred route is not the best route for cyclists, business and home owners and rate payers who pay for it. Passing so many driveways is dangerous and will cause delays and frustration for cyclists and property owners. On or property we have trucks with trailers entering and exiting Ferry Road. To get a truck and trailer into our site will stop the traffic until the cycle lane is clear. To exit at busy times it will be difficult to get a period when the cycle lane and both traffic lanes are clear. People will block the cycle lane waiting for clear road lanes.</p> <p>Using the rail corridor would be faster and safer for cyclists and much cheaper to construct. If it was fully lit with security cameras it would be safer than your preferred route. Cyclists travel fast and drivers will not see them in time leading to dangerous accidents. The rail corridor would be faster, safer and better for cyclists and businesses would not lose important car parking. Cycling commuters would find it safer and faster so would use it more.</p>
73		y		<p>Over all I support this, and think it is a wonderful plan. The one exception is Ferry Rd between Wilson Rd North and Fitzgerald. The plan include removing 90% of parking and blocking certain right and left turns at the Fitzgerald/Ferry Road intersection. As an occasional cyclist myself I am reliant upon cycle ways to get around the city. But I do-not believe these should cause unnecessary hardship for those who happen to live or work along the route.</p> <p>If implemented, this would be at a huge detriment to my business on Ferry Rd, plus many other businesses who I know rely on street parking for customers. This literally could kill off some businesses such as the cafe Gentle Giant who have either only a few parks, or none at all. If you look on a typical work day the street parking spots are all nearly completely full.</p> <p>Furthermore, restricting turning traffic at the intersection would make it even more of a nightmare for us. My business responds to time critical call-out regularly and this would cause further delay at an already overly traffic-burdened intersection.</p> <p>I would strongly encourage planners to rethink this plan. Alternative such as reducing speed to 30 or 40kmh, narrowing road lanes, increasing bike lanes, or increasing the size of the footpath and make it shared used would be more appropriate without causing a headache of us or even financial hardship. I know there is far less appetite to change the route, however cutting through Stevens St (to the north of Lancaster Park) then up Lismore Street to Fitzgerald would cause far less disturbance.</p>
84			X	<p>The route selected for this expressway is not supported - specifically that along Ferry Road.</p> <p>The key reasons (there are multiple) that I do not support this are as follows:</p> <ol style="list-style-type: none"> <li>1. Lack of consultation (I found out about this project only a few days ago and have not had sufficient time to review it). As a property owner (Ferry Road) it is very very disappointing to have this thrust upon us at such a busy time of year for the first time. Clearly there should have been earlier engagement from property and business owners before and as the preferred routes were being selected. Having not done this, we believe you have left yourselves open to legal proceedings.</li> <li>2. Removal of 90% of on street car parking is too significant in what is a commercial / industrial zone. These properties will be adversely impacted by this decision. This level of reduction at 90% is simply too much, the process should have minimum acceptable levels (such as max of 50% reduction). It is clear the 'weightings used to determine the route' are too generic to accurately determine situations</li> </ol>

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				<p>which render 'unworkable outcomes' for some stakeholders.</p> <p>3. Narrowing of this road is a safety issue. Traffic volumes on Ferry Road will return to normal once the CBD (post earthquake) rebuild is completed, at present the flow is 'not normal' compared to pre earthquakes and so narrowing this road will both hinder businesses and make the cyclist journey unsafe. As Trucks and cars will be forced to 'wait' in the lanes due to the removal of car parking and the narrowing of what has always been the most direct route from the Eastern suburbs of Woolston, Ferrymead, Redcliffs, Sumner and Lyttelton into the CBD.</p> <p>4. The 'preferred route' is 'averaged outcome' and therefore not a suitable route. For example, key reasons for the selection of it (the preferred route) on some stages contradict key reasons for not selecting an alternative route on other sections, for example Directness &amp; Coherence. This therefore means someone has to adjudicate their preferences in terms of the 'attractiveness' and 'CPTED outcomes', rendering the exercise more subjective than it should be. Specifically, there is a great danger that the lack of directness (i.e. along the rail corridor as has been achieved in the NW of the city), with the meanderings through residential areas will leave this route being something of a 'white elephant'. Poorly used by real commuting cyclists and of great inconvenience to residents and businesses alike. In addition there is a missed opportunity to improve CPTED outcomes by putting a public use facility such as a cycleway through areas that don't currently have good natural surveillance.</p> <p>6. Appears to be a 'rushed job'. At the public consultation that I did attend it was very apparent that this project is being rushed through due to a desire to secure the funding for it from NZTA. Their funding being conditional upon it being completed in a certain time frame. This would explain the lack of consultation with key stakeholders (businesses and property owners) and the obvious compromises taken in selecting the 'preferred route'. However this is an inter-generational project and should not be subject to such a straight jacket and 'near term' approach. The concerns, issues and livelihoods of all those whom have established and indeed created the very fabric (particularly post earthquake issues) of the 'preferred route' deserve better than to be treated as a trifling inconvenience for professional planners rushing to get a job completed 'just because they've got a budget'.</p>
91			X	As owner of 393, 395 & 397 Ferry Road I strongly object for the cycleway to proceed down Ferry Road. Parking is paramount for all these businesses, your expressway has no consideration for their ongoing livelihood. It's already hard enough trying to find a park without taking away more. NO CYCLEWAY!!
94			X	This will destroy businesses along Ferry Road. It was bad enough when we were one way for a year due to roadworks. Taking away parking will hurt everyone. People on bikes are not our bread and butter.
107		y		<p>The Canterbury West Coast District of NZAA submits this feedback in relation to the have your say document on the Heathcote Expressway Cycleway.</p> <p>From the viewpoint of cyclists, convenience, functionality and safety appear to have been well considered, but motorists will lose access to some locations and there is considerable loss of parking without provision of any alternative facility.</p> <p>The route commences at Fitzgerald Ave/Ferry Rd corner and terminates at Port Hills Rd/Martindales Rd. Although several possibilities were investigated only one is presented in fine detail and this is described as the Preferred Route. We are told nothing about either the problems or benefits of the three alternate routes considered.</p> <p>Areas of concern:</p>

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				<p>We are denied material which could be important to deciding the most appropriate route from the alternatives considered. On Ferry Rd between Fitzgerald Ave and Moorhouse Ave/Wilsons Rd intersection it appears that 90% of on-road parking will be eliminated to provide room for the cycle lanes. (Maps 1, 2, 3)</p> <p>At the corner of Ferry/Fitzgerald eastbound (Map 14) Ferry Rd traffic will no longer be allowed/able to turn right into Fitzgerald and west bound will no longer be able to turn left into the same section of Fitzgerald. This could have a very negative impact on trade for all affected businesses. For some visitors to these businesses the shortest alternate route when eastbound would require the use of Tuam St eastbound to access Fitzgerald southbound (0.8km additional distance, 5 extra traffic lights and 30kph speed limit on much of Tuam St, or when westbound visiting traffic would need to divert from Ferry Rd onto Aldwins Rd, Harrow St, Tuam St, Fitzgerald with two extra light controlled intersections and 1.2 extra km of travel. One of the issues is the number of corners where right turns are prohibited on Ferry Rd westbound. An alternative on the eastbound journey appears to be a diversion onto Brougham St with an extra 1.8km of travel (lights ignored). Better provisions for access to this area will need to be made. What happens in the event of an emergency – fire ambulance etc? Presumably such events are to be legally downgraded in importance, with consequences only for those directly and adversely impacted by the decisions of the city authorities who will have no liability for the consequences. 2-3 minutes could represent the difference between life and death!</p> <p>At Ferry Rd/ Wilsons Rd corner (Map 4) there is a ban on vehicles turning left from Wilsons Rd into Moorhouse Ave. They can continue onto Ferry Rd which will connect them into St Asaph St westbound but they cannot turn left at Fitzgerald to get back to Moorhouse Ave for westbound destinations. They must either use Lancaster St as a 'rat-run' or wait until Barbadoes St to get them back to Moorhouse. A further ban is that westbound traffic at this intersection will no longer be able to turn right into Nursery Rd. Thus between Aldwins Rd and Fitzgerald Ave, a distance of 1.3km, of 6 roads on the north side, only Phillips St and Bordersley St will still be available for northbound turns!</p> <p>On Wilsons Rd from Ferry Rd to Charles St on-street parking will be reduced by 50% (Maps 5, 6).</p> <p>The Charleston area is already subject to 30kph speed limit and the intention is that cycles will share the roadway – this seems practical. This will be continued into McKenzie Ave. Again this seems reasonable as a residential St (Maps 7, 14)</p> <p>Tree-pits are proposed between some of the car parking areas. We have some concern over these when there are no cars parked as they then essentially become trees planted about a metre out from the kerb contrary to what we believe sensible practice regarding the dangers presented by roadside furniture. The 30kph speed limit reduces but does not eliminate risk. Trees can be planted within the berm.</p> <p>It will no longer be possible for westbound traffic exiting McKenzie Ave to make a right turn into Ensors Rd northbound. (Map 9) A diversion of up to 1km will be required to divert to another road that will allow a northbound turn into Ensors Rd. This will add to driver frustration given the proposed 30kph speed limit.</p> <p>A new bridge is to be built to allow cycles to cross the Heathcote River from McKenzie Ave to Sheldon St (Map 14). Where Sheldon St meets Radley St (Map 15) right-hand turns into or out of Sheldon St will be banned. There are 'rat-runs' available to overcome this restriction and these will mostly impact local residential use traffic. Although not commented upon it is clear that some on-street parking will be lost to establishment of parking bays and landscaping.</p>
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			<p>Cumnor Terrace (Maps 17-22) will suffer major loss of parking with around 50% being removed.</p> <p>At Garlands Rd/Cumnor Terrace intersection (Map 19) vehicles will be unable to make right hand turns into or out of Cumnor Terrace north. This will add over 1km to the journey for some access journeys to businesses in Cumnor Terrace north. Right turn out is likely to be less of an issue. At this location traffic exiting Cumnor St south onto Garlands Rd is already banned from right hand turns.</p> <p>Parking in Cumnor Terrace South (Maps 20, 21), outside the Tannery where there is already a significant parking problem, will reduce as a consequence of conversion from angle parking to parallel. It appears that on-street parking will reduce by about 45%. Further on near Chapmans Rd all parking on Cumnor Terrace north side will be removed.</p> <p>General:</p> <p>For retail businesses along the route there will be considerable concerns in regard to delivery and client access and we anticipate they will suffer a significant loss of business or increased operating cost outcomes. Mostly we consider safety for vehicles has been improved with attention to sight lines etc. The exception is the tree-pits in McKenzie Ave. We seek advice from the CCC to confirm that it has consulted with emergency services in regard to access to adversely affected areas, and with businesses in respect to the impact of loss of on-street parking.</p>
110	y		<p>This proposal is excellent. I bike from Woolston into town alot- and already have chosen this route as the safest option. Some thoughts re the proposal:</p> <p>Garlands road crossing: Signal lights are essential. This is the MOST DANGEROUS crossing - this should be a priority and work should start here. I have nearly come a-cropper on my bike and afoot several times. I travel across this road a lot to work and to the Tannery. Please make the pedestrian safe threshold as wide as possible. Please put signs before approaching the bridge to ask traffic to slow down. Please raise height of road here to match the bridge- as it could be a bit blind? Otherwise I am very happy with this proposal and it will help a very dangerous spot immensely.</p> <p>Cumnor -Sheldon St: Great. I support cutting down the trees - they have grown at least 10 metres since I've been here. I live in [REDACTED] and wonder if provision is made for those who try and take shortcut down our street? Particularly because the turn on Cumnor implies a greater distance. Did you consider Chichester Street as an option? There is a park at the bottom which may be able to be made into an access into the river crossing.</p> <p>Wilsons road crowding - I think this maybe over the top a bit? I do not support the car being unable to turn right. This could be just aggravating. I have always found this crossing to be quite light in traffic, and as it is wide, I have never felt unsafe while waiting in the middle.</p> <p>Charles/ Stadium: I usually cut-through the stadium and head up a side street to Ferry road as the Ferry road crossing is awful! Maybe this will improve it? But traffic here is unpredictable and it has always been a challenge to face cars turning into Fitzgerald when biking straight through. See no 3 on your map. This is not improved much in your design, unless left turning cars are held back with lights??? The lights here are already too long - so I do not recommend making them longer. I suggest direct the cyclist to use Lancaster Street to avoid this intersection if possible.</p> <p>Looking forward to seeing this developed. Thanks!!~</p> <p>NB: This form size is far too small.</p>



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116	y			<p>I have cycled all the publicly accessible parts of the proposed expressway in each direction, and think that the route is well thought out, and would not want to change that.</p> <p>My only constructive suggestions are:</p> <p>1/ To reconsider whether the two single lane (2.1m plus 0.5m separator) cycle paths along Ferry Road could be changed to a two way shared pathway (3m plus 1m separator) on the southern side. This would allow the north side parking to be retained.</p> <p>2/ To similarly have only a 4m shared pathway on Wilsons Road on the western side. This is straightforward on the wide berm outside Lancaster Park, and where the car yard is (on the Moorhouse Avenue corner), there is an existing wide footpath which could be utilised. This would allow parking to remain outside the residences on the eastern side.</p> <p>My experience with shared two way pathways has been that they work well, given a little courtesy by all users.</p> <p>One way cycle-only paths may suit speeding commuters, but I understand that your target is for recreational and potential gentle commuters, and in my view the two way shared pathway should be your first (or default) choice.</p> <p>I look forward to seeing the Heathcote Expressway completed in a couple of years' time!</p>
117		y		<p>The CDHB strongly supports the development of good quality active transport infrastructure for cyclists of all levels, which is known to encourage physical activity and be beneficial to population health.</p> <p>9. The Heathcote Expressway – Puari ki Kahukura will be valuable to people living south east of Christchurch who wish to travel between Heathcote and the Central City.</p> <p>10. The CDHB notes that some parts of the proposed route will be shared pedestrian and cyclist pathways. These shared pathways must be wide enough to accommodate both pedestrians and cyclists and have clear pedestrian priority signage to ensure pedestrian safety and reduce the likelihood of accidents. The design of the shared pathways in Hagley Park work well.</p> <p>11. This cycleway will intersect with other major cycleways. The CDHB recommends that there is consistency in wayfinding signage throughout the cycle network. This will help people navigate around the city and encourage use of the cycleways.</p> <p>12. It is unclear what level of lighting will be used for the cycleway, especially along the Main South Rail Line. The CDHB recommends the incorporation of CPTED principles to mitigate any potential safety issues and make the cycleway attractive to new users, encouraging more active transport and improved health outcomes.</p> <p>13. On shared roads, the CDHB supports the 30km speed limit, road humps, raised platforms and patterned surfacing as this will slow traffic thereby providing a safer environment for cyclists.</p> <p>14. The CDHB supports the number of threshold spaces provided in the Plan. These will give people areas to stop and relax.</p> <p>Specific comments</p> <p>15. The CDHB supports the Heathcote Expressway – Puari ki Kahukura proposal and has a number of recommendations for consideration which would further improve health outcomes for the community.</p> <p>Page 5 of 7</p> <p>16. The CDHB supports the upgrades proposed to the Ferry Road-Fitzgerald Avenue intersection as this improves safety and connectivity for pedestrians and cyclists. In particular, the CDHB supports the installation of separated cycle lanes and hook turns, and restrictions on turning movements.</p>

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			<p>17. The CDHB has concerns regarding the design of bus stops along the proposed cycleway (e.g. Sheet 2 and 3). The CDHB recommends that the detailed design of these stops ensure there is adequate room for passengers to await, board and alight the bus safely. Alighting passengers in particular need a designated space to ensure they do not step off the bus directly into the path of passing cyclists. The design must also meet the requirements of wheelchair users and parents with prams.</p> <p>18. The CDHB supports the upgrades proposed to the Ferry Road-Wilsons Road intersection as this improves connectivity and accessibility for cyclists and pedestrians. In particular, the CDHB supports the installation of separated cycle lanes and hooked turns, and restrictions on turning movements.</p> <p>19. The CDHB supports the installation of a new signalised crossing at Wilson Street (Sheet 6) as this will allow cyclists to safely cross the road.</p> <p>20. The installation of tree pits along the route is noted. It is important that these pits are not placed on roads with high volumes of traffic. The CDHB has concerns that cyclists may be pushed into the centre of the road which may result in conflict with passing motorists (e.g. Sheet 7 and 11).</p> <p>21. The CDHB supports the installation of a new signalised crossing at Ensors Road (Sheet 9) as this will allow cyclists to safely cross the road. The CDHB also supports the introduction of a banned turn on Mackenzie Road as this will make it safer for cyclists crossing the road.</p> <p>22. The CDHB supports the installation of give way signs on Clarence Terrace (Sheet 14) to give cyclists on Sheldon Street priority through the intersection.</p> <p>23. The CDHB supports the threshold area on Mackenzie Avenue (Sheet 14) next to the new bridge. The CDHB recommends that seating and water fountains are provided in this area in order to provide an opportunity to rest and rehydrate, and make it easier for people to use the cycleway.</p> <p>Page 6 of 7</p> <p>24. It is noted that on Sheldon Street (Sheet 15) there is no mention of the kerbing being altered, however this is what the artist's impression has depicted.</p> <p>25. The CDHB supports the installation of give way signs on Cumnor Terrace (Sheet 17) to give cyclists on Sheldon Street priority through the intersection.</p> <p>26. The CDHB supports the installation of a new signalised crossing on Garlands Road (Sheet 19) as this will allow pedestrians and cyclists better access to the Tannery.</p> <p>27. The CDHB supports the use of a landscape separator between the path and the road on Cumnor Terrace (Sheet 20) as this will discourage people from attempting to park on the cycleway.</p> <p>28. The CDHB recommends that mobility parks are installed outside of the Tannery so that people with mobility issues can easily access the site. (Sheet 21)</p> <p>29. The CDHB supports the installation of a pedestrian refuge on Kennaway Road (Sheet 27). It is vital that there is a safe place for pedestrians and cyclists to cross. It is also important that the refuge is large enough to accommodate both cyclists and pedestrians.</p> <p>30. The CDHB recommends that guard rails are installed along SH74 Tunnel Road by the sections of the shared cycle path that run very</p>
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			<p>close to highway (e.g. Sheet 28).</p> <p>31. The CDHB recommends that CPTED principles are incorporated into the final design of the cycle path under the Tunnel Road Bridge (Sheet 30) to ensure that it is safe to use.</p> <p>Conclusion</p> <p>32. The CDHB does wish to be heard in support of this submission.</p> <p>33. If others make a similar submission, the CDHB will not consider presenting a joint case with them at the hearing.</p> <p>34. Thank you for the opportunity to submit on the Heathcote Expressway – Puari ki Kahukura.</p> <p>(Please refer to email attachment)</p>
121		y	<p>My Reasons are as follows I am an active cyclist, aged 78 years, I cycle to maintain fitness, with aerobic exercise. My preferred area, is semi-rural Belfast Marshlands, and well away from mixed, residential and industrial areas. I see no merit in the plan, to negotiate the Ferry Road, Linwood, Wilsons Road, Woolston, Charleston industrial areas, and to generally meander through, the Charleston residential pocket, and ultimately, to end up at Heathcote Ferrymead. It has NO identifiable purpose.</p> <p>If, as the CCC claims, available funds for cycle ways, are provided with restrictive, predetermined' time use restraints, then it is their duty, on behalf of affected taxpayers / ratepayers, to apply pressure on the Government, to change the policy, that has resulted in this rushed plan, being revealed to interested parties, as a virtual fait accompli. In my case documentation arrived on the 25th November 2016 three days before my wife and I took a long planned trip, from which I have just returned. This treatment is an arrogant denial of natural justice, with its requirement that all submissions are required by the 15th December.</p> <p>My family have for several generations, been property owners in the Ferry Road Linwood area, my father [REDACTED] had business interests there from 1933, and his father before that. I myself have watched from my formative years, the transformation from residential, to the intensive, industrial land use, of Ferry Rd. between Fitzgerald Avenue, and Wilsons Road. It is a vibrant hub of business activity, but it is now many years since I cycled to that location.</p> <p>The CBD is struggling to restore itself, but it will, and the preferred arterial route, Ferry Road from the Eastern seaside, and hill suburbs, will once again hum with traffic seeking to enter the CBD as they did before the earthquakes, so long as the city planners attempts at social engineering, are effectively resisted and I trust they will be.</p> <p>The contrasting evidence for all to see, is the renewal that the business community of this district have achieved, with new buildings and quality repairs, a renewal that will be seriously jeopardized, by the impact of a cycleway as planned, with the loss of parking, and attendant obstruction to normal traffic, of goods service, delivery vehicles, and the large trucks and tradesmen's vehicles that use the area, and are essential to keeping this city functioning. As a ratepayer, I would have hoped the council would have recognised, how important it is, to nurture the businesses that have survived, and who have placed their trust in the future of this city, and demand that the council not do anything, that would be harmful to their interests.</p> <p>The CBD is an embryo yet to develop, with some lovely new buildings emerging, but present plans reveal it to be largely tenanted by Government Departments and Quangos, The movers and shakers are watching, but have yet to make up their minds, as can be deduced from the many "FOR LEASE" stickers, on new plate glass office fronts.</p> <p>Returning to my statement that the Ferry Road to Heathcote Cycleway has no identifiable purpose, let us consider its commencement</p>

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			<p>at the T-intersection of Fitzgerald Avenue and Ferry Road heading east. Where are these numerous cyclists that require so much space going to materialize from? And where are they going? As they meander through Charlestown and Woolston through Waltham to Heathcote will they gawk at the residents of Charlestown and Waltham as they leisurely cycle along, that could be very unwelcome to residents. By its design it will not serve the purpose of an aerobic exercise for cyclists who need safe cycle ways to fill the lungs and pump the blood while hopefully staying off DHB waiting lists even in old age. Importantly what will they do when they get there, They will never be permitted to enter the road tunnel and access Lyttelton.</p> <p>`Further, consider, if and when cycleway users travelling from east to west emerge from Ferry Road onto Fitzgerald Avenue, WHERE WILL THEY GO, will they evaporate into the CBD.</p> <p>An attempt by the planners to address the safety considerations of the cycle way users by erecting raised separation barriers is a very clumsy attempt to strangle the business users of this district all of whom are major contributors to the productivity of this city, the same cannot be said for the expected users of the cycleway. In my residential suburb of Saint Albans the clear curb to curb carriage way is ten metres, The proposed cycle way plan envisages 6.9 metres between vertical separating barriers for two way traffic which in the light of the recent Act covering Occupational Health and Safety Statutes is clearly unsafe for cyclists and drivers alike. I envisage a false sense of protection will exist in the minds of cyclists as they cross the gaps between all the entrances/driveways particularly with the tighter turning circles business owners, customers, and truck drivers, will be confronting both on entering and exiting their properties.</p> <p>In Summation I regard the Heathcote Express Major Cycle Route Plan And the accompanying process to be flawed in all respects.</p>
123			<p>Hey, I recently moved into [REDACTED] and the vendor selling us the house (who had lived in it for the past 13 years and had no idea that my wife and I ride bikes) very excitedly and proudly handed us the info pack for the Heathcote Expressway and enthusiastically announced that a cycleway was going to be built running right past our front door. We were equally stoked!! We specifically bought in this area because we wanted good bike access to the places that are most important to us: the central city (for work, nightlife, cultural stuff, Hagley Park, shopping etc), the Port Hills (for recreation), and the general Heathcote area (for the parks, the Tannery, Woolston Village, the Uprising rock climbing gym - the list could go on!). This was a major draw card for us buying on Mackenzie Ave so we were over the moon and couldn't believe our luck when we learned the cycleway was planned for our Ave!! I fully support the proposed designs. I would expect there will be some opposition to the loss of the right turn out of Mackenzie on to Ensors Rd. I can understand this turn ban will be a bit annoying for residents living at that end of Mackenzie (and it'll take me some time to get used to too). However, for anyone else further east (toward the river) it's way more preferable to use Hopkins St and take the left turn into Ferry Rd anyway. It doesn't add any significant time to the journey and at busy times I think it's actually quicker because the right turn out of Ensors is horrendous and cars travelling both directions on Ensors generally go way too fast. Making that turn is often like running a gauntlet and I think removing the right turn out of Mackenzie probably has merit as a safety project on its own regardless of the cycleway (but you guys will have the data on whether that's the case, I just have a hunch based on it being a really horrible turn). If you can come up with a design to keep the right turn and keep everyone happy then maybe that would be a good politically safe way to go, but if you can't, then I'd be happy to lose the right turn. I also expect you'll get plenty of opposition to the loss of carparks on Wilsons and Ferry Rd's. All I can say is, I fully support the removal of any parking spaces necessary to make way</p>

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			<p>for the bike way. I'd really support you being bold about this and not compromising too much because I see that as the critical section of the cycleway - if it's not super safe, roomy and pleasant for bike riders through that busiest section coming into the central city then it'll undermine the whole thing. Stay strong, ditch the parks! I also envisage the Fitzgerald Rd intersection being pretty intimidating just because of the size of the intersection and the sheer distance to cross. Even with good signals and priority I think it'll feel pretty exposed out there as a cyclist in the middle of that beast. Anything you can do to reduce the sense of exposure and the feeling of being a tiny cyclist adrift in a sea of tarmac with multiple big wide traffic lanes surrounding you on all sides would be great - I don't have any great ideas how to do this sorry, but looking at the proposed design it looks like a hell of a long way for an unaccompanied 10-year old kid or someone very new to cycling to cross. I appreciate that there will be cycle signals to make it safe, but any physical design features that could be added to make it feel safer would be great. Finally, I lived in Vancouver for a while a few years back which was where I first encountered neighbourhood greenways for cyclists. These were undeniably much more pleasant streets for residents (whether they were cyclists or not), traffic was light and slow, they were great to walk along and safe and pleasant for kids to play along. I'm stoked Mackenzie Ave will be getting that sort of treatment, I know it'll be great for our property value which I'm stoked about given we bought before the cycleway went in. All I'd say on that note is, don't sting on the planting and amenity treatment along Mackenzie Ave - I'd be gutted if it ended up just looking like the same street with a few sharrows slapped on the road here and there. Please do as much nice traffic calming and beautification as the budget will allow. Mackenzie Ave seems generally pretty good for traffic speeds as it is but there is the odd speeder who likes to put the boot down and race from one chicane to the next. I reckon it'd make our awesome street even better if there were a few more of those chicanes (or whatever the latest and greatest feature is you have in the arsenal for slowing traffic speeds), that would be awesome - and plant them up to make them look nice. Good stuff CCC. Love the plan, stoked to have it on our beautiful street, and can't wait to have it up and running. Bring it on!</p>
127	y		<p>I support the principle of the Major Cycleway but have some questions/queries etc. I put a number of questions to Council to hopefully address some of them prior to making a submission however the responses didn't really answer my questions.</p> <p>The options assessment memo on the website doesn't really address why the route along Opawa Road was ruled out. This is where the shops, churches and schools are close by. It mentions cost and parking removal, but on asking for further information from Council about the costs this wasn't provided. Have parking demand surveys been undertaken to rule this out based on data or is it a perceived issue of loss of parking? There is a low parking demand except for outside the shops where most people park on the outbound side.</p> <p>The area outside of the Pub and shops on Opawa Road north of Brougham Street is dangerous for all road users' not just cyclists and it would be a good opportunity to improve it for all users. If the Major Cycleway isn't using Opawa Road can council re-surface the shoulders and mark on-road cycle lanes for those that use this route? Which is a well-used and known cycle route.</p> <p>There is inconsistency in the route selection document, in one case consenting of a new bridge was an issue for one section but was okay in the preferred option at Richardson Terrace. Also, the cost of signals seemed to be weighted low but the proposed works around the riverbanks including any geotech work required where significant number of trees are being removed) I would imagine isn't going to be cheap? But doesn't appear as a factor? But also with some re-jigging of the intersection I can't see how Curries/Tanner requires traffic signals? One of the streets is a local road.</p> <p>I support the removal of the parking on Ferry Road to accommodate safer cycleways. I bike this way and the fear of being doored by</p>

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			<p>people getting in and out of cars without looking is very real in this location. There is parking on side streets and all businesses have off-street parking. The Wicked Campers that are parked on-street at night just take up valuable space that could be used for good cycleways. The other issue is people cutting through from Lancaster to Philipps Street at speed, moving the island on Philips closer to Ferry could help slow vehicle speeds turning. How many large vehicles are needing to be accommodated? I notice during church services there is a high parking demand but from their website they appear to be relocating shortly anyhow.</p> <p>Can it be confirmed that the right turn from Ferry Road to Fitzgerald Avenue will be held on an arrow for eastbound cyclists? Drivers are forever cutting in front of cyclists.</p> <p>Can the design be amended on Fitzgerald Avenue to retain the trees and also to plant new trees to replace those that are being removed?</p> <p>It would be great to get more trees into the streetscape along Ferry Road to improve the overall environment.</p> <p>It would be preferable for northbound cyclists on Wilsons Road to be provided with an on-road protected cycleway. Vehicles park on the wide footpath including taxis. The project team stated that this had not been observed on site, but I see it all the time. If a shared path is being provided can the parking be removed on the west side an on-road cycle lane be marked for people who just want to stay on the road that have come north on Wilsons Road. Footpaths are for feet and not everyone wants to share for short sections as it provides an inconsistent level of service.</p> <p>Charles Street is uncomfortable to ride on with lots of loose chip and an uneven surface in parts. I asked for copies of recent traffic and speed counts for Charles Street after feeling intimidated on occasion by some drivers. I was referred to the Council website for traffic counts, with the latest counts being over 10 years old. How can Council be confident that a neighbourhood greenway is the safest option with old count data and no speed data? In an area, also that is changing from single unit sites to higher density housing? On occasion drivers use Charles Street, Grafton Street and Glenville Street to avoid using Ferry Road when congested to get to Ensors Road? If the greenway is to stay, can more vertical calming and some parking be removed for larger build outs be added along Charles Street, particularly with the give-ways being removed that could induce higher speeds as drivers also now take priority. The Charleston area does not have a great reputation, how will users particularly younger and female cyclists feel riding through in dark winter nights at peak hours when the surrounding routes are not suitable for this category of cyclist?</p> <p>The crossing of Ensors Road for people on foot and bicycle is odd. The cycle crossing requires cyclists to cross Mackenzie Avenue to get to the north side. It's difficult in the morning to look behind into the sun and to cross over to use the path? And also, vehicles turn left from Ensors Road at speed so can be difficult to judge what is coming. Vehicles are exiting from a 60km/hr road and take the corner at high speed. What counts have been undertaken to determine the location of the pedestrian crossing?</p> <p>When asked about the banned turns, the project team responded that the Network effects of package of banned movements at various intersections to be finalised during detailed design. How can people making a submission do so without understanding what the implications are for them with banning turns? Has any modelling been undertaken to see where the traffic moves too?</p> <p>In regards to Mackenzie Avenue what further measures will be introduced to keep volumes and speeds low for a neighbourhood greenway. Again, I asked for traffic count and speed information for Mackenzie Avenue and was referred to the Council website. Again most counts are old with one more recent count in 2010, which shows over 2000 vehicles per day use the street at the Ensors Road</p>
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## Previous Submissions during Initial Consultation with reference to the Ferry Road Section

				<p>end. IS there more up to date count data? Also, again no speed data was provided, but it is evident on street that speeding occurs with tyre skids on the road, a car had gone into a fence not long ago and drivers try to race you into the traffic calming at 71 (the paths to the side are generally covered in bar or loose gravel from driveways). How will volume and speeds be managed if the plots continue to be converted into higher density sections? Is it possible to get the surface looked at, I ride a bike with little/no suspension and there are parts that are not comfortable to ride on if riding closer to the kerb.</p> <p>I am concerned about the layout at Richardson Terrace and Clarendon Terrace. I support the idea of giving priority to cyclists but the speed of drivers on these two streets is pretty high and the confidence that they will stop for a cyclist at this point is low so I would be hesitant to continue cycling across. Can further measures on the approaches to the bridge on these roads be considered? Have traffic and speed counts been undertaken? I think there should be some re-consideration about the alignment and the heritage/memorial seating that is located close to the bridge. Are you aware of this feature? What will the bridge handrail heights be on the bridge? Children fish on the bridge and this should be allowed to continue.</p> <p>If cyclists are in the carriageway on Sheldon Street, why do all the kerbs and channels need to be replaced? Couldn't the money be saved here? And if residents can't turn right here does it put more traffic onto Clarendon Terrace? There needs to be further parking restrictions on Radley Street as it is difficult to see when leaving Sheldon Street particularly when the bus is parked.</p> <p>Why doesn't Cumnor Terrace have the same treatment as Sheldon Street so the riverbank doesn't need to be altered so much? I do not support the removal of all the trees. Why is a separate path needed? Are the flows that high? With restrictions at Garlands won't this reduce the flows? If the angled parking to the south of Garlands Road is being removed why is a separate path needed? Why can't additional traffic calming be provided in both sections of Cumnor Terrace and the environment changed to support cycling rather than removing so many trees and introducing a barrier between the retail space and the riverside? If the riverside is improved will there be enough room on the path for people to sit and enjoy the space and have cyclist and pedestrian demands on the path? London and now Auckland have shared space streets and lanes that are one-way but allow contra-flow movements for cycling. Could a shared space treatment be provided? Cumnor Terrace at Maunsell Street should be tightened up to slow traffic down, particularly as Cumnor is a one-way street for car parking.</p> <p>Whilst I am not overwhelmed by the remainder of the proposals, I won't use any of it so have concentrated my comments on the parts that I could use.</p>
135			y	<p>The proposed Heathcote Expressway cycleway will greatly improve cycling accessibility between Heathcote and other south-eastern suburbs and the central city. The implementation of this route is critical in establishing Christchurch as an accessible city for active transport, improving accessibility to the local attractions and educational facilities along the route. For this reason Generation Zero strongly supports the proposal.</p> <p>Generation Zero strongly support of the following design aspects of the Heathcote Expressway:</p> <ul style="list-style-type: none"> <li>- The proposed preferred route is most desirable. The alternative options along the route are not favourable as these options have major safety concerns. Less safe routes will result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, as they will feel less confident doing so.</li> <li>- The proposed 30km/hr speed limit in the proposed neighbourhood greenways will ensure a safer environment for cyclists sharing the</li> </ul>



## Previous Submissions during Initial Consultation with reference to the Ferry Road Section

			<p>road with motorists.</p> <ul style="list-style-type: none"> <li>- The proposed reduction of car parking spaces along Ferry Road, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road is essential in achieving a safe and user-friendly cycleway. Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles. In business and retail areas the reduction in car parking will incentivise commuters and customers to consider other alternative modes of transport to work.</li> <li>- The proposed new signalised pedestrian and cyclist crossings across Wilsons Road and Garlands Road will facilitate an easier and safer crossing. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</li> <li>- The proposed separated unsynchronized crossings across Ensors Road accommodates for cyclists crossing the road faster than pedestrians.</li> <li>- The proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace will ensure the safety of cyclists and pedestrians using the cycleway.</li> </ul> <p>To improve the design and safety of active transport users along the Heathcote Expressway, Generation Zero requests that the following changes are made to the proposed plans:</p> <ul style="list-style-type: none"> <li>- To attract the "interested but concerned" portion of the cycling population, the safety measures of physical separation from motor vehicles and 4m wide shared and bidirectional pathways must not be compromised, in order to ensure less confident cyclists feel safe and are encouraged to get on their bikes.</li> <li>- An alternative route should also be included in the proposed plans to link Dalziel Place into the cycleway, providing workers in this industrial area with a more direct route to work.</li> <li>- We ask Council to extend the end point of the proposed route up Station Road to Heathcote Valley Primary School to provide pupils with the safe option of cycling to school. A safe crossing is also required across Martindales Road to ensure an uptake in active transport users on this route.</li> <li>- The separated shared path along Cumnor Terrace needs to include more separator gaps to ensure the pathway can be easily accessed from the surrounding houses and businesses.</li> </ul>
136		y	<p>The proposed Heathcote Expressway cycleway is critical in establishing Christchurch as an accessible city for active transport. It will greatly improve cycling accessibility between Heathcote and other south-eastern suburbs and the central city, improving accessibility to the local attractions and educational facilities along the route. For this reason I strongly support the proposal.</p> <p>As a Wilsons Road North resident, I strongly support of the following design aspects of the Heathcote Expressway:</p> <ul style="list-style-type: none"> <li>- I strongly support the proposed preferred route, as the alternative options along the route have major safety concerns. Less safe routes will result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, as they will feel less confident doing so.</li> <li>- I strongly support the proposed 30km/hr speed limit in the proposed neighbourhood greenways, as this will ensure a safer environment for cyclists sharing the road with motorists.</li> <li>- I am in particularly strong support of the proposed reduction of car parking spaces along Ferry Road, Wilsons Road, Charles Street,</li> </ul>

## Previous Submissions during Initial Consultation with reference to the Ferry Road Section

			<p>Cumnor Terrace and Truscotts Road. I have no objection to the proposed loss of car parking along Wilsons Road North outside my house. As a regular cycling commuter along this section of Ferry Road I am in strong support of the proposed new signalised pedestrian and cyclist crossings across Wilsons Road North, as well as the proposed reduction of car parking spaces along Ferry Road. This measure is essential in achieving a safe and user-friendly cycleway. Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles. In business and retail areas the reduction in car parking will incentivise commuters and customers to consider other alternative modes of transport to work.</p> <p>- I also strongly support the proposed new signalised pedestrian and cyclist crossing across Garlands Road and the separated unsynchronized crossings across Ensors Road. These crossings will facilitate an easier and safer crossing for active transport users. The design of the new crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>- I strongly support the proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace. This will ensure the safety of cyclists and pedestrians using the cycleway.</p> <p>To improve the design and safety of active transport users along the Heathcote Expressway, I recommend that the following changes are made to the proposed plans:</p> <p>- To attract the "interested but concerned" portion of the cycling population, the safety measures of physical separation from motor vehicles and 4m wide shared and bidirectional pathways cannot be compromised in the proposed plans, in order to ensure less confident cyclists feel safe and are encouraged to get on their bikes.</p> <p>- An alternative route should also be included in the proposed plans to link Dalziel Place into the cycleway, providing workers in this industrial area with a more direct route to work.</p> <p>- I strongly suggest Council extend the end point of the proposed route up Station Road to Heathcote Valley Primary School to provide pupils with the safe option of cycling to school. A safe crossing is also required across Martindales Road to ensure an uptake in active transport users on this route.</p> <p>- The separated shared path along Cumnor Terrace needs to include more separator gaps to ensure the pathway can be easily accessed from the surrounding houses and businesses.</p>
145	y		<p>The proposed preferred route is definitely the best option as alternative options have major safety concerns. Given that the Council's target user market for this route is the "interested but concerned" portion of the cycling population, safety (and PERCEIVED safety) needs to be a priority. People need to feel confident using it.</p> <p>A 30km/hr speed limit in the proposed neighbourhood greenways will ensure a safer environment for cyclists sharing the road with motorists.</p> <p>An alternative route should also be included in the proposed plans to link Dalziel Place into the cycleway, providing workers in this industrial area with a more direct route to work.</p> <p>The proposed cycleway should be extended up Station Road to Heathcote Valley Primary School to provide pupils with the safe option of cycling to school. In conjunction with this, a pedestrian crossing should be installed across Martindales Road.</p> <p>Safety measures of physical separation from motor vehicles and 4m wide shared and bidirectional pathways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to get on their bikes.</p>

## Previous Submissions during Initial Consultation with reference to the Ferry Road Section

				<p>Reduced car parking spaces along Ferry Road, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road is essential in achieving a safe and user-friendly cycleway. Ratepayers should NOT be obliged to support on-street car parking for private businesses and residents' private vehicles. In business areas, the reduction in car parking will encourage commuters to consider other alternative modes of transport to work.</p> <p>The proposed new signalised pedestrian and cyclist crossings across Wilsons Road and Garlands Road will facilitate an easier and safer crossing. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>Separated, unsynchronized crossings across Ensors Road will accommodate for cyclists crossing the road faster than pedestrians and is a good idea.</p> <p>The proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace will ensure the safety of cyclists and pedestrians using the cycleway.</p> <p>The separated shared path along Cumnor Terrace needs to include more separator gaps to ensure the pathway can be easily accessed from the surrounding houses and businesses.</p> <p>Overall I am in full support of this cycleway going ahead. Please do not make compromises on safety or convenience for cyclists. We need more people on bikes in Christchurch!</p>
147	y			<p>I think the proposed preferred route for this project is most desirable option. Improving the cycling facilities on Ferry Road out of the city is very important. The proposed reduction of car parking spaces that support this, as well as on, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road is essential in achieving a safe and user-friendly cycleway.</p> <p>Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles. In business areas the reduction in car parking will encourage commuters to consider other alternative modes of transport to work.</p> <p>Additionally, the proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace will prioritise the movement of cyclists and pedestrians and ensure their safety.</p> <p>Reducing speed limits to 30kmh in the proposed Neighbourhood greenways will not only make it safer for all road users, it will also improve the street environment of these areas.</p> <p>While I support this proposed route, I think the Heathcote valley end of the plan needs to be given some more consideration; ideally with an extension of separated facilities to Heathcote Valley primary school, and also further along Bridle Path road towards the estuary.</p> <p>Cycle facilities on Bridle path road near the estuary are currently non-existent and leave cyclists in the Councils 'interested but concerned' target group particularly exposed. This is a missed opportunity for connecting this route into the wider network of protected cycle ways that continue along the causeway and to Redcliffs, and would substantially increase the value of this particular project for both casual users and commuters.</p>
156			X	<p>I have grave concerns for the cycle expressway. As a landowner and [REDACTED] I speak for my tenants and their staff who voice their concerns for car parking or lack of. The majority of staff park street side allowing clients and businesses access to use the parks allocated for prospective units. This complex has 18 units of which average around 5-6 staff that's some 90 odd</p>

## Previous Submissions during Initial Consultation with reference to the Ferry Road Section

				<p>people looking for parking!</p> <p>The Council have grossly under estimated the impact this would have, you are catering for a few minority cyclists versus the people that actually work and have businesses on Ferry Road. How does the Council justify the expense of such a project when so many other suburbs and roads are in disrepair.</p> <p>In most cases the businesses choose their location for the extra parking street side, Council are looking to take that away!</p>
165	y			<p>We are really excited about this cycle route. I use the Sheldon Street to Charles Street section of the route on my regular commute to work. I'm a confident rider, however I'm looking forward to the improvements to this section for use by my young family, as well as the improvements to some of the hairier parts, especially closer to town. I've got some feedback and a few suggestions from my familiarity with the route below:</p> <p>1 I think the route through Ferry Road and Wilsons Road is a very logical choice. The turning restrictions at either end of Ferry Road will be a minor inconvenience to a few, but will improve the flow and safety of those intersections for many. If this route falls over, my next preference would be to continue the brand new section of two-way at St Asaph/Madras up Ferry Road, around the corner onto Fitzgerald Avenue and continuing up Falsgrave Street. This might require banning the left turn out of Falsgrave Street onto Moorhouse Avenue, and signalling the left turn slip from Moorhouse Avenue onto Fitzgerald Avenue – not sure how you'd get on with that. From Falsgrave Street, the two-way could continue on Stevens Street in front of the stadium and swing around the corner onto Wilsons Road. Both directions of cyclists would cross onto Charles Street at the new crossing. This is obviously a second-best, with a few details that would need to be worked out, but could be worth keeping in mind.</p> <p>2 The improved cycle lanes on Fitzgerald Avenue at Ferry Road are great, nice to have dedicated cycle lanes, and not between a shared through/left lane and the kerb!</p> <p>3 I've had quite a few close calls at the intersections along Charles Street with drivers travelling too fast and not looking properly, and I don't know if your proposed treatments are going to solve the issue. Can I suggest that all the side roads be made STOP controlled? I'm pretty sure that if you applied the MOTSAM criteria of 1.2 x the 85th percentile speed at 9 m from the limit line, STOPs would be required at most intersections.</p> <p>4 The crossing of Charles Street from the greenway to shared path has westbound cyclists leave the road before suddenly turning onto the road with priority over road traffic. A following driver may not expect this, which could lead to a collision. It is also inconsistent with the treatment at Mackenzie Avenue, where road traffic has right of way. I would support giving road traffic priority over cyclists using the crossing. Most riders would probably just ride straight onto the shared path, regardless, but the delay for those using the crossing would be minimal given the amount of traffic on Charles Street</p> <p>5 The crossing of Ensors Road is great for cyclists, and I support banning the right turn out for safety reasons.</p> <p>6 The tree pits on MacKenzie Avenue may cause a few problems for the large diameter stormwater pipe running along that side of the road, but I don't think they would work very well on the opposite side with the existing buildouts.</p> <p>7 The treatment outside Radley Park might cause problems for access into No. 59 Cumnor Terrace and into Radley Park itself for maintenance vehicles.</p> <p>Overall, I'm really excited about this route, and am very much looking forward to it. I've posted a few questions on Social Pinpoint</p>

### Previous Submissions during Initial Consultation with reference to the Ferry Road Section

				(A47A321 and A332D96) in mid-December, which haven't been shown on the website. It would be great if these could be uploaded and answered. Thanks!
170		y		<p>This glossy brochure which has been produced with ratepayers money is an assurance that this ridiculous proposal will proceed, irrespective of the general public opinion. The greenies within the council who promote these crazy ideas know full well that most citizens don't have the time or energy to oppose this madness. I have had a motor vehicle business on Ferry Road for some 26 years and the damage this will cause to retail business is of a concern, with the loss of parking. The number of cyclists using Ferry Road on a daily basis could be counted on one hand, and most in this area are of the criminal element and tend to use the footpath.</p> <p>I dare say the cost of this project will run in to the millions of dollars whilst the roads in this area, such as Philips Street and Wilsons Road are nothing short of a disgrace. There are now a number of examples of this madness and what I perceive as dangerous traffic management in this city, such as the mess that both Tuam and St. Asaph Street have become. I use both these streets on a daily basis and the number of cyclists using these million dollar lanes does not warrant this sort of disruption, expense and inconvenience to motorists.</p> <p>Please find attached a copy of the signed petition opposing this madness from property and business owners in the section of Ferry Road between Fitzgerald and Moorhouse Avenues.</p> <p>This petition also opposes the no left and right turn lanes at Fitzgerald Avenue and right turn lane into Nursery Road, also the narrowing and loss of carparks on Philips Street.</p>

## **Appendix B: Submission 324**

# Canterbury

District Health Board

Te Poari Hauora o Waitaha

## **Submission on Major Cycle Routes- Further Consultation on Ferry Road: Heathcote Expressway – Puari ki Kahukura**

**To:** Christchurch City Council  
PO Box 73013, Christchurch 8154

**Submitter:** Canterbury District Health Board  
  
Attn: Bronwyn Larsen  
Community and Public Health  
C/- Canterbury District Health Board  
PO Box 1475  
Christchurch 8140

**Proposal:** As a result of consultation undertaken in November/December 2016, further investigations have been carried out on the Ferry Road section of the proposed Heathcote Expressway Major Cycle Route. Two options have been developed; a preferred option and an alternative option for consideration and comment by the community.



## **SUBMISSION ON THE FURTHER CONSULTATION ON FERRY ROAD: HEATHCOTE EXPRESSWAY – PUARI KI KAHUKURA**

### **Details of submitter**

1. Canterbury District Health Board (CDHB).

### **Details of submission**

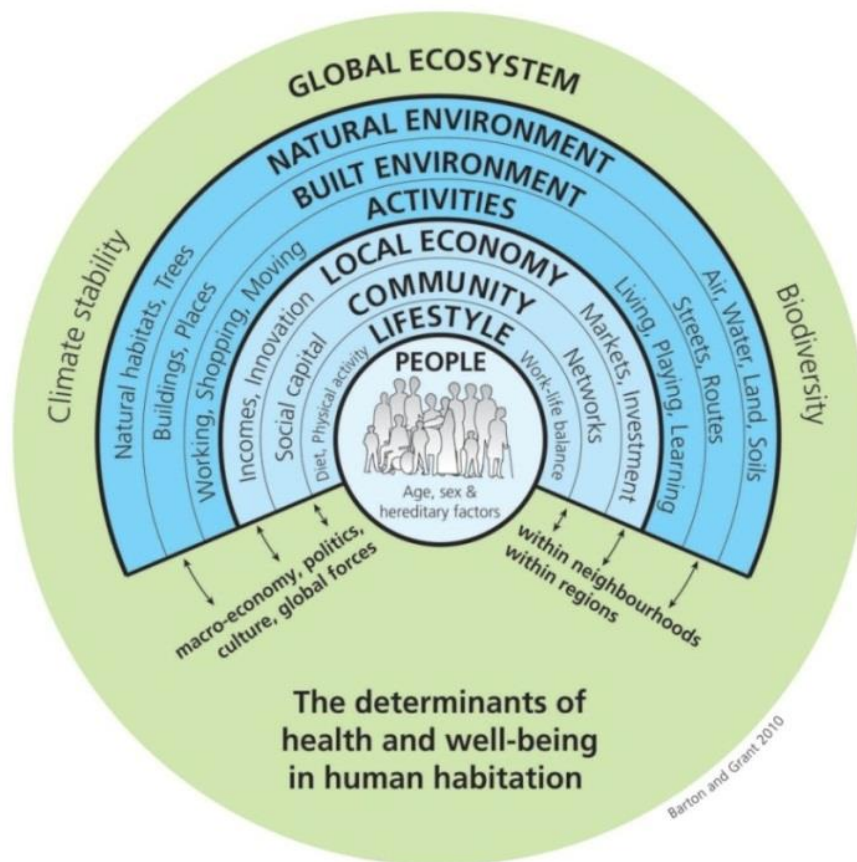
2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.
3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.
4. The CDHB welcomes the opportunity to comment on the Further Consultation on Ferry Rd: Heathcote Expressway – Puari ki Kahukura. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the social determinants of health<sup>1</sup>.

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<sup>1</sup> Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

The diagram<sup>2</sup> below shows how the various influences on health are complex and interlinked.

7. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact<sup>3</sup>.



<sup>2</sup> Barton, H and Grant, M. (2006) A health map for the local human habitat. The Journal of the Royal Society for the Promotion of Health 126 (6), pp 252-253. <http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

<sup>3</sup> McGinni's JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. Health Affairs, 21(2): 78 - 93.

## General Comments

8. The CDHB strongly supports the development of good quality active transport infrastructure for cyclists of all levels, which is known to encourage physical activity and be beneficial to population health.
9. The Heathcote Expressway – Puari ki Kahukura will be valuable to people living south east of Christchurch who wish to travel between Heathcote and the Central City.
10. This cycleway will intersect with other major cycleways. The CDHB recommends that there is consistency in wayfinding signage throughout the cycle network. This will help people navigate around the city and encourage use of the cycleways.

## Specific comments

11. The CDHB has a number of additional recommendations for consideration which would further improve health outcomes. There are pros and cons attributable to both the preferred and alternative options proposed.
12. The CDHB notes that the preferred option of one-way cycle lanes on both the north and south side of Ferry Road offer the most intuitive route for cyclists, pedestrians and vehicles looking out for them, given cyclists will be travelling in the same direction as traffic. A one-way cycle lane also reduces conflict between cycles, as inexperienced cyclists may have difficulty keeping to the left of a bi-directional cycle lane. However, this option poses an increased risk of conflict between vehicles and cycles at entranceways, especially given the high frequency of traffic on the north side of Ferry Road.
13. The CDHB supports use of a solid median to eliminate conflicts of right turning traffic across the proposed bi-directional cycle way. It is important that clear signage which clearly defines who has priority between cyclists, pedestrians and vehicles using entranceways/ side-streets, is used on streets containing bi-directional cycle ways<sup>4</sup>. An educational programme should also be used to inform residents and businesses about the intricacies of bi-directional cycle lanes, e.g. look both ways

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<sup>4</sup> Community & Public Health. 2017. *Active and Public Transport Infrastructure: a public health perspective*. Available at: <https://www.cph.co.nz/wp-content/uploads/ActivePublicTransportInfrastructureReview.pdf>  
Page 4 of 7

when entering/exiting an entranceway when there is higher potential for conflict with use of bi-directional cycle lanes<sup>5</sup>. This would make a safer environment for all users.

14. The CDHB supports the reconfiguration and enforcement of 60 minute parking limits on Ferry Road, Phillips Street and Lancaster Street as a measure to reduce the impact of parking changes on local businesses and ensure that spaces are available for customers.
15. The CDHB recommends that, whichever route and layout options are selected, the need for Mobility Car Parks be incorporated. This is consistent with the Council's commitment to prioritising Mobility Car Parks when reducing overall car parking availability.
16. The CDHB supports modification of traffic signals at Fitzgerald Avenue and Ferry Road (sheet 1) to include a cyclist crossing phase to ensure the safety and visibility of cyclists at this busy intersection.
17. For the alternative option at Fitzgerald Ave/Ferry Road, the CDHB recommends clear signage and coloured lanes across the intersection for cyclists. The diagonal manoeuvre proposed across the intersection from the west side of Ferry Road to the cycle way is not apparent without signposting measures. The proposed separate crossing phase must also be of sufficient time to allow inexperienced cyclists to cover this distance before traffic is allowed to enter the intersection.
18. The CDHB supports the installation of separated cycle lanes and hook turns, and restrictions on turning movements at Fitzgerald Avenue/ Ferry Road and Moorhouse Ave/Nursery Road. Additionally, the CDHB and recommends provision of education to the public, to raise awareness of use of hook turn boxes for cyclists so that the 'interested but concerned' user group utilise this manoeuvre which will improve their safety when negotiating right turns.
19. The CDHB has concerns regarding the design of bus stops on Ferry Rd (sheet 2 and 3). The CDHB recommends that the detailed design of these stops ensures there is adequate room for passengers to wait, board and alight the bus safely. It is

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<sup>5</sup> Community & Public Health. 2017. *Active and Public Transport Infrastructure: a public health perspective*. Available at: <https://www.cph.co.nz/wp-content/uploads/ActivePublicTransportInfrastructureReview.pdf>

noted that Ferry Road has high-frequency buses therefore potential conflicts between cyclists and bus passengers need to be reduced.

- a) Alighting passengers in particular need adequate space to ensure they do not step off the bus directly into the path of passing cyclists.
- b) The platform provided for passengers to alight must also meet the requirements of wheelchair users and parents with prams. The platform shown on sheet 2 and 3 does not appear large enough to meet the accessibility needs of bus users requiring ramps or adequate turning space.
- c) Should a bi-directional cycle lane be used, the chance of conflict between pedestrians and cycles is increased as pedestrians may not expect cyclists to approach from both directions. It is recommended that the cycle way is re-routed well behind the bus-stop to eliminate this conflict and clear signage is used to ensure that cyclists will know that they are approaching a bus stop and be required to slow or stop. This will reduce conflicts with bus passengers and cyclists.
- d) Bus passengers must be able to wait in a safe, dry location where they are not at risk at being hit by cyclists. Passengers must also be easily visible to the approaching bus drivers.

20. The CDHB supports turning restrictions proposed at Wilsons Rd/ Moorhouse Ave and Ferry Rd/ Nursery Rd (sheet 4) as this will reduce the risk of conflict between vehicles and cyclists travelling straight through. The CDHB recommends that the left hand turning restriction at Wilsons Rd/ Moorhouse Ave is enforced, or cycle lane separators are installed as a minimum for both options to reduce the chance of conflict between vehicles turning left and cyclists travelling along the cycleway.

21. The shared pathway on Stevens Street must be wide enough to accommodate both pedestrians and cyclists and have clear pedestrian priority signage to ensure pedestrian safety and reduce the likelihood of conflicts. Those with visual impairment should also be given particular consideration when designing shared pathways to ensure there is adequate room for wide passing and signage encouraging use of bells, or voice by cyclists on approach. The design of the shared pathways in Hagley Park work well.

22. The CDHB supports proposed traffic calming measures via use of a 30km speed limit, road markings and a raised platform crossing at the entrance to the shared space along Charles Street (sheet 6). Additional raised platforms and road markings at the Barbour Street intersection would further improve safety by calming traffic and clearly indicating to vehicles that they are entering a shared space.

## **Conclusion**

23. The CDHB does wish to be heard in support of this submission.

24. If others make a similar submission, the CDHB will not consider presenting a joint case with them at the hearing.

25. Thank you for the opportunity to submit on the Further Consultation on Ferry Road: Heathcote Expressway – Puari ki Kahukura.

## **Person making the submission**



Dr Ramon Pink  
Public Health Physician

Date: 11/04/2017

## **Contact details**

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## **Appendix B: Submission 324**



**TO:** Attn: Ann Campbell  
Major Cycle Routes : Heathcote – Further Submissions  
Public Information and Participation Unit  
PO Box 73013  
Christchurch 8154 (submitted via email to [cycleways@ccc.govt.nz](mailto:cycleways@ccc.govt.nz))

**FEEDBACK BY:** Orion New Zealand Limited

**ADDRESS:** Orion New Zealand Limited  
PO Box 13896  
Christchurch 8141

*Please note the different address for service below.*

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### INTRODUCTION

1. This feedback is made by Orion New Zealand Limited (Orion) on the Christchurch City Council's (the Council's) plans for improved cycling facilities as part of the Heathcote Expressway. Orion has reviewed the Heathcote Expressway Consultation documents posted on the Council's website, including the plans for the preferred and alternative options.
2. This feedback relates specifically to the 'Preferred Option - Ferry Road'.

### STATEMENT OF INTEREST AND BACKGROUND

3. Orion own and operate the electrical distribution network between the Waimakariri and Rakaia Rivers and supply line services to over 190,000 customers within Christchurch City and the Selwyn District. Orion's core purpose is to consistently deliver a safe, secure and cost-effective supply of electricity.
4. Broadly, the electricity network comprises underground cables, overhead lines, substations/transformers/kiosks, electricity structures (poles/pylons, earth rods and associated buildings) and access tracks. Orion is responsible for the installation, maintenance, repair and upgrade of the electricity network.

## FEEDBACK ON THE TRANSPORT PROPOSALS

### Primary Feedback

5. Orion has an existing substation located within the building at 139 Ferry Road, Waltham, Christchurch. Access to this substation is located directly off the footpath and is adjacent to the cycleway infrastructure (including a cycle lane and separator) illustrated on the 'Ferry Road – Preferred Option' plan (sheet 2).
6. The critical issue for Orion is that the location of the 'separator' and loss of on-street vehicle parking options will inhibit access to this substation. It is essential that there are no access restrictions to lifeline utilities such as those associated with electricity distribution and supply. To address this, Orion seeks that the Council remove the section of 'separator' located in front of the substation at 139 Ferry Road.
7. As **Appendix One**, we attach a marked up version of the Council's sheet 2 for the Preferred Option - Ferry Road showing the location of the Orion substation. Also included in **Appendix One** is a photo showing the access point to the substation off Ferry Road.
8. In addition, Orion wish to make the Council aware that any maintenance of this substation by Orion may require temporary closure of the cycleway, vehicle lane or any adjacent car parking spaces to enable Orion to adequately access its infrastructure. This may influence the length of the separator that needs to be removed.

### Secondary Feedback

9. Orion wishes to establish ongoing dialogue with the Council through the detailed design phase to ensure appropriate access arrangements can be provided.
10. Further, it is anticipated that similar issues may arise as future Accessible City transportation projects are rolled out. Accordingly, it is requested that the Council actively engage with Orion during the concept development phase of such proposals.

Feedback signed for and on behalf of Orion New Zealand Limited



Hamish Osborne  
Senior Consultant

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Resource Management Group Limited

12 April 2017

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Orion New Zealand Limited

C/- Resource Management Group Ltd

PO Box 908

Christchurch Box Lobby

Christchurch 8140

**ATTACHMENT:**

Appendix One: Orion substation location and photo



