

Further consultation on Ferry Road

Cycleway coming to your street

*Heathcote Expressway — Puari ki Kahukura:
Ferry Road and Wilsons Road Section*

Consultation closes at 5pm on Friday 14 April 2017



Major Cycle Routes
Getting you there

New Zealand Government

 **NZ TRANSPORT**
AGENCY
WAKA KOTAHU

Christchurch
City Council 



Contents

<i>About the Major Cycle Routes</i>	<i>4</i>
<i>The Heathcote Expressway</i>	<i>5</i>
<i>Route selection</i>	<i>6</i>
<i>Road layout selection – Ferry Road</i>	<i>8</i>
<i>Intersections and traffic volumes</i>	<i>10</i>
<i>How to give us your feedback.....</i>	<i>12</i>
<i>Response form.....</i>	<i>13</i>
<i>Plans and descriptions</i>	<i>16</i>



About the Major Cycle Routes

The Christchurch City Council is developing a network of 13 Major Cycle Routes linking shopping centres, businesses, schools, parks and popular recreation destinations all across Christchurch. The routes are a response to the Share an Idea conversations about having more travel choice and safer options for cycling.

Cycle routes are also a proven way to improve the health of a city, reduce congestion, build stronger local economies and reduce the cost of infrastructure. Bike-friendly cities consistently rank highly in quality of life surveys – cities where it's easy to get around by bike are great places to live.

For more on the Major Cycle Routes network development and project updates, go to ccc.govt.nz/cycleways

Why are we investing in cycle routes?

Christchurch already has a strong cycling community – it helps when you're a mostly flat city – but there is still more we could do to encourage people to travel by bike. Using a bike to get around has some really great benefits, both for the individual and for the city.

- **Healthier and more productive people**

Research shows that people who travel by bike take fewer sick days and active children are able to focus better at school.

- **Stronger local economies**

People who travel by bike tend to stop to shop more often and spend more money over time. They also save money on their commute, which can be used elsewhere.

- **Reduced congestion**

Congestion costs people time. It only takes a small number of people using different transport options to make a significant difference to traffic flow.

- **Reduced cost for ratepayers**

A large proportion of road funding goes towards fixing the wear-and-tear that motor vehicles cause to roads. As a lightweight vehicle, the contribution of cycles to this damage is negligible. They also take up less room, reducing the need to build new roads as the population grows.

What do the Major Cycle Routes look like?

The Major Cycle Routes are different from the existing cycleways around the city. They have special features that help make cycling a safe, convenient and enjoyable experience. They're also designed to encourage new groups of people to try getting around by bike.



Shared paths

Off-road paths shared with pedestrians.



Neighbourhood greenways

Slower speed roads where the road space is shared.



Separated cycleways

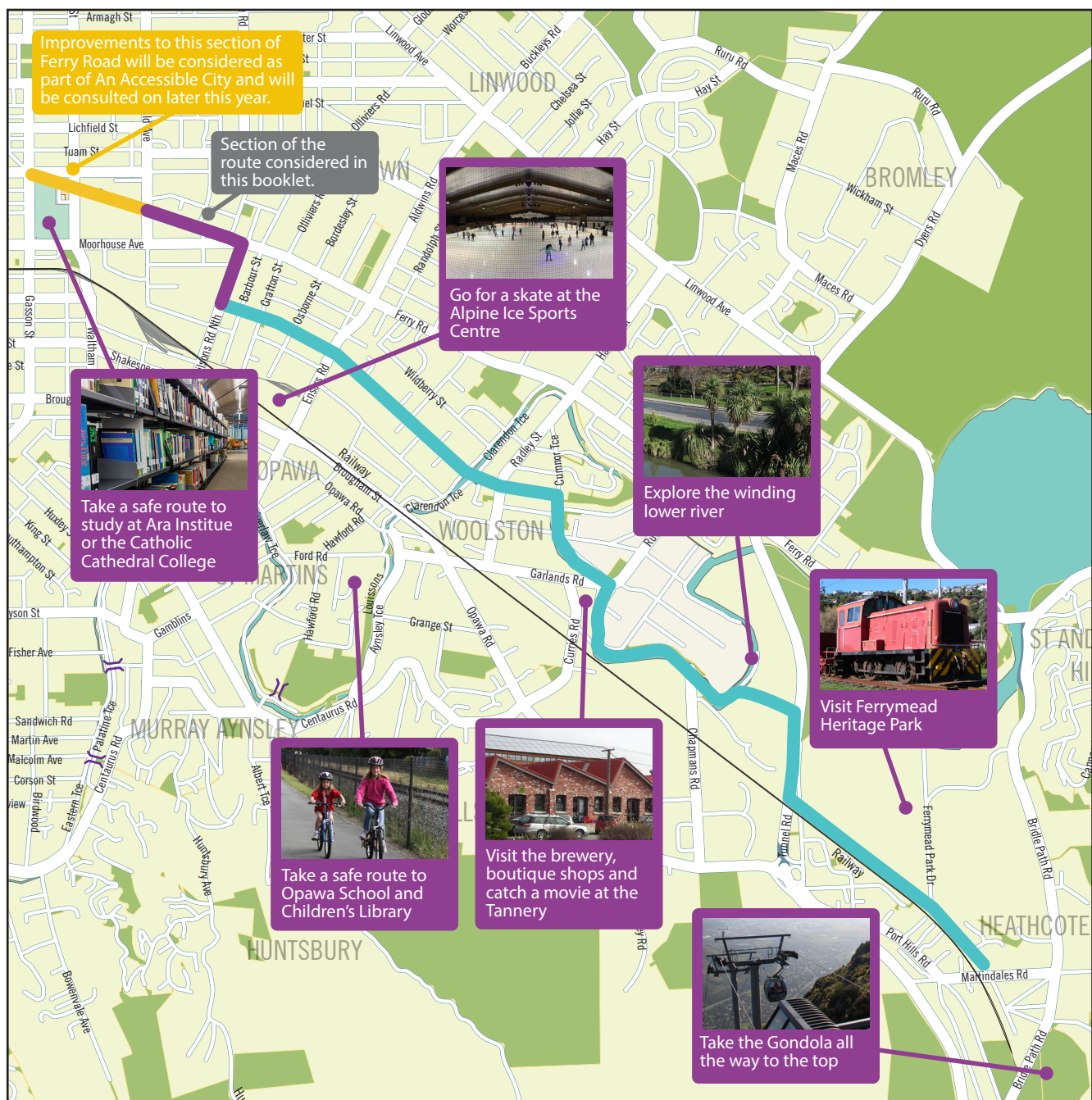
Cycleways with a kerb or planting separating them from the road.



The Heathcote Expressway

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. Analysis of these two options is outlined in this booklet for consideration and comment by the community.

Starting from Martindales Road in Heathcote Valley the Heathcote Expressway runs roughly parallel to the Lyttelton Line railway tracks on its way to the Central City. It connects Heathcote, Ferrymead and Woolston as well as key destinations such as Ferrymead Historic Park, The Tannery and Ara.



Route selection

Further investigations were carried out on Ferry Road in response to feedback through the consultation process and feedback from a meeting with affected Ferry Road businesses.

This work builds on and complements previous investigations undertaken in 2016 as part of the initial route analysis.

Traffic surveys were carried out in February, after the 2017 school term resumed to ensure typical daily movements were taken into account.

Route Options

Different options and impacts were considered in relation to car parking. Route analysis considered five route options (Route A to E) connecting Fitzgerald Avenue to Wilsons Road. Consideration was also given to combinations of these, with one route outbound and a different route inbound.

When comparing the route options, consideration was given to a number of criteria including, but not limited to, safety for all road users, directness, business impact, residential impact, operational and network impacts and costs. A significant concern raised by the business community was the impact on car parking. As such, further parking surveys were undertaken as outlined in the following section.

Parking Surveys

Parking surveys were carried out as part of the original route analysis for Heathcote Expressway Route in 2016. Further surveys have been carried out in 2017 to capture the five route options between Fitzgerald Avenue and Wilsons Road, including measuring the occupancy of on-street car parks between 7am and 7pm. The number of parks available and the occupancy percentage are summarised in the following table.

Route	Number of Parks	Average Usage	AM Peak Usage	PM Peak Usage
A	178	92 (52%)	116 (65%)	86 (48%)
B	193	116 (60%)	116 (60%)	135 (70%)
C	118	50 (42%)	63 (53%)	56 (47%)
D	158	93 (59%)	121 (77%)	93 (59%)
E	163	92 (56%)	113 (69%)	93 (57%)

The number of marked off-street parking spaces along Ferry Road was also recorded (approximately 220), however the occupancy of these off street sites was not included in the survey.

The results indicate that the route with the lowest car park occupancy is Route C. This is consistent with the 2016 parking surveys which demonstrated Route C had the least impact on on-street parking.

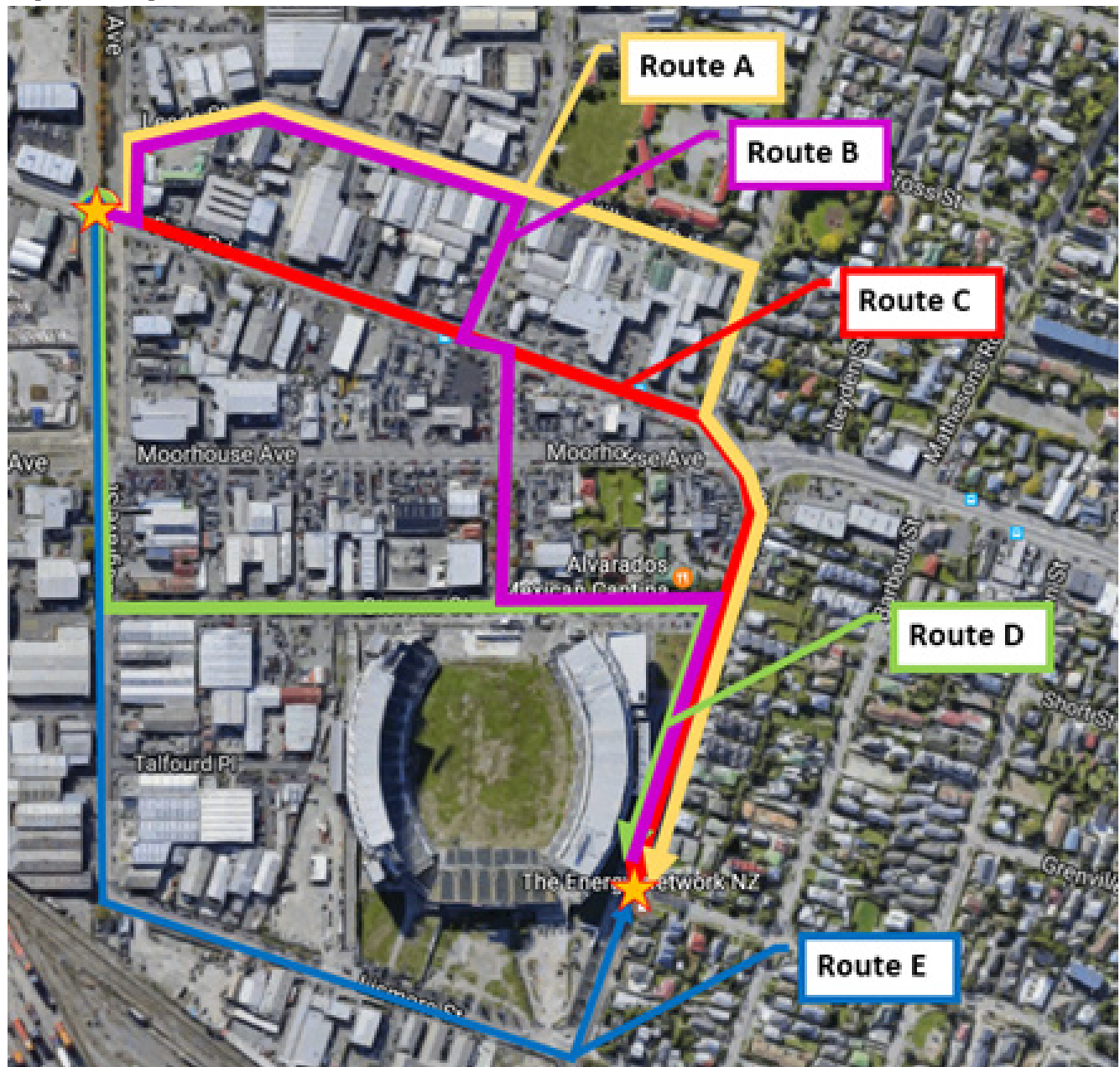
Preferred Route Option

The extended route analysis and parking study, supports the 2016 result which favoured the Ferry Road option due to directness, coherence, least number of right turn movements for cyclists and least impact on on-street parking. As such, **Ferry Road remains the preferred route for the cycleway between Fitzgerald Avenue and Moorhouse Avenue.**

To read the detailed Heathcote Expressway Assessment Report visit ccc.govt.nz/cycleways



Map of Route Options



Road Layout Selection – Ferry Road

Ferry Road corridor

Ferry Road from Fitzgerald Avenue to Moorhouse Avenue is classified and planned for the following functions in Christchurch City Councils transport strategies and plans:

- **Collector road:** Ferry Road (Fitzgerald Avenue to Moorhouse Avenue) is a 'Collector' road in the Christchurch Replacement District Plan. The function of a 'Collector' road is to collect and distribute local traffic between neighbourhood areas and the arterial road network, while also balancing the property access function which they provide.
- **Bus route:** This section of Ferry Road is a bus corridor, including the high frequency route connecting the Airport to Sumner.
- **Heavy vehicles:** Ferry Road does not form part of the designated Freight network nor provides as an over-dimension route, as classified by NZ Transport Agency.
- **Cycle route:** Christchurch Transport Strategic Plan shows Ferry Road as a cycleway route, which through this project is proposed to be enhanced as a Major Cycle Route providing for the 'interested but concerned' group of cyclists.
- **Stadium walkway:** The Ferry Road section has wider footpaths which were designed as part of the AMI (Jade) Stadium Walkway providing access to AMI (Jade) Stadium prior to the 2011 Rugby World Cup.

Road layout options

Road layout options along Ferry Road have been also been further investigated as outlined below:

1. **One-way cycle lanes** – Providing separated cycle lanes on both sides of the road would reduce car parking spaces but would provide the safest option for all road users. This option remains the Preferred Option.
2. **Bi-directional cycle lanes, with Solid Median** – Providing a bi-directional cycleway on one side with a solid central median, would enable parking on one side to be retained, while also eliminating the high risk movements of right turners across the cycle lane at entrance ways. However, with the bi-directional lanes there still remains a safety risk at the entrance ways with drivers still having to look in both directions on entry and exit, and with potential conflict between cyclists. This option has been presented as an Alternative Option for community consideration and comment. This option is only feasible if a central solid median is provided.
3. **Do nothing** – Doing nothing is not recommended as it fails to meet the key strategic outcome of the project to attract new cyclists from the interested but concerned demographic.
4. **One-way cycle lanes, narrow footpath** – Narrowing the footpath would allow space for a separated cycleway on both sides of the road, while also retaining a greater number of car parks. However, the number of car parks would be reduced from the current number to allow for clear visibility at driveways. This option is not recommended as the existing wide path from the city to the Jade Stadium site is to be retained. Additionally there are significant costs associated with protecting/relocating underground services.
5. **Bi-directional cycle lanes** – Providing a bi-directional cycleway on one side only, would enable parking on one side to be retained. This option is not recommended and will not be considered further, due to the significant conflict risk between cyclists and vehicles at entranceways. This is of particular concern given the number of access-ways and high traffic volume on Ferry Road (10,000 vehicles per day). For vehicles turning right into or out of an entranceway, they would have to consider oncoming traffic as well as looking in both directions (including cyclists coming from behind) to find a suitable and safe gap.
6. **Bi-directional cycle lanes with no through traffic** – Banning all through traffic, including buses, on Ferry Road at Fitzgerald Avenue would reduce the traffic volumes on Ferry Road, consequently minimising the risks for people on bikes. However this option would significantly restrict access to the Ferry Road businesses and result in significant network effects for both traffic and buses. Ferry Road is a high frequency bus route on which bus services need to be retained. This option is not recommended.
7. **Ferry Road bus access only** – Limiting Ferry Road to public transport and cycling only would reduce the traffic volumes on Ferry Road, consequently minimising the risks for people on bikes. However this option would significantly restrict access to the Ferry Road businesses and result in significant network effects. This option is not recommended.
8. **Shared path** – Converting the footpath on one side to a shared path would enable parking on one side to be retained. However, this would also increase the safety risk at entranceways, as per the bi-directional option and incur additional costs associated with drainage and kerb relocation.



The pros and cons for each option are further summarised in the following table:

Option	Pros	Cons	Status
1. One way cycle lanes: Separated cycle paths each side of Ferry Road	Safe, strategic objectives	Only 10 parks remain (previously 7 in the original consultation plans)	Preferred Option, increased small number of parks following driveway count survey.
2. Bi-directional cycle lanes with solid median: Two-way cycle path with solid median to reduce driveway conflict points	Solid median reduces safety risk One side of road retains parking (32 total) Solid median provides opportunity for pedestrians to cross	More difficult access to Ferry Road properties	Considered an acceptable “alternative” to the preferred option.
3. Do nothing: Leave Ferry Road “as-is”	Cheapest Retains 70 Parks	Fails to achieve primary strategic objective of attracting new cyclists from the target “interested but concerned” demographic	Not considered further
4. One way cycle lanes, narrow footpath: Reduced Footpath widths on Ferry Road.	Additional road space for parking (40 total)	Significant increase in costs with protecting/relocating underground services.	Not considered further as Council wants to retain the existing wide path to protect the pedestrian route from the city to the Jade Stadium site
5. Bi-directional cycle lanes: Two-Way cycle path on one side of Ferry Road	One side of road retains parking (32 total)	Serious safety concerns of two-way cyclists vs right-turners into driveways	Not considered further due to safety concerns
6. Bi-directional cycle lanes with no through traffic: Through traffic banned at Fitzgerald Ave	Reduces traffic volumes considerably.	Bus route still needed, significant network effects caused by diversion of traffic	Not considered further
7. Ferry Road bus access only: Ferry Road becomes PT/Cycle route only	Minimal traffic interaction with cyclists	Significant network effects caused by diversion of traffic	Not considered further
8. Shared path: Remove cycle lanes and widen an existing footpath to become a shared path	Increased number of parks available; Wide footpath offers opportunity for streetscaping	Additional costs compared to bi-directional path with reduced benefits. Increased safety risk at entranceways	Not considered further



Intersections and traffic volumes

A number of intersection options have been considered. The intersection plans for the preferred option and alternative option are included in the consultation plans provided in this booklet.

Traffic volumes

Traffic modelling has been undertaken to assess wider traffic impacts of any proposed turn restrictions. The results indicate that the most significant impact is the northbound demand. We found that by stopping right-turns into Nursery Road traffic volumes would increase on the two parallel Major Arterial routes of Fitzgerald Avenue and Aldwins Road.

The traffic volume on Ferry Road is currently 10,000 vehicles per day. The turn restrictions are expected to cause some local re-routing, however, overall traffic volumes on Ferry Road are expected to remain at current levels. Projecting into the future, traffic modelling for the city, indicates that traffic volumes for both the existing situation and the proposed options will increase to approximately 11,500 vehicles per day in 2041.

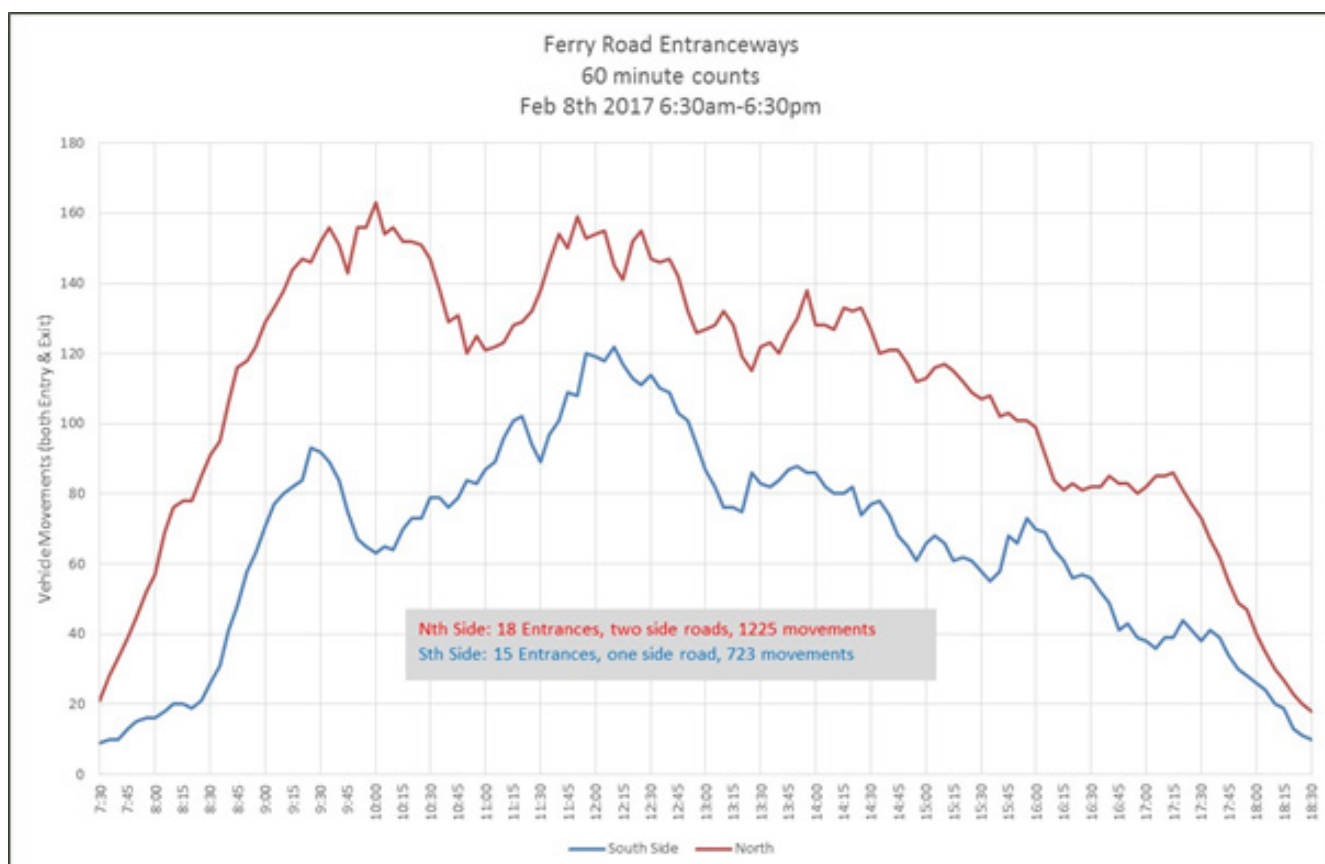
The Fitzgerald Avenue / Ferry Road intersection will function at an acceptable level for both the Preferred and Alternative Options.

Cycle volumes

Surveys of cyclists along Ferry Road indicate an existing cycle volume of 410 cyclists per day. The Major Cycle Route model predicts this to increase to 1030 cyclists by 2021.

Vehicle entrances

The number of vehicles entering and exiting each driveway along Ferry Road has been surveyed to understand risks from driveway access on Ferry Road. The results indicate that there are a lower number of vehicle movements into and out of driveways on the south side of Ferry Road compared to the north side. To minimise the risk of conflict at driveway locations, the bi-directional cycle lane in the alternative option is proposed on the south side of the road, with parking retained on the north side.



Business impact studies

A business impact study describes the risks specific to a business or organisation potentially affected by a proposal. Business impact assessments have not been explicitly undertaken for each affected business. It is acknowledged that some re-routing will be required and that parking will be reduced in the immediate area for the length of Ferry Road.

Surveys indicate there will be a shortage of parking spaces compared to current demand. There is a peak demand for 60 on-street car parks along this section of the cycleway. With the preferred option, ten car parking spaces will be provided. With the alternative option, 32 car parking spaces will be provided. Analysis indicates that on average, vehicles are parked for more than 4 hours, irrespective of the existing 30 minute and 60 minute parking restrictions, and some vehicles are parked all day. To mitigate the impact on on-street car parking availability, it is proposed that the on-street parking be time restricted along Ferry Road, Phillips Street and Lancaster Street, so that it can be prioritised for the business customers rather than used for all day parking.

Traffic modelling has indicated that overall vehicle volumes on Ferry Road will remain at current levels and where turn closures are proposed there are suitable alternative routes available.

In regards to considering business impacts from other similar cycleway projects implemented in the city, post construction analysis work is still underway so it is too early to obtain anything conclusive. What we do know from emerging research is that pedestrians and cyclists spend more proportionately than other road users. Some good examples of this are:

<https://parkdalevillagebia.com/2016/12/parkdale-cycling-study-released/>

<https://www.nzta.govt.nz/resources/research/reports/530/>

http://colabradio.mit.edu/wp-content/uploads/2010/12/Final_Thesis_Alison_Lee.pdf



How to give us your feedback

A submission form is included on the next page of this booklet. However, you can provide your feedback in a number of ways:

Online:

Fill out the submission form at ccc.govt.nz/haveyoursay

Email:

Send your feedback and any attachments to cycleways@ccc.govt.nz with Heathcote Expressway in the subject line. Please make sure you include your full name and address with your submission.

Mail:

Postage is free (you don't need a stamp), if you send your comments to:

Freepost 178
Attention: Ann Campbell
Major Cycle Routes: Heathcote Expressway
Public Information and Participation Unit
Christchurch City Council
PO Box 73013
Christchurch 8154

Deliver to:

Civic Offices, 53 Hereford Street

Submissions must reach the Council before consultation closes at **5pm on Friday 14 April 2017.**

Engagement Advisor contact details:

Rochelle Hardy
Phone (03) 371 2037

Email: cycleways@ccc.govt.nz
Please include Heathcote Expressway MCR in the subject line.



Major Cycle Routes

Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone (home/work/mobile): _____

Email: _____

Note: No anonymous feedback will be accepted.

fold

fold

staple or tape here

Please note: Your full name, address and telephone number are required because this information is important for transparency, and for Christchurch City Council's decision-making process. It also means we can update you on progress. Ideally we would like your email address too, if you have one, as this makes it easier for us to stay in touch with you throughout the engagement process.

Your submission, including your name and contact details, will be made available to the decision-making body, for example the Community Board, Committee and/or Council, to help them make an informed decision.

Submissions, with names but without contact details, are made available online once the Board, Committee or Council agenda goes live on the Council website.

If requested, Council is legally required to make all written and/or electronic submissions available to the public, including the name and contact details of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you believe there are compelling reasons why your contact details and/or submission should be kept confidential, please contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula residents).

fold

fold

FREEPOST Authority No.178



Attn: Ann Campbell

Major Cycle Routes: Heathcote Expressway
Public Information and Participation Unit
PO Box 73013
Christchurch 8154

tape here

tape here





Preferred Option

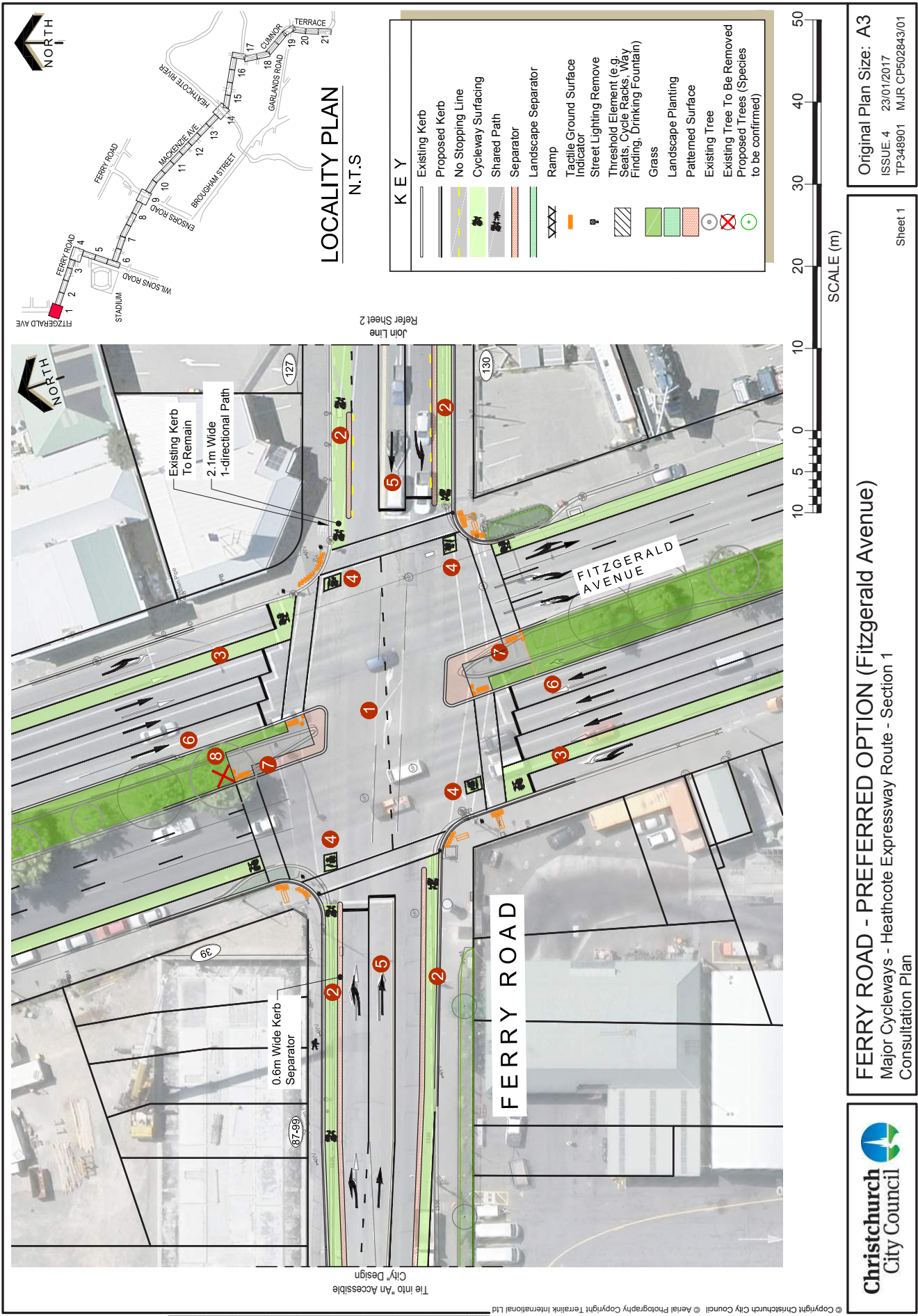
Ferry Road (Fitzgerald Avenue Intersection)

- 1 **Crossing:** The existing traffic signals at Fitzgerald Avenue and Ferry Road will be modified to include a cyclist crossing phase.
- 2 **Cycle Lanes Ferry Road:** New 2.1m wide cycle lanes are proposed on the both sides of Ferry Road separated from traffic by a solid kerb separator, replacing existing painted cycle lanes which are 1.5m wide.
- 3 **Cycle Lanes Fitzgerald Avenue:** New, painted cycle lanes on Fitzgerald Avenue will allow people to can get on and off the major cycleway route along Ferry Road.
- 4 **Cyclist Right Turn:** Cyclists turning right will cross the intersection in two stages. The 'hooked turn' box will provide a space for them to wait between each crossing stage.
- 5 **Ferry Road Right Turn:** Vehicles will not be able to turn right from Ferry Road into Fitzgerald Avenue.
- 6 **Fitzgerald Avenue Right Turn:** Vehicles will not be able to turn right from Fitzgerald Avenue into Ferry Road.
- 7 **Pedestrians:** The existing pedestrian crossing will be upgraded to cross Fitzgerald Avenue in two stages, using the median berm area to wait if needed.
- 8 **Trees:** One tree will be removed in the central median.

At the Ferry Road/Fitzgerald Avenue intersection vehicles will not be able to turn right from Fitzgerald Avenue nor Ferry Road.

There is a separate project proposed west of Fitzgerald Avenue/Ferry Road intersection as part of An Accessible City (AAC). Consultation on AAC plans will occur later this year.





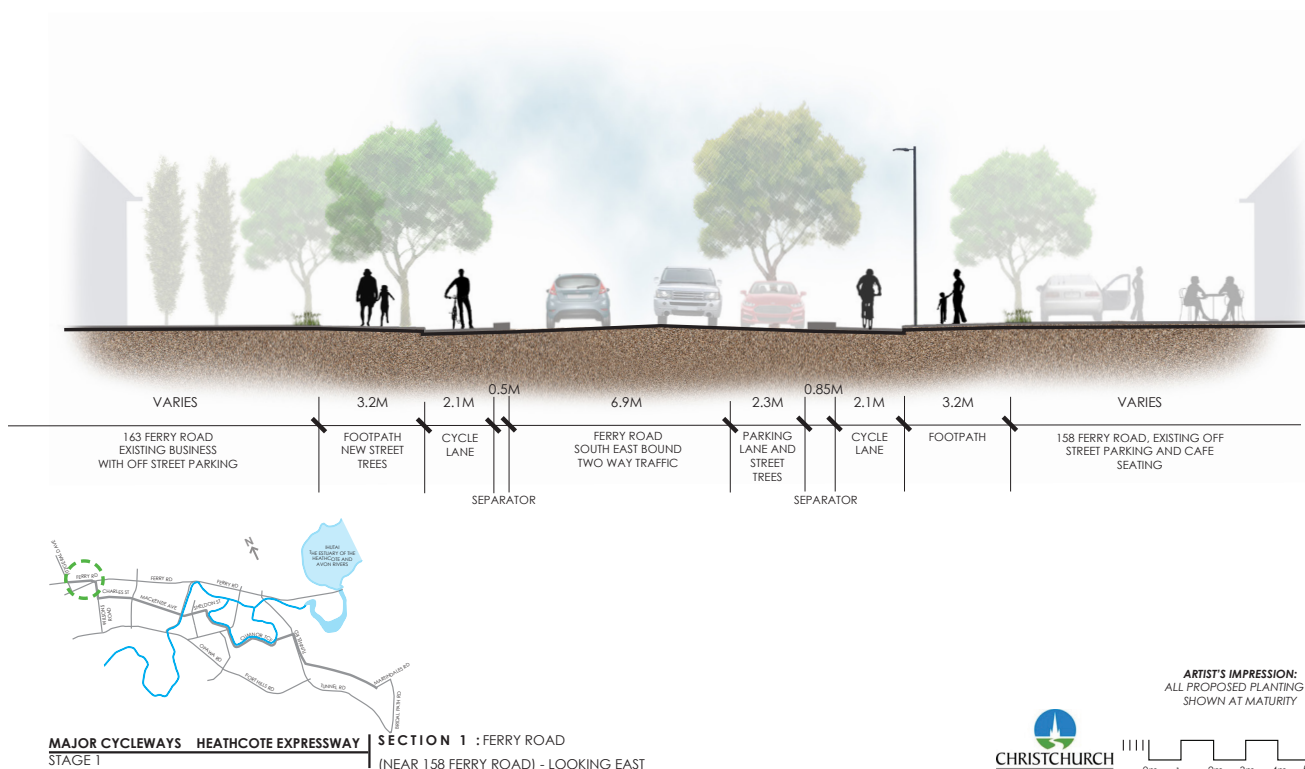
Preferred Option

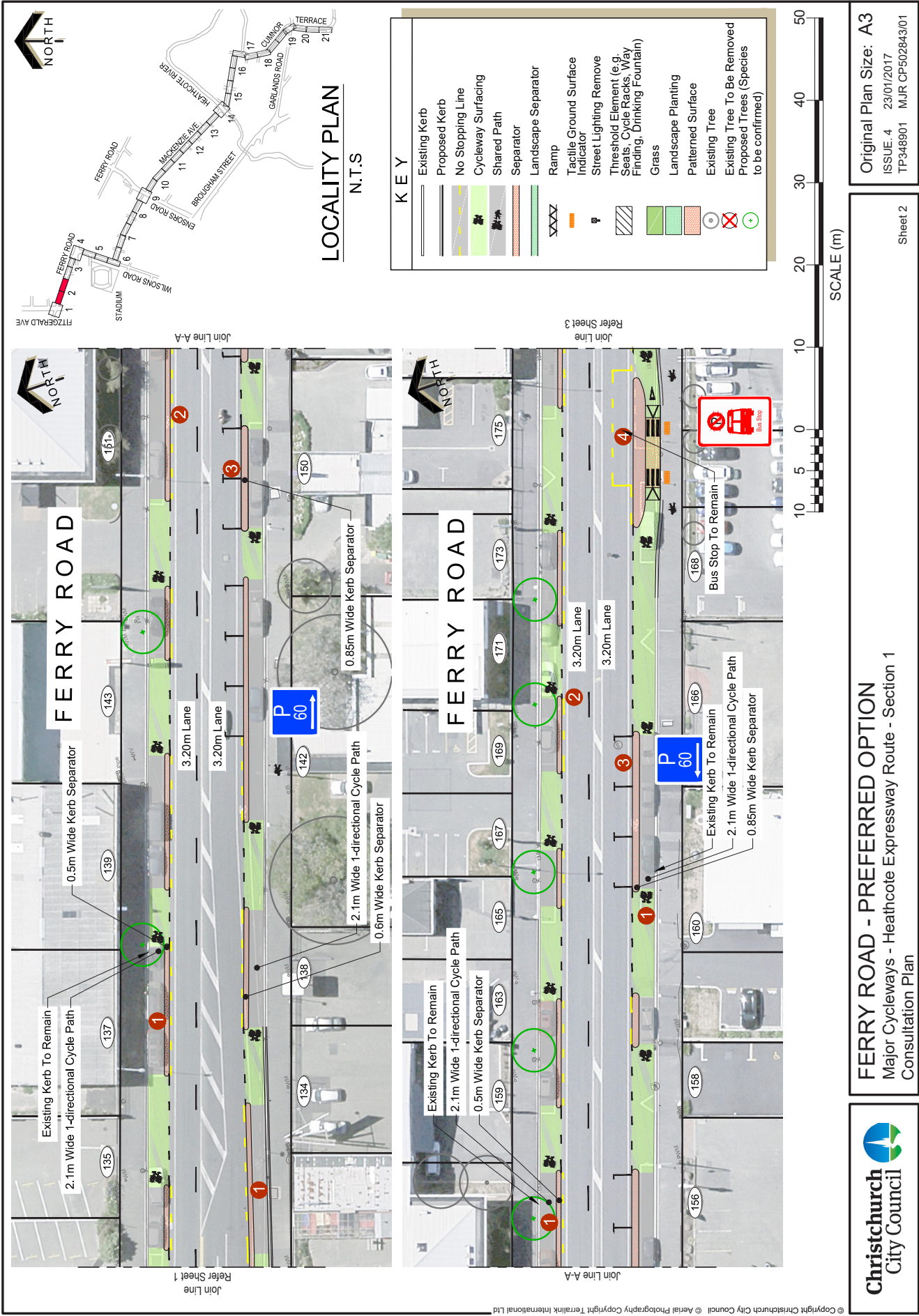
Ferry Road

Key features of the proposed cycleway on this section of Ferry Road include:

- 1 **Cycle Lanes Ferry Road:** New 2.1m wide cycle lanes are proposed on both sides of Ferry Road protected from traffic by a separator.
- 2 **Parking North Side:** On-street parking will need to be removed at the north side at Ferry Road.
- 3 **Parking South Side:** On-street parking will be reconfigured on the south side of Ferry Road so drivers entering and exiting driveways can clearly see people on bikes.
- 4 **Bus Stop:** The bus stop will remain in the same location but be moved out from the cycle lane.

Along Ferry Road where the separated cycleway is proposed, on-street parking will be reduced to ten car parking spaces, restricted to 60 minute parking.





Preferred Option

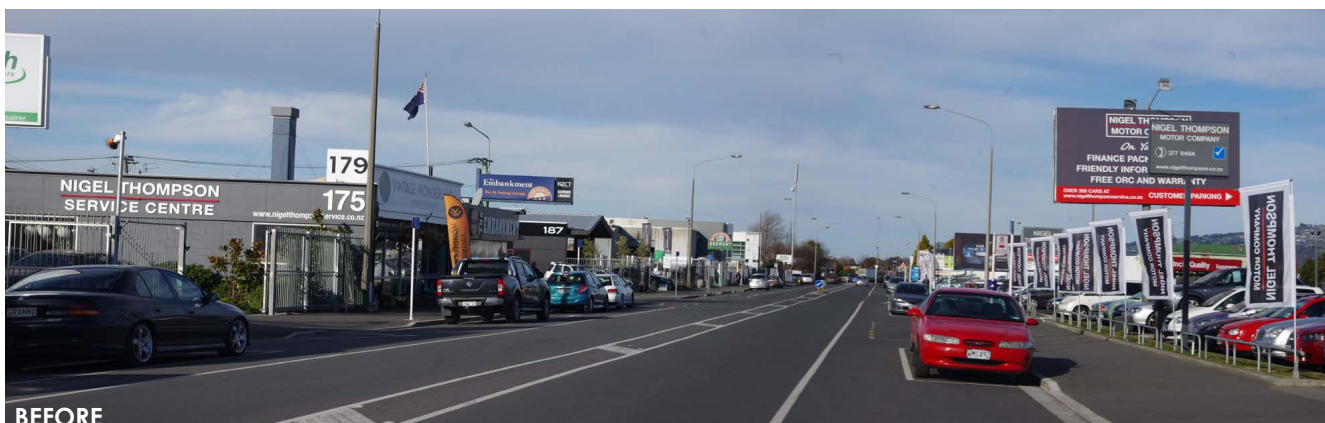
Ferry Road (Phillips Street – Lancaster Street)

Key features of the proposed cycleway on this section of Ferry Road include:

- 1 Cycle Lanes Ferry Road:** New 2.1m wide cycle lanes are proposed on both sides of Ferry Road protected from traffic by a separator.
- 2 Parking:** On-street parking will need to be removed from both sides of Ferry Road.
- 3 Bus Stop:** The bus stop will remain in its current location.
- 4 Phillips Street:** At Phillips Street, a raised platform will be installed with give way signs on entry to Ferry Road. A pedestrian island will allow pedestrians to safely cross the road.

- 5 Lancaster Street:** At Lancaster Street a raised platform will be installed with give way signs on entry to Ferry Road. The existing pedestrian island will be moved so pedestrians can cross safely.
- 6 Side Street parking:** Lancaster Street between Ferry Road and Moorhouse Avenue and a portion of Phillips Street will be modified allowing for 60 minute parking.

Parking along Phillips Street between Ferry Road and Leeds Street, and along Lancaster Street between Ferry Road and Moorhouse Avenue will be modified allowing for 60 minute parking.



BEFORE

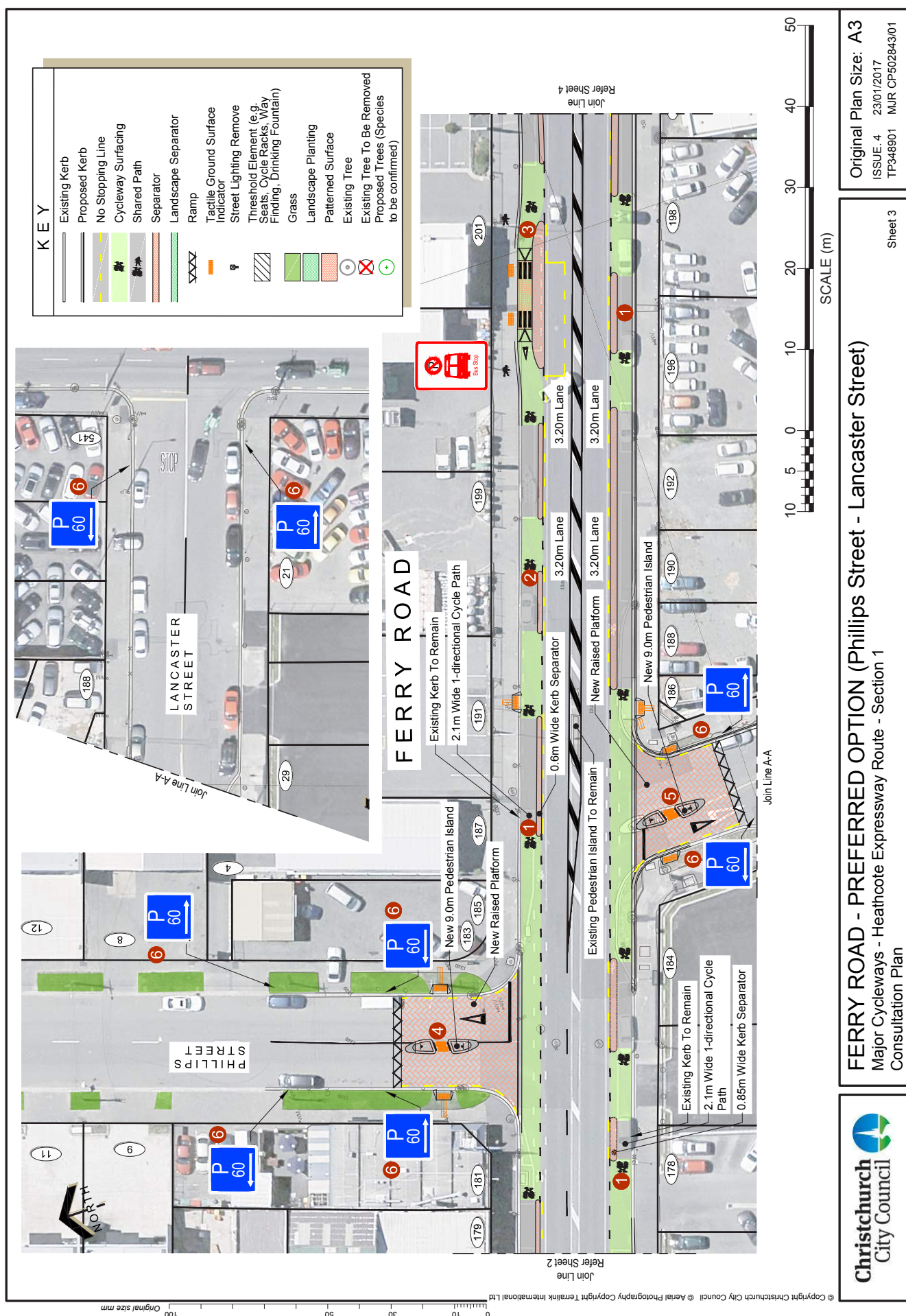
VIEWPOINT 1 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY- FERRY ROAD PREFERRED OPTION- LOOKING EAST



AFTER

VIEWPOINT 1 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY- FERRY ROAD PREFERRED OPTION- LOOKING EAST





Preferred Option

Ferry Road – Wilsons Road (Moorhouse Avenue – Nursery Road)

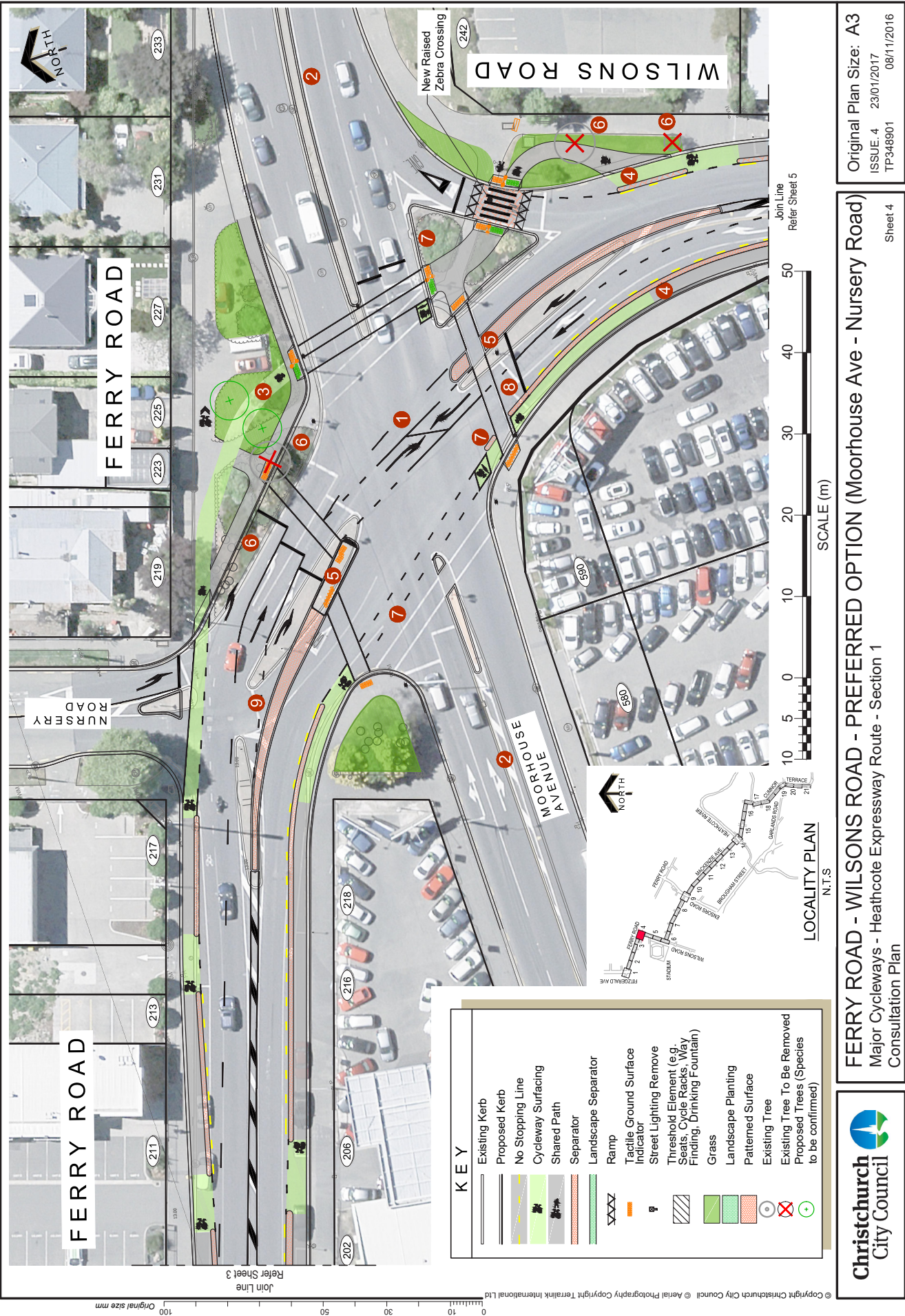
Key features of the proposed cycleway on this section of Ferry Road – Wilsons Road (Moorhouse Avenue – Nursery Road):

- 1 **Crossing:** The traffic signals at the Ferry Road/Moorhouse Avenue/Wilsons Road intersection, will be upgraded to include a cyclist crossing phase.
- 2 **Moorhouse Ave west and Ferry Road east:** There is a separate road widening project proposed along Moorhouse Avenue and Ferry Road, the details of which are not shown in these consultation plans. Consultation on these plans will occur separately.
- 3 **Cycle Lanes Ferry Road:** From Ferry Road the 2.1m separated cycle lane will go across the existing berm area to the Ferry Road intersection.
- 4 **Cycle Lanes Wilsons Road:** Along Wilsons Road the 2.1m wide cycle lane is protected from traffic by a separator.
- 5 **Pedestrians:** The existing pedestrian crossing will be changed to fit the new intersection layout.
- 6 **Trees:** Three trees will be removed and replaced with two new trees.
- 7 **Cyclist Right Turn:** Cyclists travelling west along Ferry Road will cross the Moorhouse Avenue intersection in two stages. The 'hook turn' box will provide a space for them to wait between each crossing stage.
- 8 **Ban left turn:** Vehicles will not be able to turn left from Wilsons Road to Moorhouse Avenue.
- 9 **Ban right turn:** Vehicles will not be able to turn right from Ferry Road into Nursery Road.

At Ferry Road/Nursery Road intersection vehicles will not be able to turn right from Ferry Road into Nursery Road.

At Ferry Road/Moorhouse Avenue/Wilsons Road intersection vehicles will not be able to turn left from Wilsons Road to Moorhouse Avenue.





Preferred Option

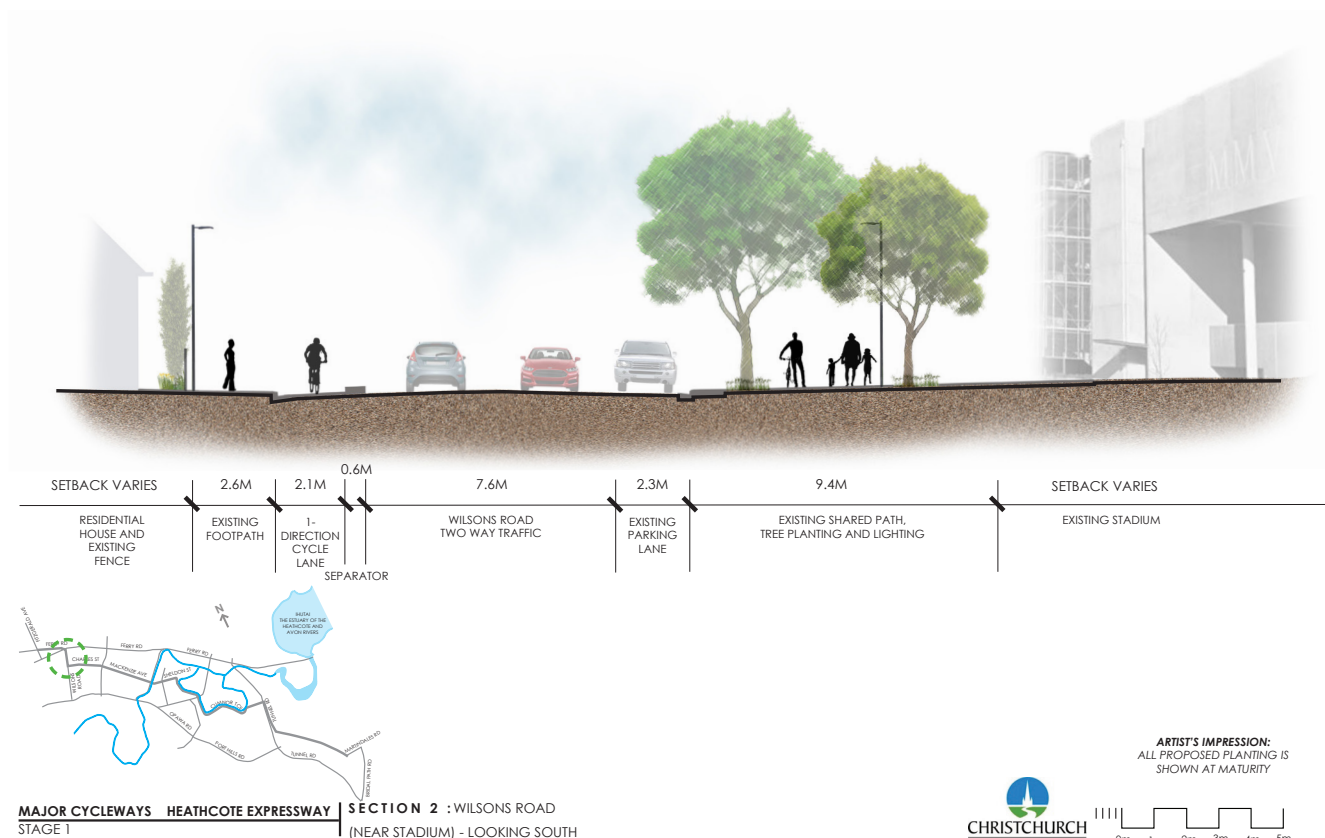
Wilsons Road (Stevens Street)

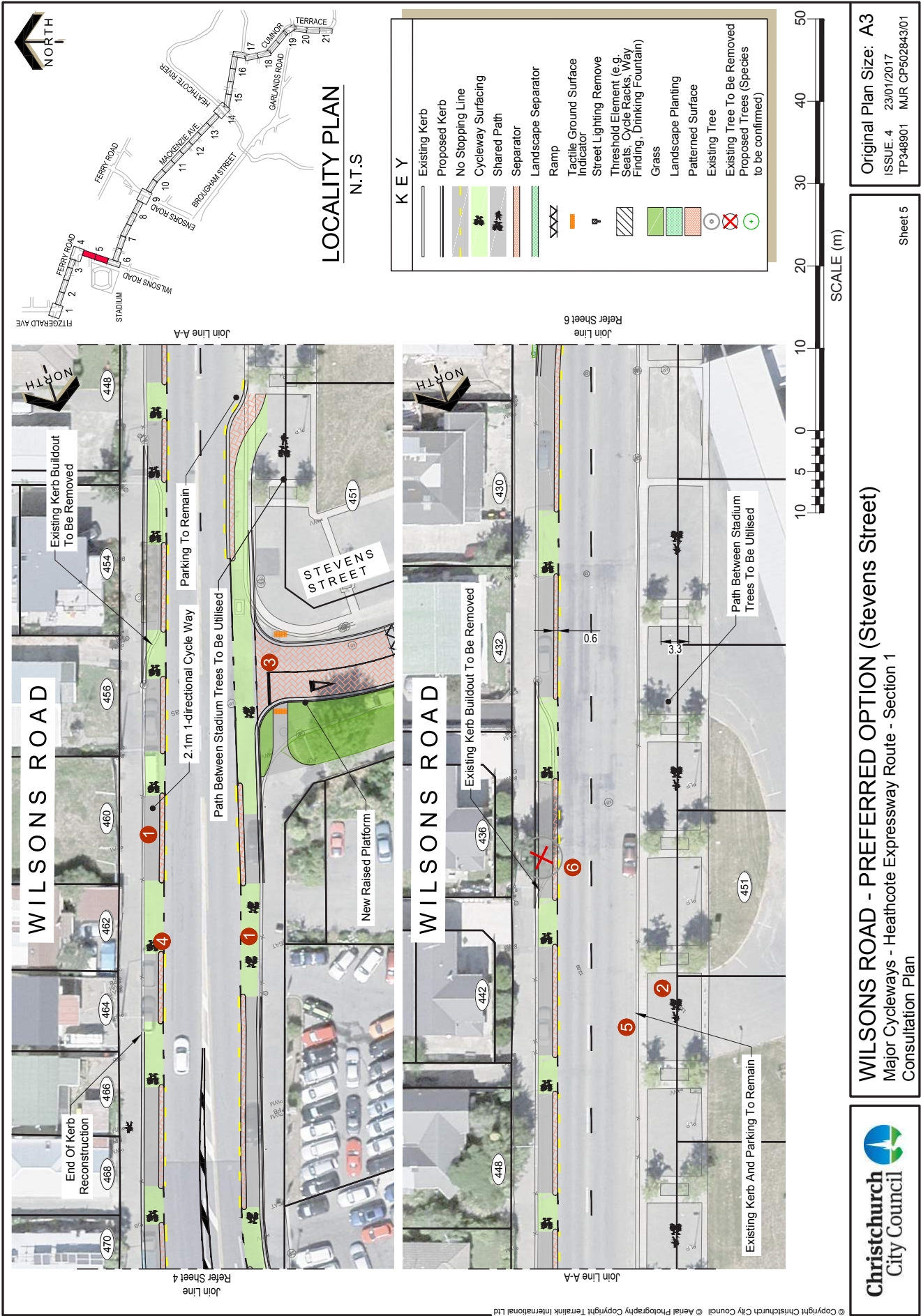
Key features of the proposed cycleway on Wilsons Road (Stevens Street):

- 1 **Cycle Lanes:** On Wilsons Road the 2.1m wide cycle lane is protected from traffic by a separator.
- 2 **Shared Path:** South of Stevens Street a shared pedestrian and cycle path is proposed.
- 3 **Stevens Street:** At Stevens Street a raised platform will be installed with give way signs on entry to Wilsons Road.
- 4 **Parking East Side:** On-street parking will be removed from the east side.
- 5 **Parking West Side:** On-street parking will be removed north of Stevens Street but remain south of Stevens Street.
- 6 **Tree removal:** One tree will need to be removed.

Along Wilsons Road where separated cycleways are proposed, on-street parking will be provided on the west side only, reducing the parking by approximately 50%.

Along Wilsons Road, north of Stevens Street parking will be banned on both sides, south of Stevens Street parking will be provided on the west side only.





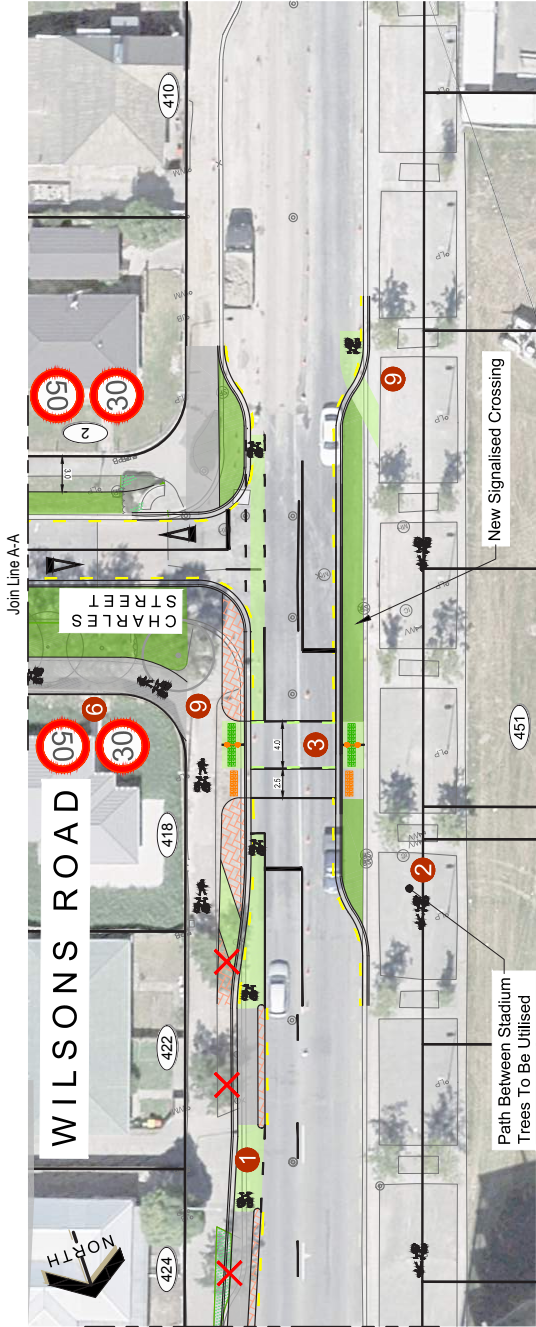
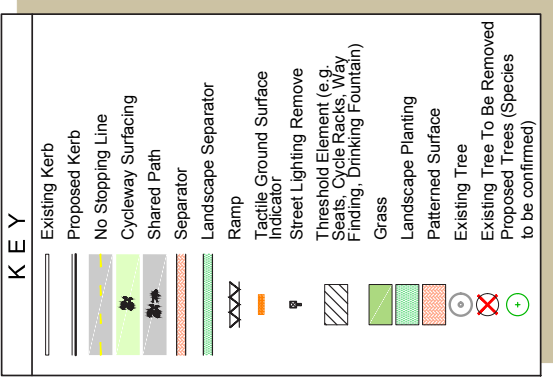
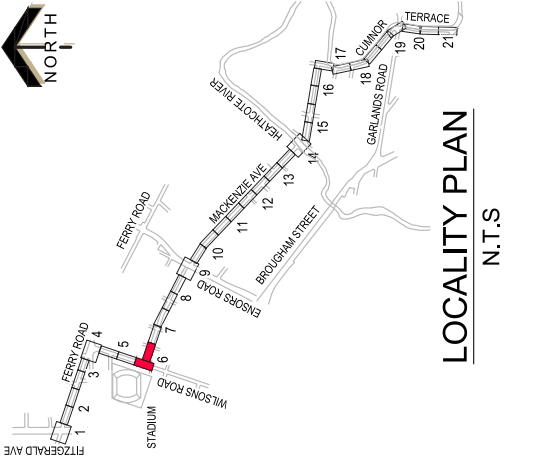
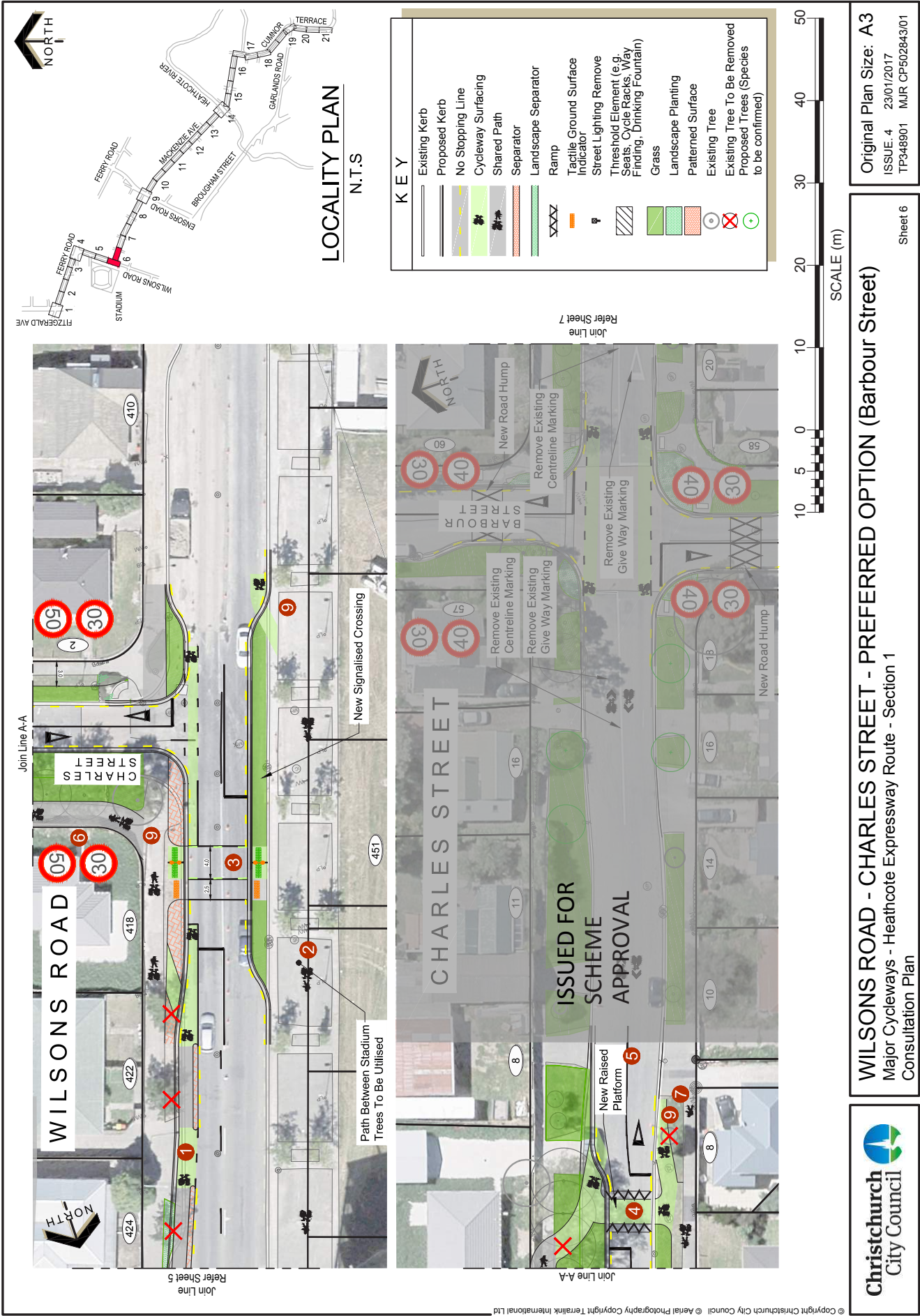
Preferred Option

Wilsons Road – Charles Street

- 1 **Cycle Lanes:** On the east side of Wilsons Road a 2.1m wide cycle lane is proposed. This would be protected from traffic by a solid kerb separator.
- 2 **Shared Path:** On the west side of Wilsons Road a shared pedestrian and cycle path is proposed using the existing wide footpath.
- 3 **Wilson Street Crossing:** At Charles Street a new signalised crossing will allow pedestrians and cyclists to safely cross Wilsons Road onto Charles Street.
- 4 **Charles Street Crossing:** A raised platform will provide a crossing location at the western end of Charles Street so cyclists can safely get on and off the cycle path.
- 5 **Share the Road:** Vehicles will share the road with cyclists along Charles Street. Road markings will indicate to drivers that this is a shared space.
- 6 **Speed Limit:** A 30km/h speed limit on Charles Street will provide a safer environment for cyclists and complements the existing traffic calming measures.
- 7 **Tree removal:** Five trees will be removed. These will be offset by new trees proposed along other sections of the route.

Trees will be planted in the road space to narrow the street and slow traffic.





Alternative Option

Ferry Road (Fitzgerald Avenue)

Key features of the proposed cycleway on this section of Ferry Road include:

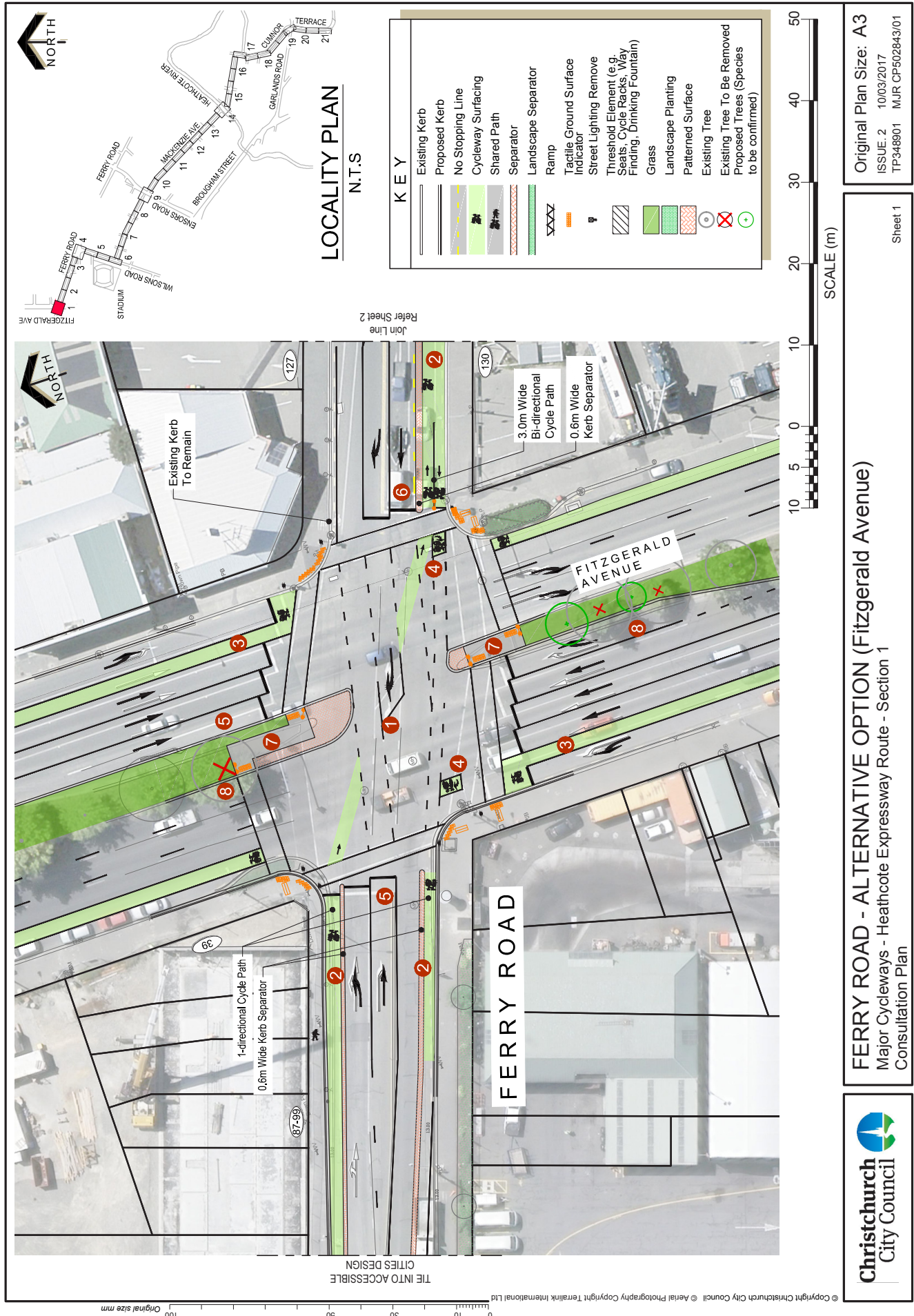
- 1 **Crossing:** The existing traffic signals at Fitzgerald Avenue and Ferry Road will be modified to include a cyclist crossing phase.
- 2 **Cycle lanes on Ferry Road:** East of Fitzgerald Avenue a new 3m wide two-way cycle lane is proposed on the south side of Ferry Road separated from traffic by a solid kerb, replacing existing painted cycle lanes.

The proposal west of Fitzgerald Avenue is still to be confirmed based on An Accessible City plans which will be consulted on later this year. This scheme assumes that the cycleway will change to one-way cycle lanes at this point.
- 3 **Cycle lanes Fitzgerald Avenue:** New, painted cycle lanes on Fitzgerald Avenue will allow people to get on and off the major cycleway route along Ferry Road.
- 4 **Cyclist right turn:** Cyclists turning right will cross the intersection in two stages. The 'hook turn' box will provide a space for them to wait between each crossing stage.
- 5 **Right turns:** Vehicles will not be able to turn right from Fitzgerald Avenue into Ferry Road heading west, or from Ferry Road into Fitzgerald Avenue to head south.
- 6 **Ferry Road left turn:** Vehicles will not be able to turn left from Ferry Road into Fitzgerald Avenue to head south.
- 7 **Pedestrians:** The existing pedestrian crossing will be upgraded to cross Fitzgerald Avenue in two stages, using the median berm area to wait if needed.
- 8 **Trees:** Three trees will need to be removed in the central median, replaced by two new trees.

Turn restrictions have been included at Ferry Road/Fitzgerald Avenue intersection as follows:

- *No right turn from Fitzgerald Avenue into Ferry Road heading west.*
- *No right turn from Ferry Road into Fitzgerald Avenue heading south.*
- *No left turn from Ferry Road into Fitzgerald Avenue heading south.*



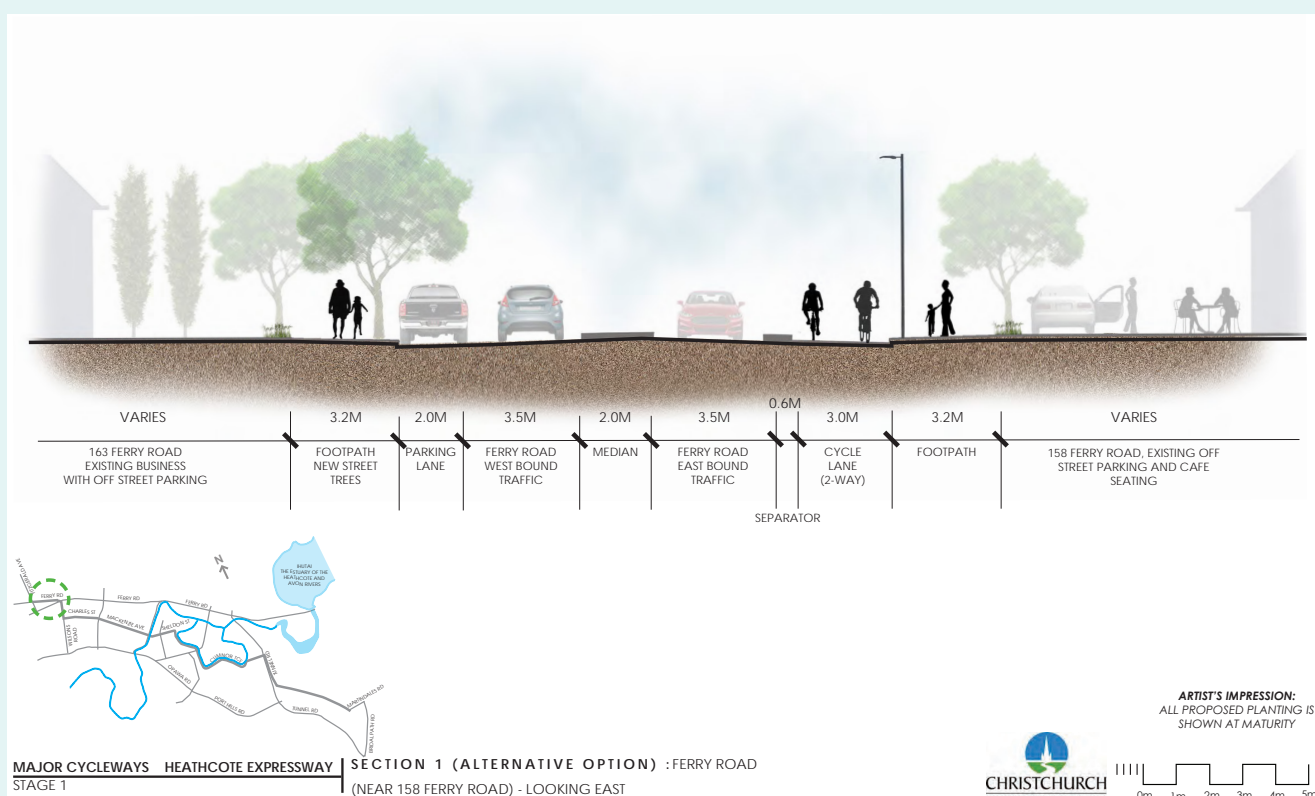


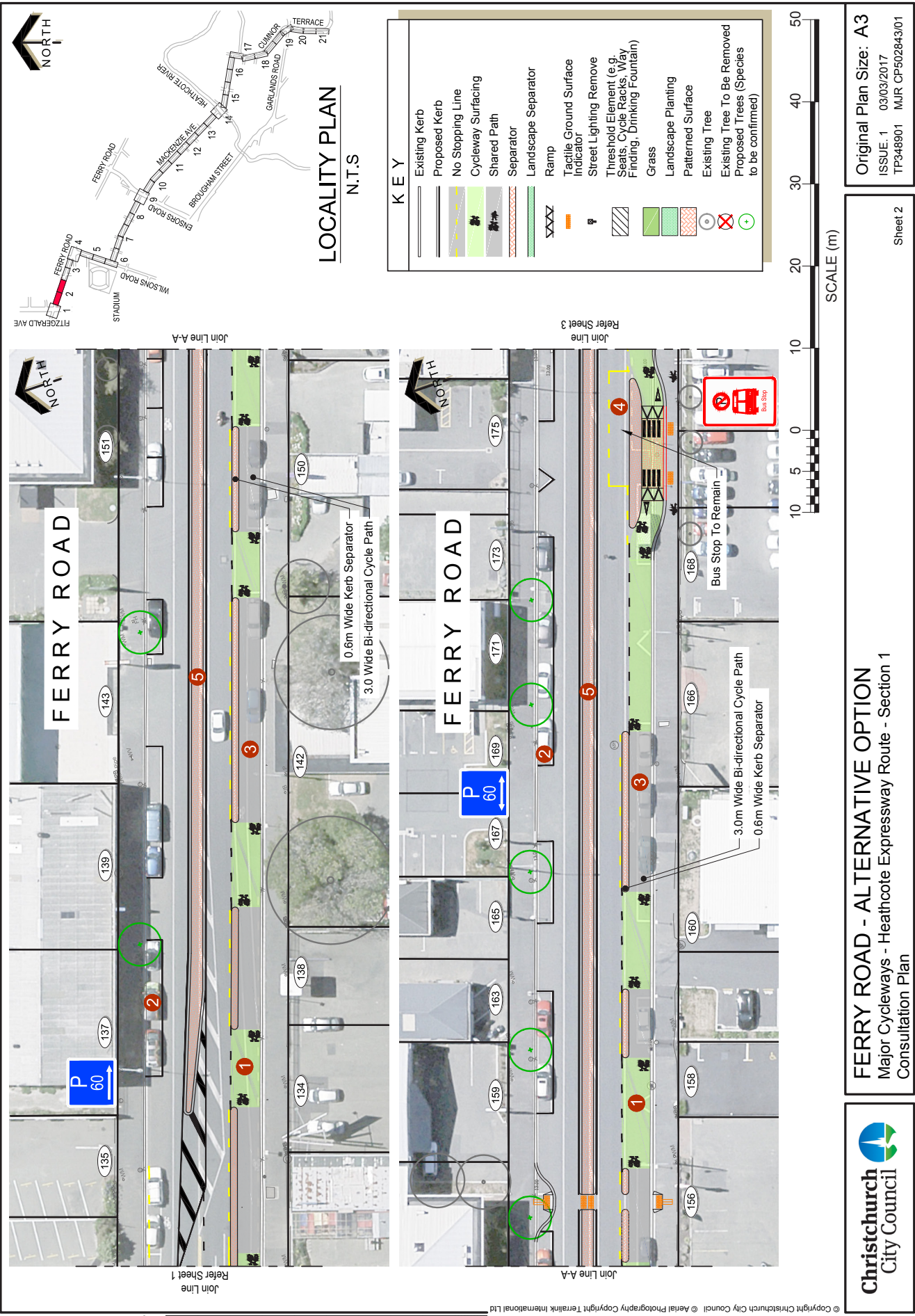
Alternative Option

Ferry Road

- 1 **Cycle Lanes on Ferry Road:** A new 3m wide two way cycle lane is proposed on the south side of Ferry Road separated from traffic by a solid kerb.
- 2 **Parking north side:** On-street parking will be retained on the north side, restricted to 60 minutes.
- 3 **Parking south side:** On-street parking will be removed on the south side.
- 4 **Bus stop:** The bus stop will remain in the existing location but will be moved out to sit in the vehicle lane.
- 5 **Solid median:** A solid median will be installed along Ferry Road, restricting any right turn movements into and out of entrance ways.

Along Ferry Road, on street parking will be reduced to 32 parking spaces, restricted to 60 minute parking.





Alternative Option

Ferry Road (Phillips Street – Lancaster Street)

- 1 **Cycle lanes on Ferry Road:** A new 3m wide two way cycle lane is proposed on the south side of Ferry Road separated from traffic by a solid kerb.
- 2 **Parking north side:** On-street parking will be generally retained on the north side, restricted to 60 minute parking, with one small section restricted to 10 minutes.
- 3 **Parking south side:** On-street parking will be removed on the south side.
- 4 **Bus stop:** The bus stop will remain in the existing location.
- 5 **Solid median:** A solid median will be installed along Ferry Road, restricting any right turn movements into and out of entrance ways.
- 6 **Phillips Street:** At Phillips Street turn movements will be restricted to left in and left out only. A raised platform will be installed with Give Way signs on entry to Ferry Road. A pedestrian island will allow pedestrians to safely cross the road at this location.
- 7 **Lancaster Street:** At Lancaster Street turn movements will be restricted to left in and left out only. A raised platform will be installed with Give Way signs on entry to Ferry Road. The location of the existing pedestrian island will be changed so pedestrians can cross safely at this location.
- 8 **Side street parking:** Parking along Lancaster Street between Ferry Road and Moorhouse Avenue and a portion of Phillips Street will be modified allowing for 60 minute parking.



BEFORE

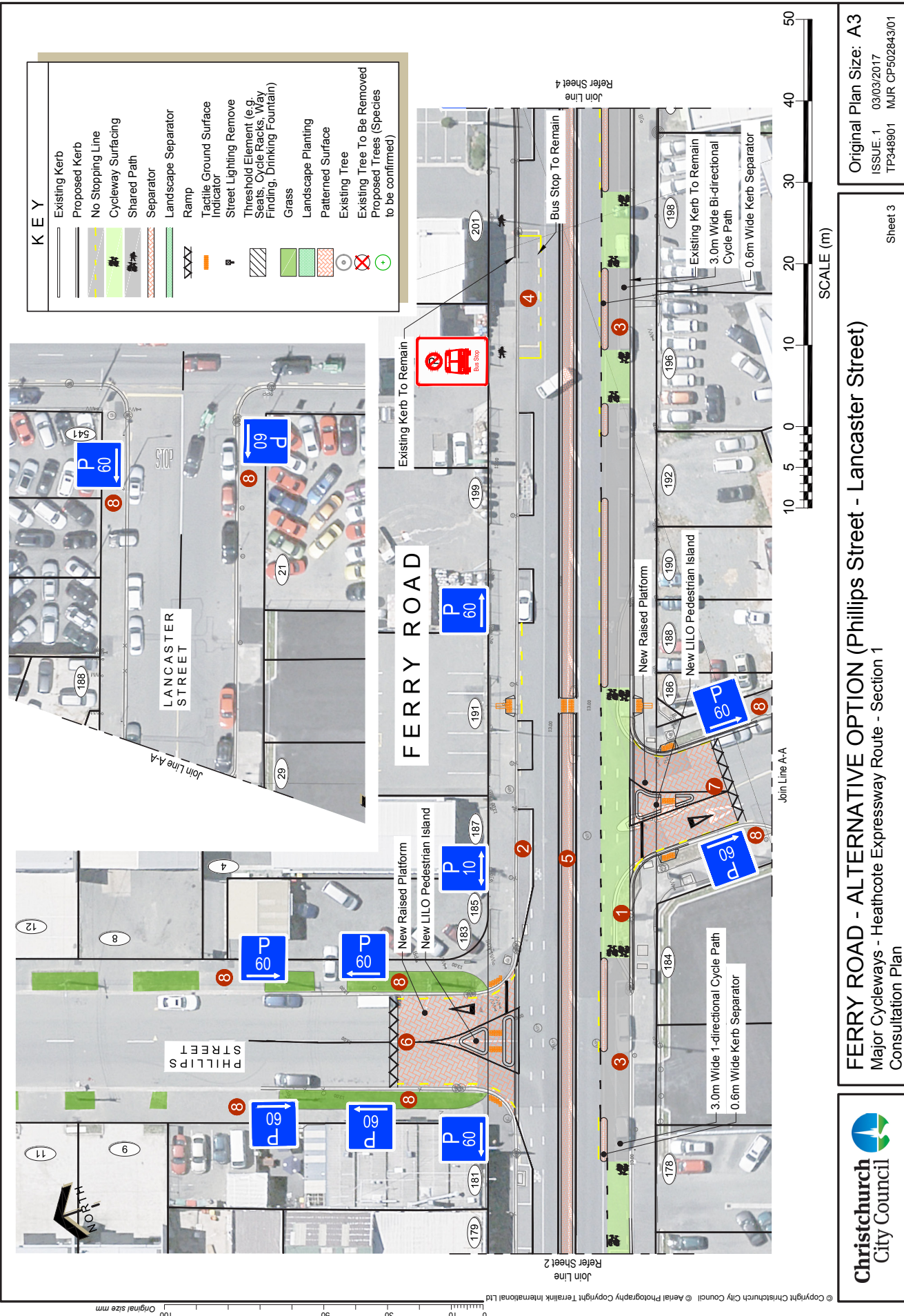
VIEWPOINT 1 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY- FERRY ROAD ALTERNATIVE OPTION- LOOKING EAST



AFTER

VIEWPOINT 1 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY- FERRY ROAD ALTERNATIVE OPTION- LOOKING EAST



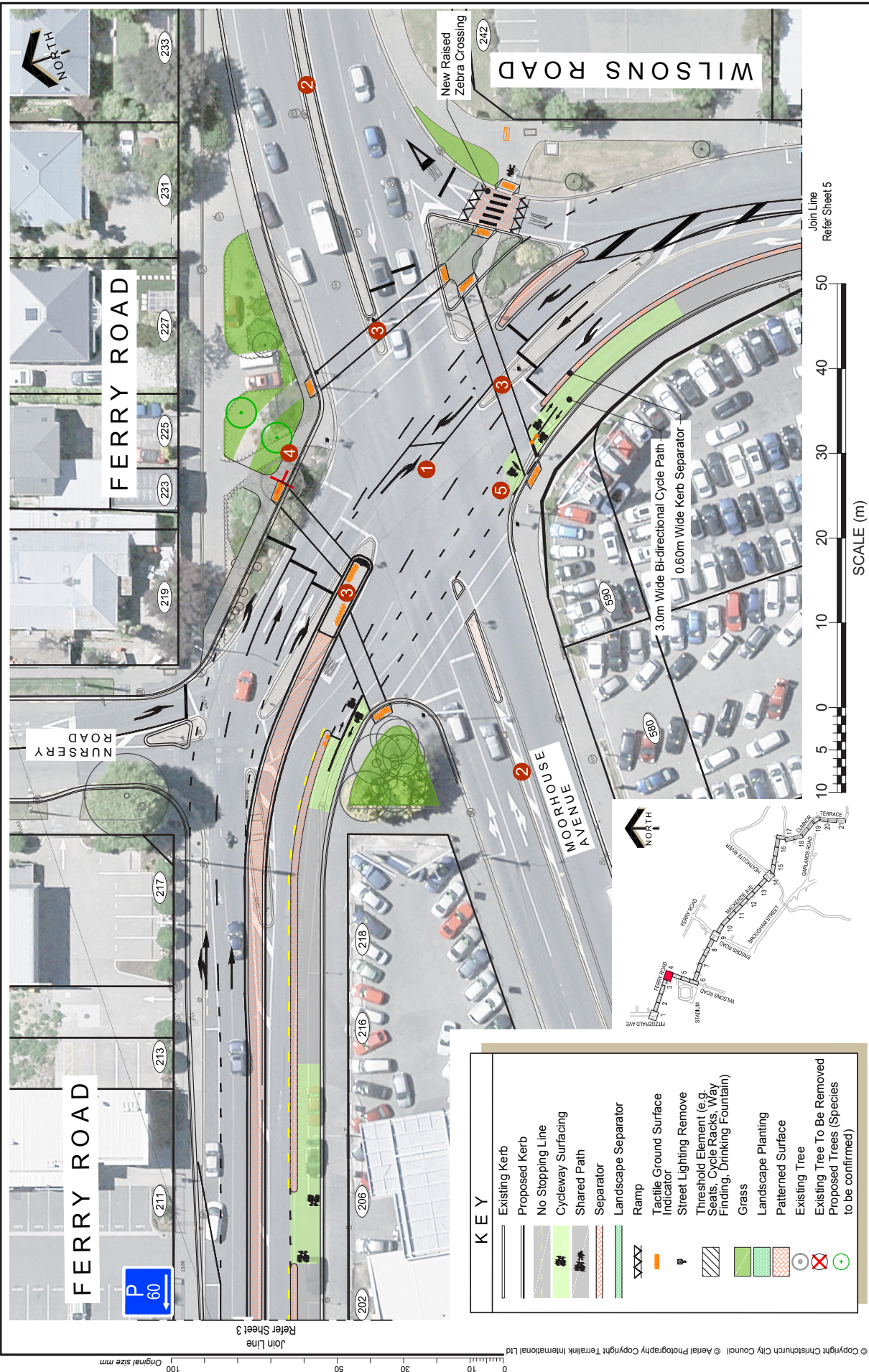


Alternative Option

Ferry Road – Wilsons Road (Moorhouse Avenue – Nursery Road)

- 1 **Crossing:** The existing traffic signals at the Ferry Road/Moorhouse Avenue/Wilsons Road intersection, will be modified to include a cyclist crossing phase.
- 2 **Moorhouse Ave west and Ferry Road east:** There is a separate road widening project proposed along Moorhouse Avenue and Ferry Road, the details of which are not shown in these consultation plans. Consultation on these plans will occur separately.
- 3 **Pedestrians:** The existing pedestrian crossing will be changed to fit the new intersection layout.
- 4 **Trees:** One tree will be removed, replaced by two trees close by.
- 5 **Cyclist right turn:** Cyclists turning right onto the major cycleway will cross the intersection in two stages. The 'hook turn' box will provide a space for them to wait between each crossing stage.

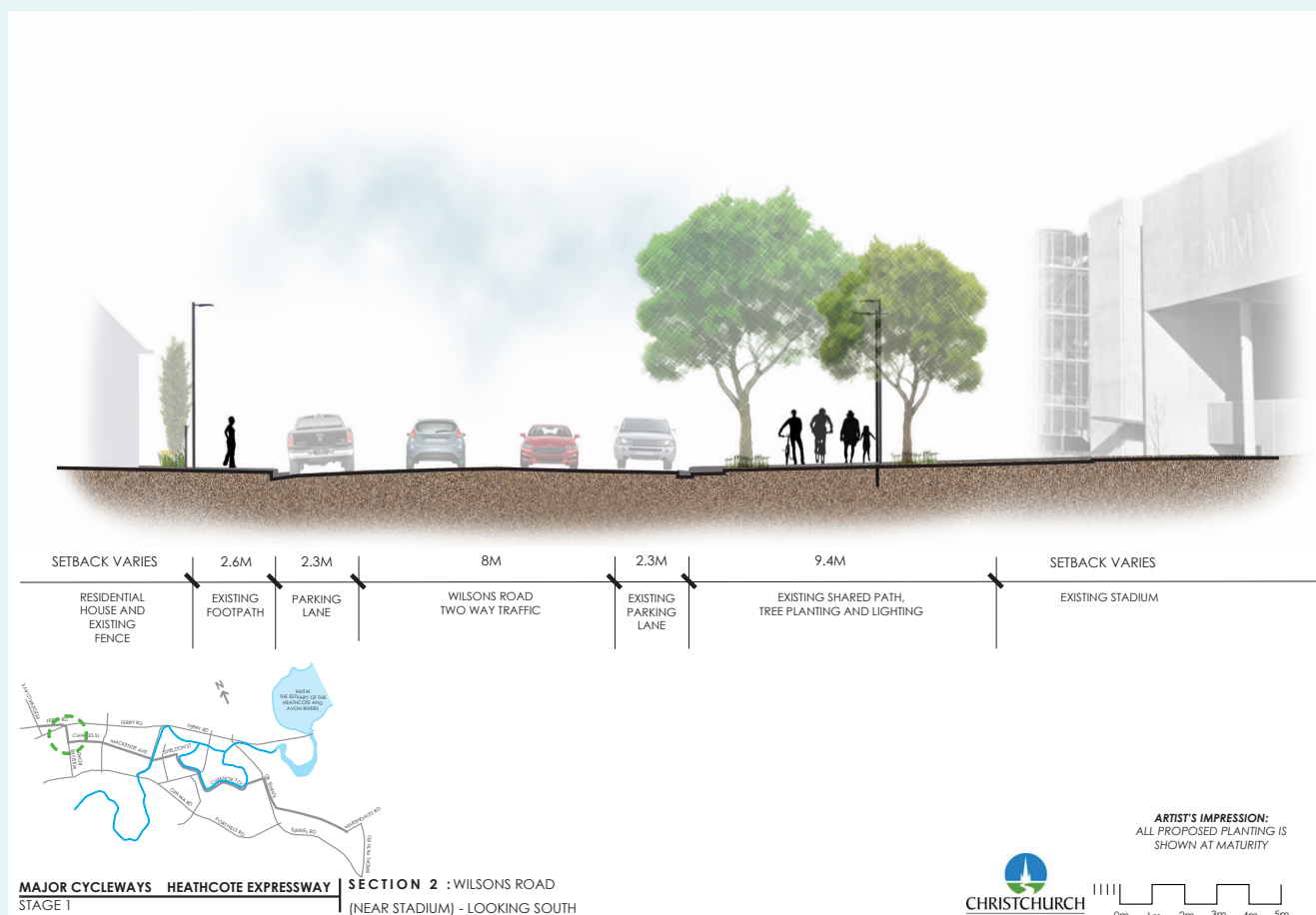


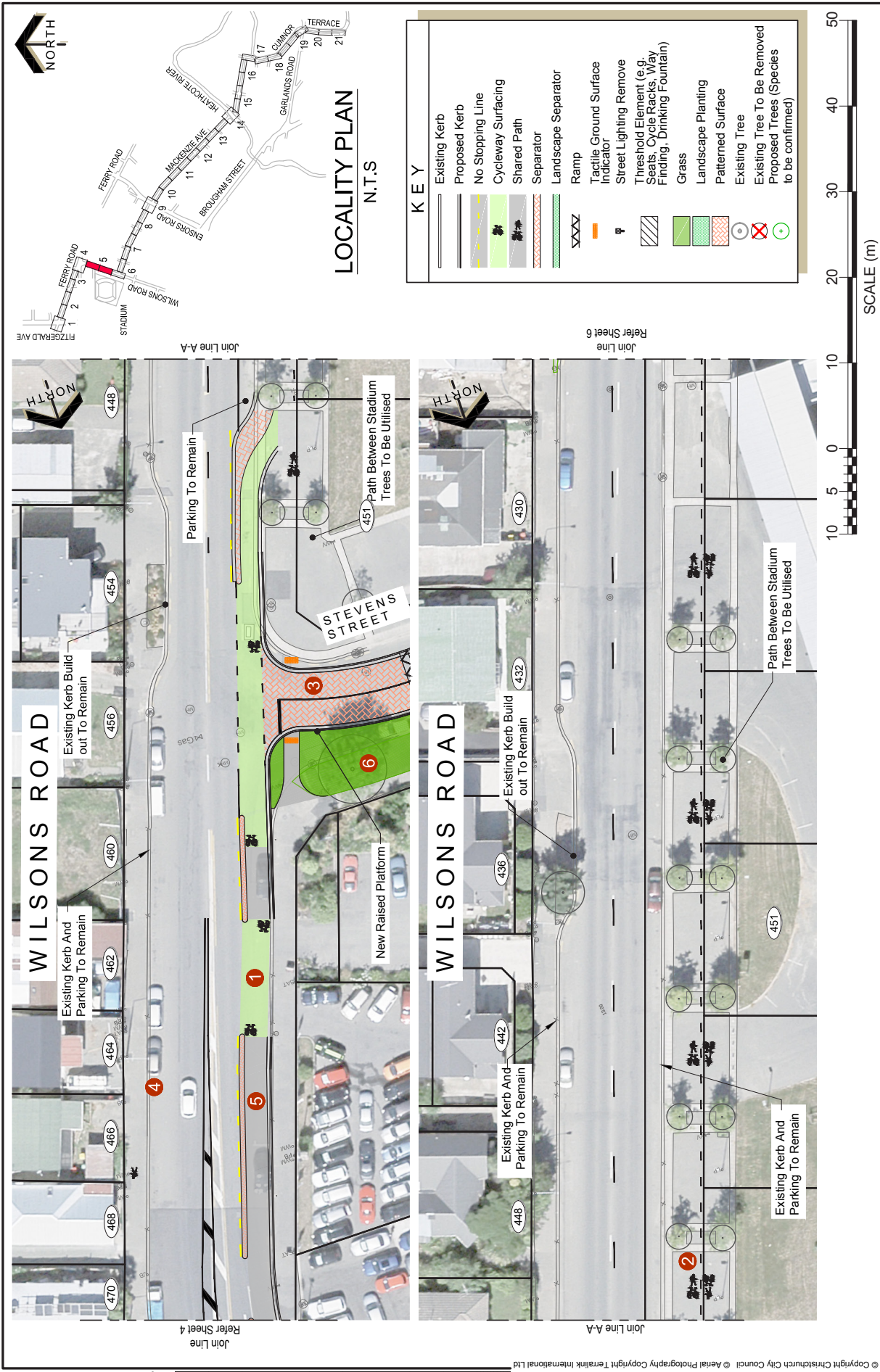


Alternative Option

Wilsons Road (Stevens Street)

- 1 **Cycle lanes:** The 3m wide two-way cycle lane will continue along Wilsons Road separated from traffic by a solid kerb.
- 2 **Shared path:** South of Stevens Street the cycleway will continue as a shared pedestrian and cycle path.
- 3 **Stevens Street:** A raised platform will be installed on Stevens Street at the intersection with Ferry Road.
- 4 **Parking east side:** On-street parking will be retained on the east side of Wilsons Road.
- 5 **Parking west side:** On-street parking will be removed on the west side of Wilsons Road, north of Stevens Street.





Christchurch City Council

M1150 - CAD005_HEW - S101_Drawing017001 - Sketches\MCR_HEW_S1_SK_7706.dwg

WILSONS ROAD - ALTERNATIVE OPTION (Stevens Street)

Major Cycleways - Heathcote Expressway Route - Section 1

Consultation Plan

Original Plan Size: A3

ISSUE: 1 03/03/2017

TP348901 MUR CP502843/01

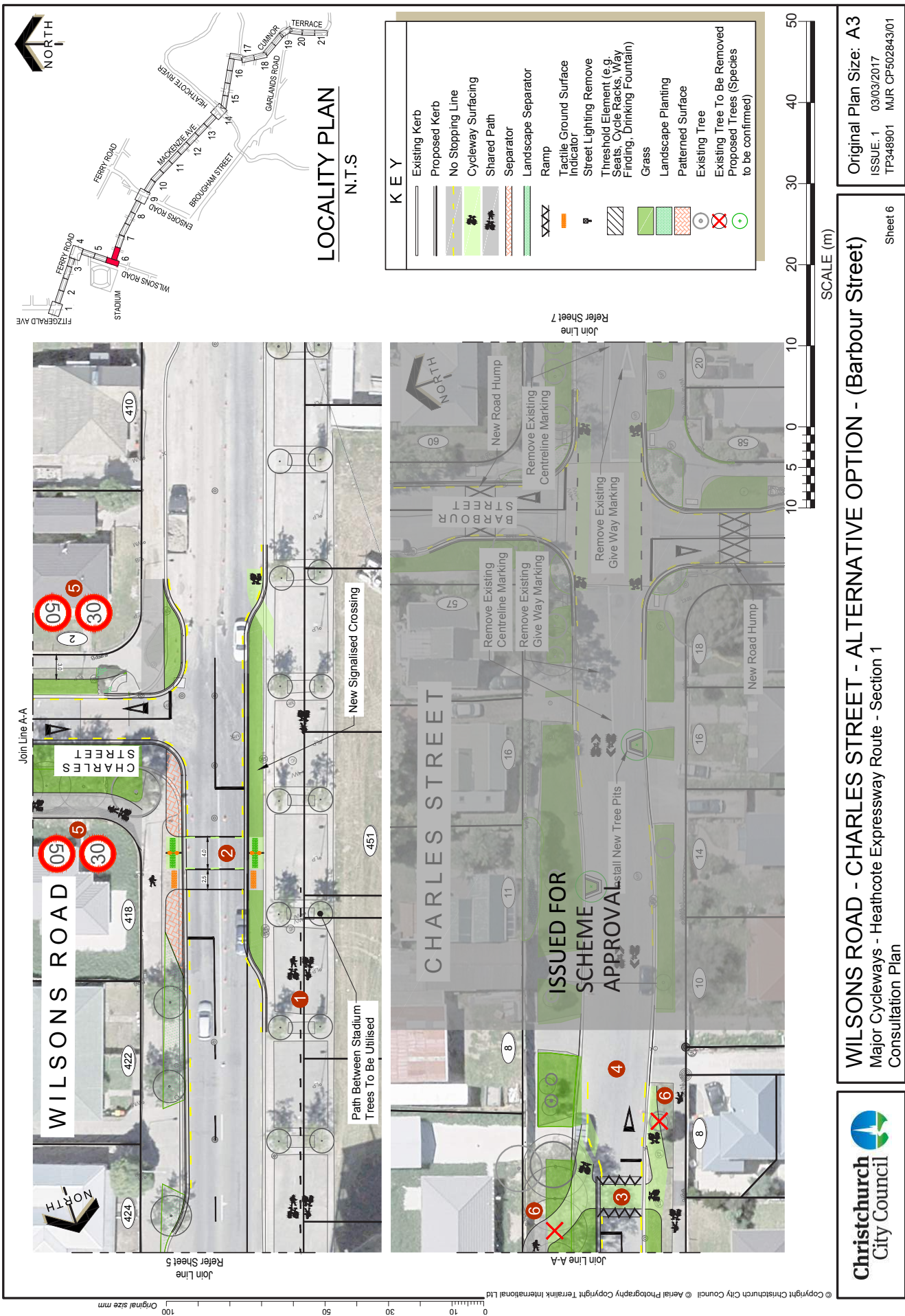
Sheet 5

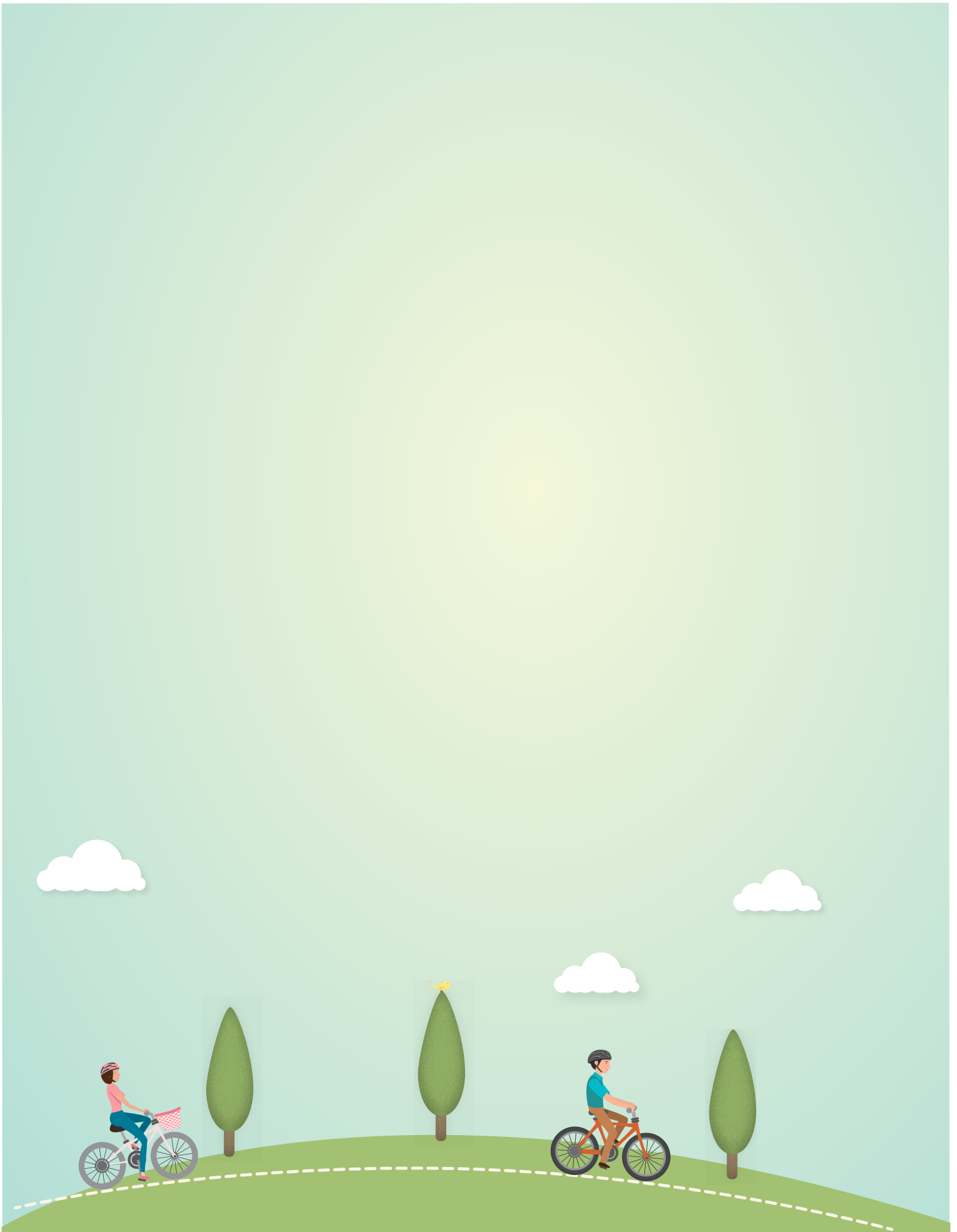
Alternative Option

Wilsons Road – Charles Street

- 1 **Shared path:** The shared pedestrian and cycle path will continue along the west side of Wilsons Road.
- 2 **Wilson Road crossing:** At Charles Street a new signalised crossing will allow pedestrians and cyclists to safely cross Wilsons Road onto Charles Street.
- 3 **Charles Street crossing:** A raised platform will provide a crossing location at the western end of Charles Street so cyclists can safely get on and off the cycle path.
- 4 **Share the road:** Vehicles will share the road with cyclists along Charles Street. Road markings will indicate to drivers that this is a shared space.
- 5 **Speed limit:** A 30km/h speed limit on Charles Street provides a safer environment for cyclists.
- 6 **Tree removal:** Two trees will be removed. These will be offset by new trees proposed along other sections of the route.







Major Cycle Routes
Getting you there

New Zealand Government



Christchurch
City Council 