

# Major Cycle Routes

## Heathcote Expressway

**haveyoursay**

[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

## Cycleway coming to your street

*Heathcote Expressway — Puari ki Kahukura  
City — Woolston — Ferrymead — Heathcote*

Consultation closes Thursday 15 December 2016



Major Cycle Routes  
Getting you there

New Zealand Government

NZ TRANSPORT  
AGENCY  
WAKA KOTAHU

Christchurch  
City Council





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# 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](http://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.

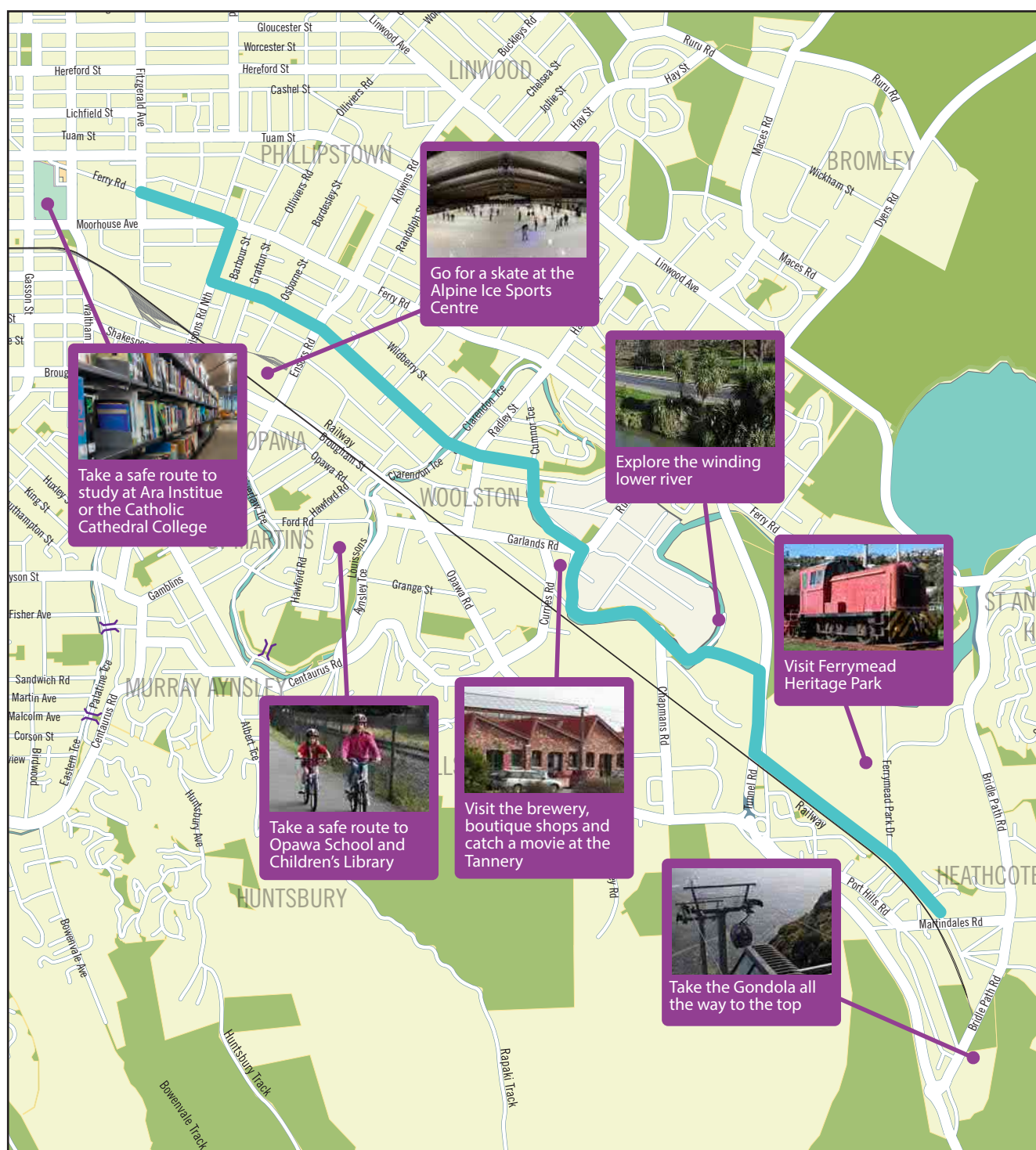




# The Heathcote Expressway

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

In developing the Heathcote Expressway Council staff and technical experts from external agencies considered a number of different routes and types of cycleways. The route shown in this booklet provides the best connection to local amenities, schools and businesses, while maintaining a reasonably direct route for people biking to and from the Central City, and minimising the impact on adjacent properties.

### Assessing the options

There are a number of factors that determine the best route for a cycleway including safety, compatibility with other road users and impacts on residents and businesses.

For Heathcote Expressway, various route options were initially identified and assessed against multiple criteria designed to provide a balance between the needs of people wanting to cycle and the impacts of the cycleway on businesses, residents and the road network.

The following provides information on some of the criteria used when assessing the route options:

- **Safety first**

For the cycleways to work well and feel safe, the Major Cycle Routes must be built in a certain way. This means separating people on bikes from motor vehicles in some areas or slowing vehicle speeds and reducing vehicle numbers in others.

Generally, the preferred location for a Major Cycle Route is on quieter streets where there are less large vehicles such as trucks. However, this needs to be balanced against providing direct routes and linking with local amenities such as shops, schools and parks.

When assessing safety, consideration has also been given to creating quality environments that feel safe and attractive, including design aspects such as lighting, landscaping and surrounding activity so that the route feels comfortable and safe for all users.

- **Traffic network considerations**

Building safe cycle routes is one way to make a sustainable and reliable transport network. Where the proposed cycle route significantly changes the road, it is important to assess whether there will be an impact on the rest of the transport network. In some cases, plans for the route need to be changed to avoid causing significant delays or congestion elsewhere.

- **Business Impacts**

The Council recognises that existing parking and access to businesses is very important, particularly for local shops which rely on passing custom. We have retained existing parking where possible, however with limited road space this is not always possible. Parking surveys have been undertaken at key locations to understand the current parking demand and consideration has been given to alternative on-street parking close by where applicable.

*Parking spaces will be removed in various places along the route to make room for the new cycle facilities. Parks will be lost along Ferry Road, Wilsons Road, Charles Street, Cunnor Terrace and Truscotts Road (see the plans and descriptions for further details).*

- **Residential Impacts**

The Council is aware of the need to balance different residents travel needs, including access and parking. We have carefully considered options to keep as much parking as possible. However, when planning safe, direct cycleways using limited available space there will be times when vehicle parking does not take priority.



- **Landscaping**

In some areas we will need to remove trees to make room for the cycleways. Where appropriate, trees to be removed will be replaced in suitable locations nearby.

- **Rubbish collection and street cleaning**

Building a safe cycleway will require changes to some service operations along the route. For example, street cleaning will be different along the new cycleway. Rubbish collection will also change for some residents and businesses. If you have on-street parking outside your property, there will be space next to the cycleway separator island for your wheelie bins (you will get more information about this as the project progresses). Where there is no on-street parking, residents and businesses will continue with their current roadside collection.

*Along the whole route 53 trees have been identified that will need to be removed. Approximately 140 replacement trees will be planted close by and various additional new trees are proposed along the route. The exact location of new trees are indicative on the plans and will be confirmed during detailed design.*

To read the detailed Heathcote Expressway Assessment Report visit [ccc.govt.nz/cycleways](http://ccc.govt.nz/cycleways)

The Heathcote Expressway will connect with a cycleway on Ferry Road as part of the An Accessible City transport programme. More information on the An Accessible City projects are available at [ccc.govt.nz/aactransportprojects](http://ccc.govt.nz/aactransportprojects)





## Route Description

The route options for each section of the cycleways have been assessed against the criteria set out on previous pages. The aim is to determine the best route for each section, while keeping in mind how sections fit together to form a continuous and clear route.

The Heathcote Expressway route connects the Central City to Heathcote. The route starts at the Fitzgerald Avenue/Ferry Road intersection and ends at Martindales Road in Heathcote. From Fitzgerald Avenue heading into the city, the cycleway will join the separated cycleways proposed as part of the planned An Accessible City programme.

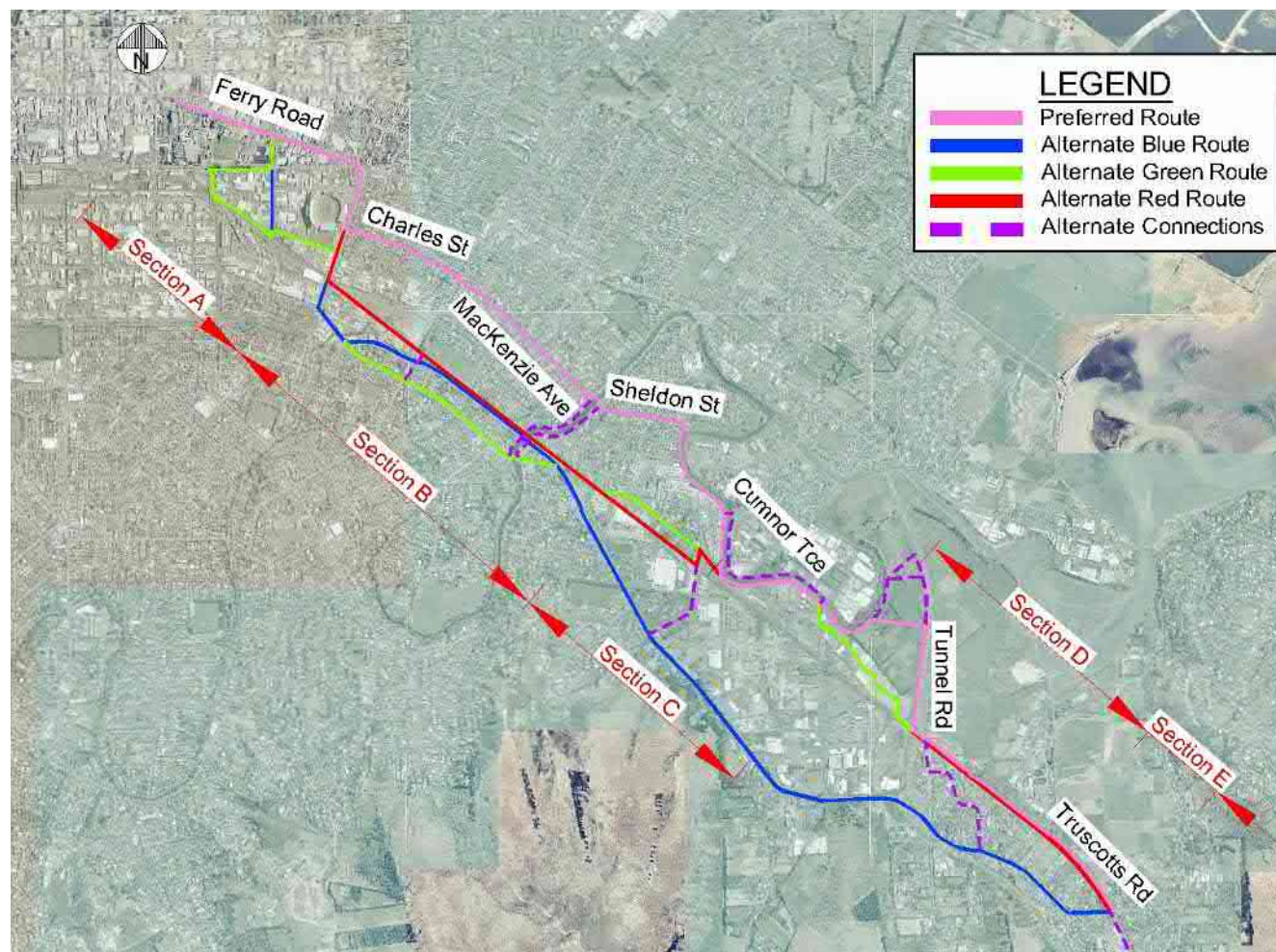
At the Heathcote end of the route, opportunities have been identified to extend the cycleway to other points of interest in the Heathcote Valley. These may be considered at a later date.

### Section A: Ferry Road & Wilsons Road (0.9km from Fitzgerald Ave to Charles St)

**Preferred Route:** The preferred Heathcote Expressway route starts at the Fitzgerald Avenue/Ferry Road intersection, travels along Ferry Road through the Ferry Road/Moorhouse Avenue signalised intersection and continues down Wilsons Road to Charles Street. The cycleway will be built as separated cycle lanes on each side of the road, protected from traffic by separator islands.

**Other options considered:** A route along Fitzgerald Avenue, Moorhouse Avenue, the rail corridor and Lismore Street was considered (shown in green). Fitzgerald Avenue and Moorhouse Avenue would be significantly longer in length, and less direct and therefore less likely to be used. Additionally the rail corridor is very isolated, so people may feel unsafe using this route, particularly after dark.

### Preferred Route Options



Falsgrave Street (shown in blue) was also considered, but this is also isolated, so people may feel unsafe using this route, particularly after dark.

### Section B: Charles Street, Mackenzie Ave and Sheldon St (2.1km from Wilsons Rd to Cumnor Tce)

**Preferred Route:** The preferred route is for cyclists to share the road with general road traffic along Charles Street, Mackenzie Avenue and Sheldon Street. New signalised pedestrian and cyclist crossings will be built across Wilsons Road and Ensors Road. A wider bridge will also replace the existing footbridge over the Heathcote River between Mackenzie Ave and Sheldon Street. This route is considered pleasant, direct and well connected to the surrounding area.

**Other options considered:** A route using the rail corridor was considered (shown in red). This option has limited connectivity to the surrounding area, with long isolated sections, making it difficult for cyclists or pedestrians to get off the path, should they feel unsafe.

A route along Opawa Road (shown in green) was also considered and would provide additional connection to businesses, schools and residents south of Brougham Street. However there are a number of busy intersections and safety concerns, which would be costly to overcome. Because of the lack of space, a significant number of car parks would need to be removed.

A route along Brougham Street (State Highway 76) (shown in blue) was also considered. However, New Zealand Transport Agency have long term plans to widen this to four lanes making space limited at key locations.

### Section C: Cumnor Terrace (1.9km from Sheldon Street to Chapmans Road)

**Preferred Route:** The preferred route is a shared cycle and pedestrian path adjacent to the Heathcote Riverbank. A new signalised pedestrian and cyclist crossing will be built on Garlands Road (State Highway 74A) next to the Tannery. This riverside route is pleasant and connects well to The Tannery.

**Other options considered:** A route using Garlands Road and Maunsell Street was considered (shown in green). This option has significant safety concerns with busy intersections and vehicle entrances used by large trucks and other heavy vehicles.

A route along King Edward Terrace and the northern riverbank was also considered (shown in dashed purple along Cumnor Terrace). This option requires significant and expensive

riverbank works, including a new bridge. The area along the river bank is also isolated and people may feel unsafe using this route, particularly at night.

A route further south following Opawa Road and Port Hills Road (State Highway 76) was also considered (shown in blue). There are many heavy vehicle entrances on the north side of State Highway 76 as it provides access to the Port Depot and industrial area. To make this option work a shared path would need to be constructed on the south side of the State Highway for safety. This option was considered too expensive and disruptive to the freight road corridor.

### Section D: Kennaway Park, Tunnel Rd and Ferrymead Park (1.9km from Chapmans to Truscotts Rd)

**Preferred Route:** The preferred route is a shared cycleway and pedestrian path through Kennaway Park. It then follows the wide berm along Tunnel Road (State Highway 74) and land beside Ferrymead Heritage Park. This will provide a safe, pleasant cycling experience with minimal interaction with vehicles. It also provides good access to activities at Ferrymead.

**Other options considered:** A route using Chapmans Road, Kennaway Road and Dalziel Place (shown in green) is a shorter distance than the preferred route. However, this was considered less safe and less attractive than the preferred option. Cyclists would need to turn at various intersections and cross a number of vehicle entrances in an area where there is a significant volume of heavy vehicles.

The KiwiRail corridor, east of Tunnel Road, was also considered (shown in red adjacent to the preferred route). The south side of the rail tracks is isolated and people may feel unsafe using this route particularly at night. The north side of the track was also considered but there were space limitations.

A route along Port Hills Road east of Tunnel Road (shown in blue) was considered, whilst this provides improved residential connections the road is very narrow and potentially unsafe, particularly at the Martindales Road roundabout.

### Section E: Truscotts Road (0.5km from Ferrymead Park Drive to Martindales Road)

**Preferred Route:** The preferred route is for cyclists to share the road with general traffic along Truscotts Road. A new pedestrian footpath will also be built between the new shared path at the back of Ferrymead Heritage Park to connect with Deavoll Place. This route is direct and provides a pleasant rural outlook. The Heathcote Expressway Major Cycle Route finishes at Martindales Road.



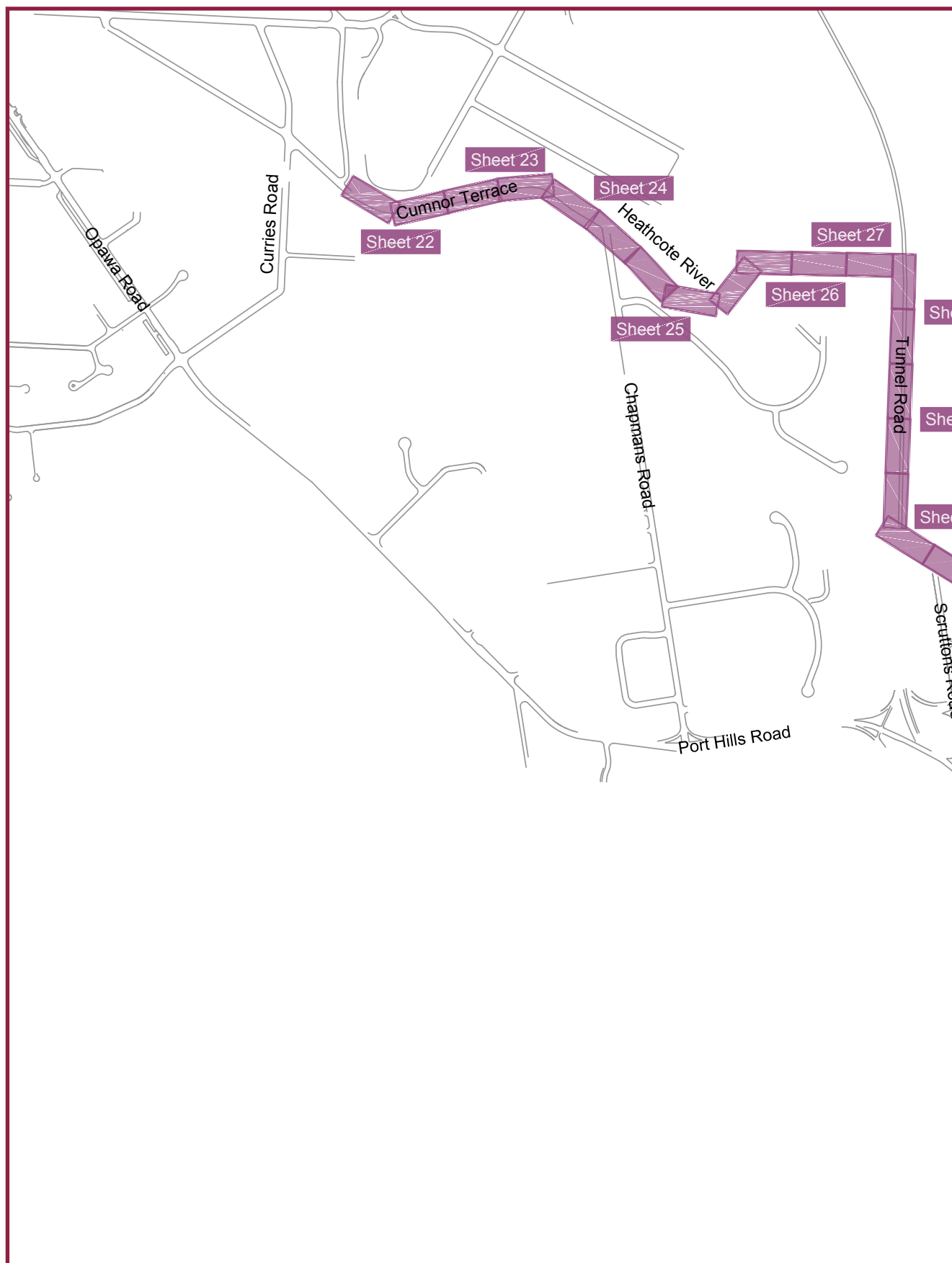
## Ferry Road to Cumnor Terrace

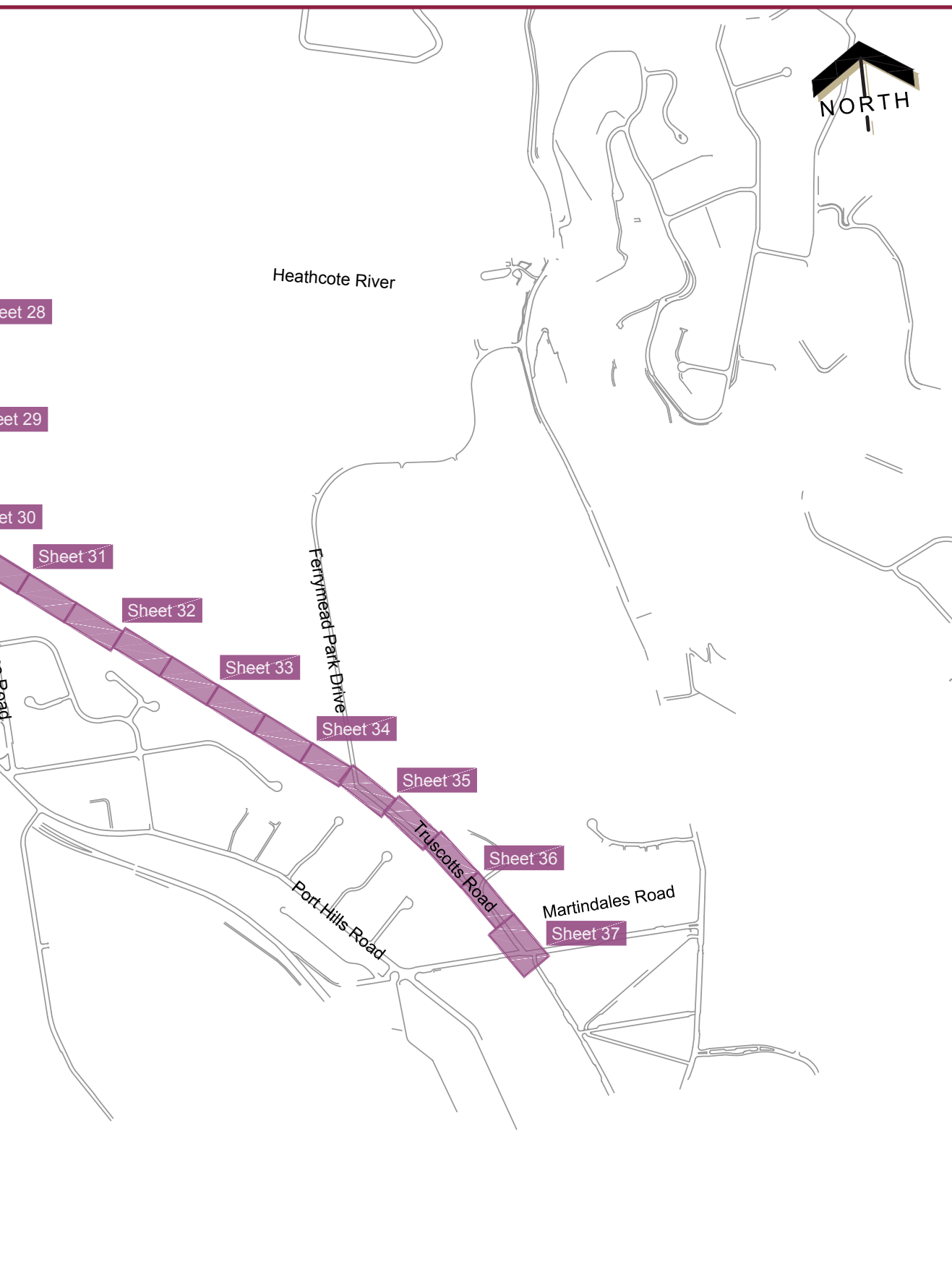






## Cumnor Terrace to Martindale Road







## 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](http://ccc.govt.nz/haveyoursay)

### Email:

Send your feedback and any attachments to [cycleways@ccc.govt.nz](mailto: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; or at drop-in sessions.

Submissions must reach the Council before consultation closes at **5pm on Thursday 15 December 2016**.

### Drop-in sessions:

#### Tuesday 22 November 2016

Ferrymead Lion Building  
Ferrymead Heritage Park  
50 Ferrymead Park Drive Gate A:  
Ferrymead  
2pm–4pm (presentation at 2.15pm)

#### Thursday 1 December 2016

Woolston Market Space  
The Tannery  
3 Garlands Road  
Woolston  
6pm–8pm (presentation at 6.15pm)

#### Wednesday 7 December

Upper Lounge, St Mary's Church Hall  
2–4 Truscotts Road  
Heathcote  
4pm–6pm (presentation at 4.15pm)

### Engagement Advisor contact details:

Rochelle Hardy  
Phone (03) 371 2037

Katherine Eveleigh  
Phone: (03) 375 1325

Email: [cycleways@ccc.govt.nz](mailto: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.*

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#### Discuss the plans with staff

Council staff will be available to discuss the plans and receive comments at the following drop-in sessions:

**Tuesday 22 November 2016  
2pm–4pm (presentation at 2.15pm)**

**Ferrymead Lion Building  
Ferrymead Heritage Park  
50 Ferrymead Park Drive  
Ferrymead**

**Thursday 1 December 2016  
6pm–8pm (presentation at 6.15pm)**

**Woolston Market Space  
The Tannery  
3 Garlands Road  
Woolston**

**Wednesday 7 December  
4pm–6pm (presentation at 4.15pm)**

**Upper Lounge, St Mary's  
Church Hall  
2–4 Truscotts Road  
Heathcote**

*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).*

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FREEPOST Authority No.178



Attn: Ann Campbell

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

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## Ferry Road (Ferry Road / Fitzgerald Avenue Intersection)

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

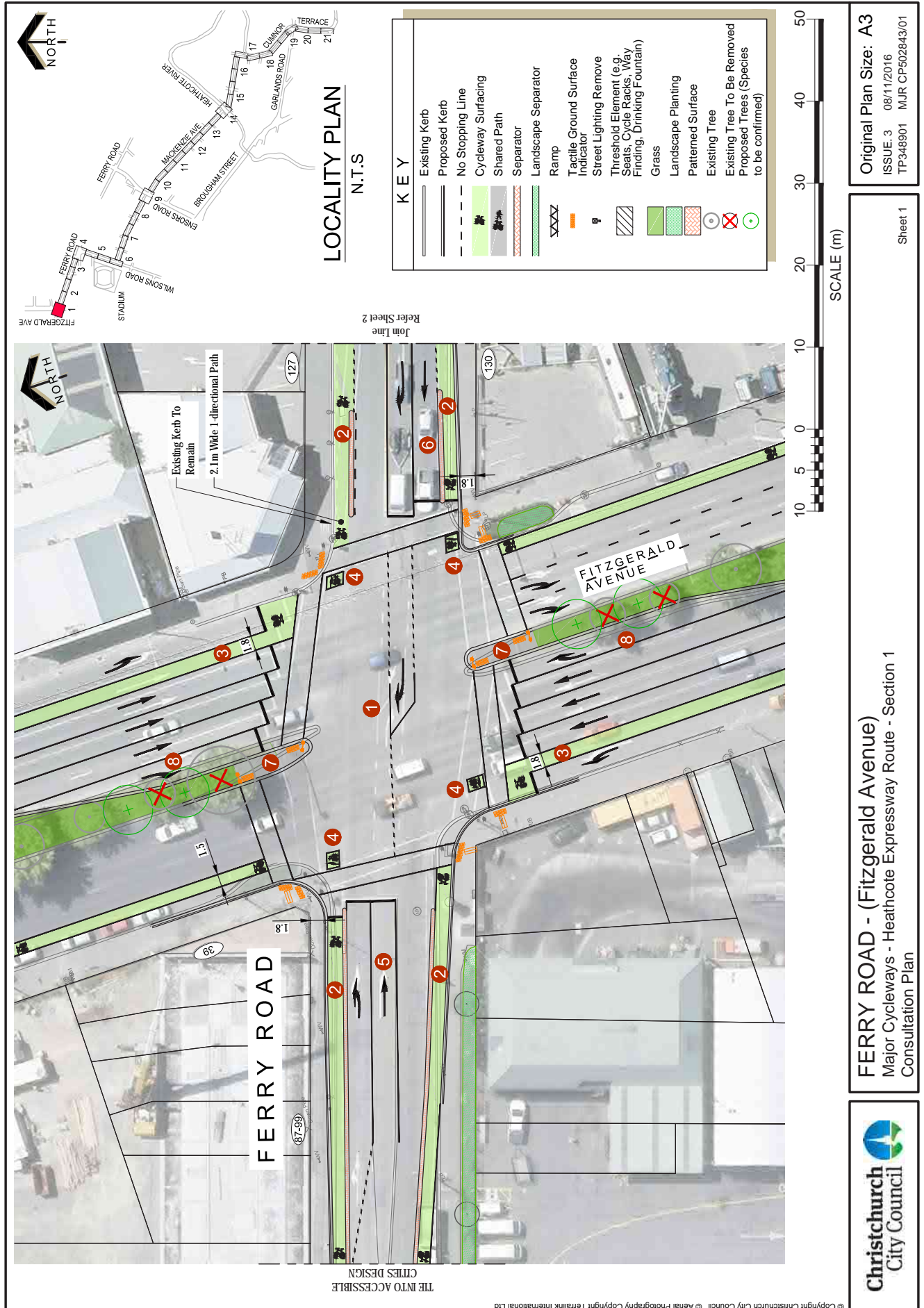
- 1 **Crossing:** The existing traffic signals at Fitzgerald Avenue and Ferry Road will be upgraded to include a green cyclist traffic light symbol.
- 2 **Cycle Lanes Ferry Road:** New 2.1m wide cycle lanes are proposed on both sides of Ferry Road, separated from traffic by a solid kerb, replacing existing painted cycle lanes.
- 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 Turn Ban:** Vehicles will not be able to turn right from Ferry Road to Fitzgerald Avenue heading south. Drivers wanting to turn right will need to use Barbadoes Street and Moorhouse Avenue.
- 6 **Left Turn Ban:** Vehicles will not be able to turn left from Ferry Road to Fitzgerald Avenue heading south. Vehicles wanting to turn will need to use Moorhouse Avenue.
- 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:** Four trees will need to be removed in the central median. Replacement trees will be planted.

*Along Ferry Road where separated cycleways are proposed, on-street parking is reduced by approximately 90%.*

*At the Ferry Road/Fitzgerald Avenue intersection vehicles will not be able to turn right from the western side of Ferry Road onto Fitzgerald Avenue or left from the eastern side of Ferry Road onto Fitzgerald Avenue.*



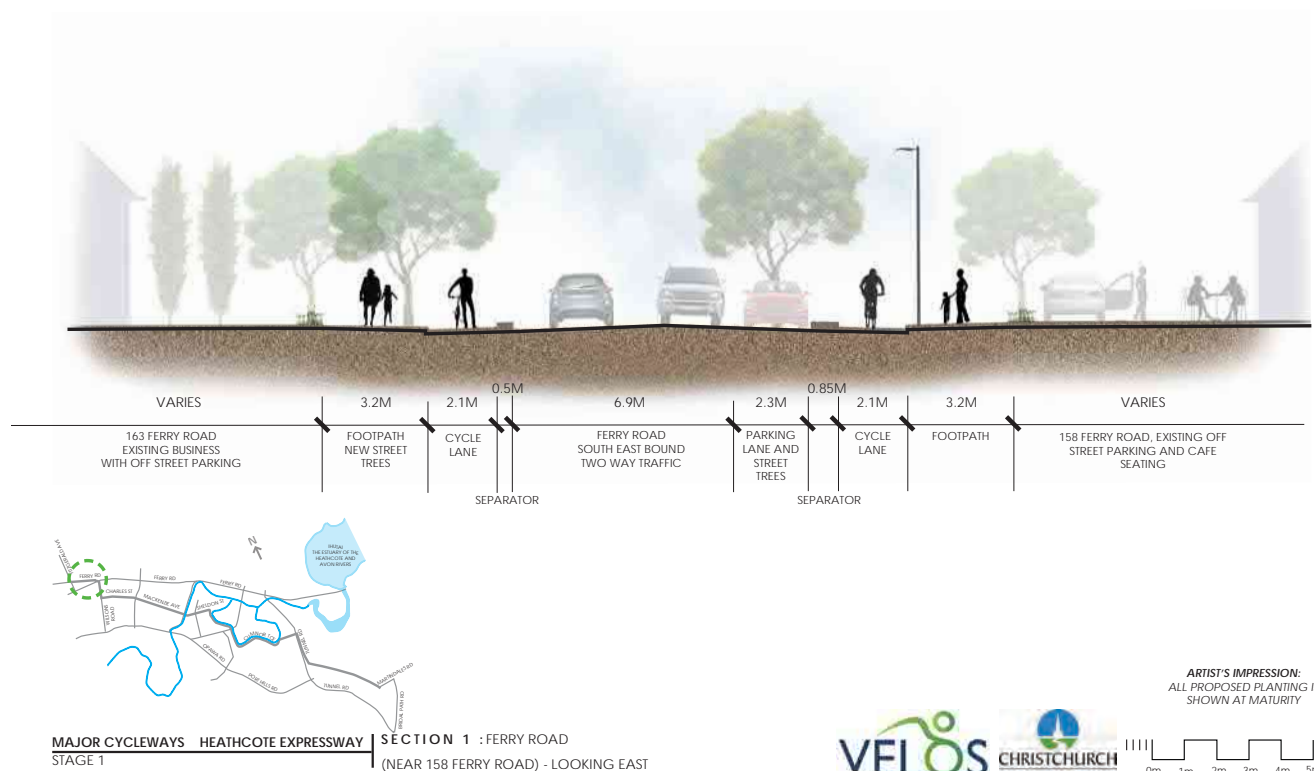




# Ferry Road

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 side of Ferry Road protected from traffic by a separator.
- 2 **Parking North Side:** On-street parking will need to be removed from 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.







## 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.



BEFORE

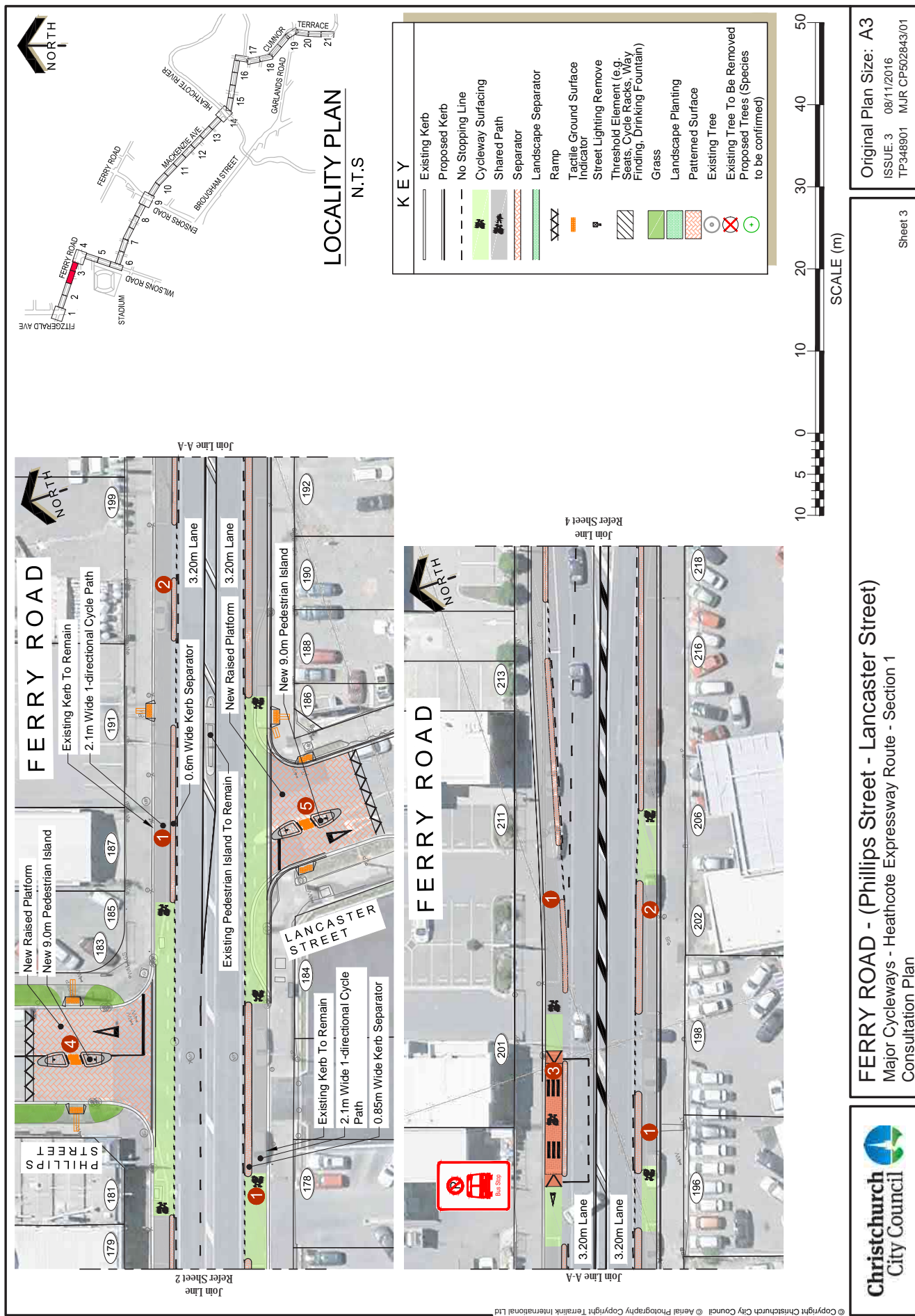
VIEWPOINT 1 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY- FERRY ROAD - LOOKING EAST



AFTER

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







## 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):

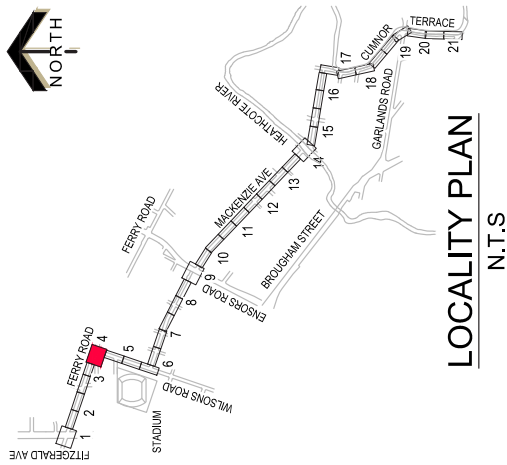
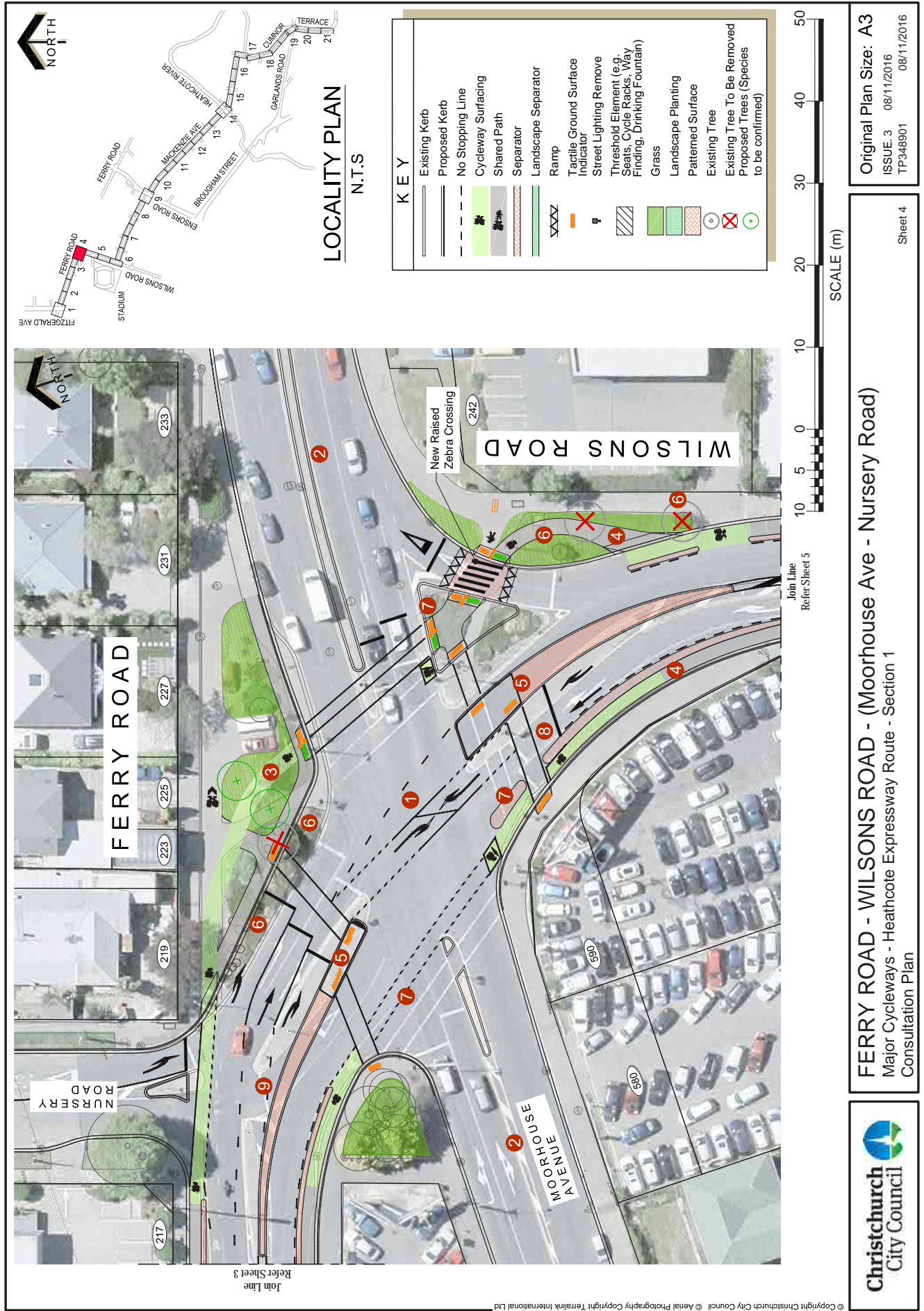
- 1 **Crossing:** The traffic signals at the Ferry Road/Moorhouse Avenue/Wilsons Road intersection, will be upgraded to include a cyclist crossing phase.
- 2 **Moorhouse Ave west and Ferry Road east:** There is a separate road widening project proposed along Moorhouse Avenue and Ferry Road, the details 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.*







KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping Line
	Cycleway Surfacing
	Shared Path
	Separator
	Landscape Separator
	Ramp
	Tactile Ground Surface Indicator
	Street Lighting Remove
	Threshold Element (e.g. Seats, Cycle Racks, Way Finding, Drinking Fountain)
	Grass
	Landscape Planting
	Patterned Surface
	Existing Tree
	Existing Tree To Be Removed
	Proposed Trees (Species to be confirmed)

Original Plan Size: A3  
ISSUE: 3 08/11/2016  
TP348901 08/11/2016

**FERRY ROAD - WILSONS ROAD - (Moorhouse Ave - Nursery Road)**  
Major Cycleways - Heathcote Expressway Route - Section 1  
Consultation Plan



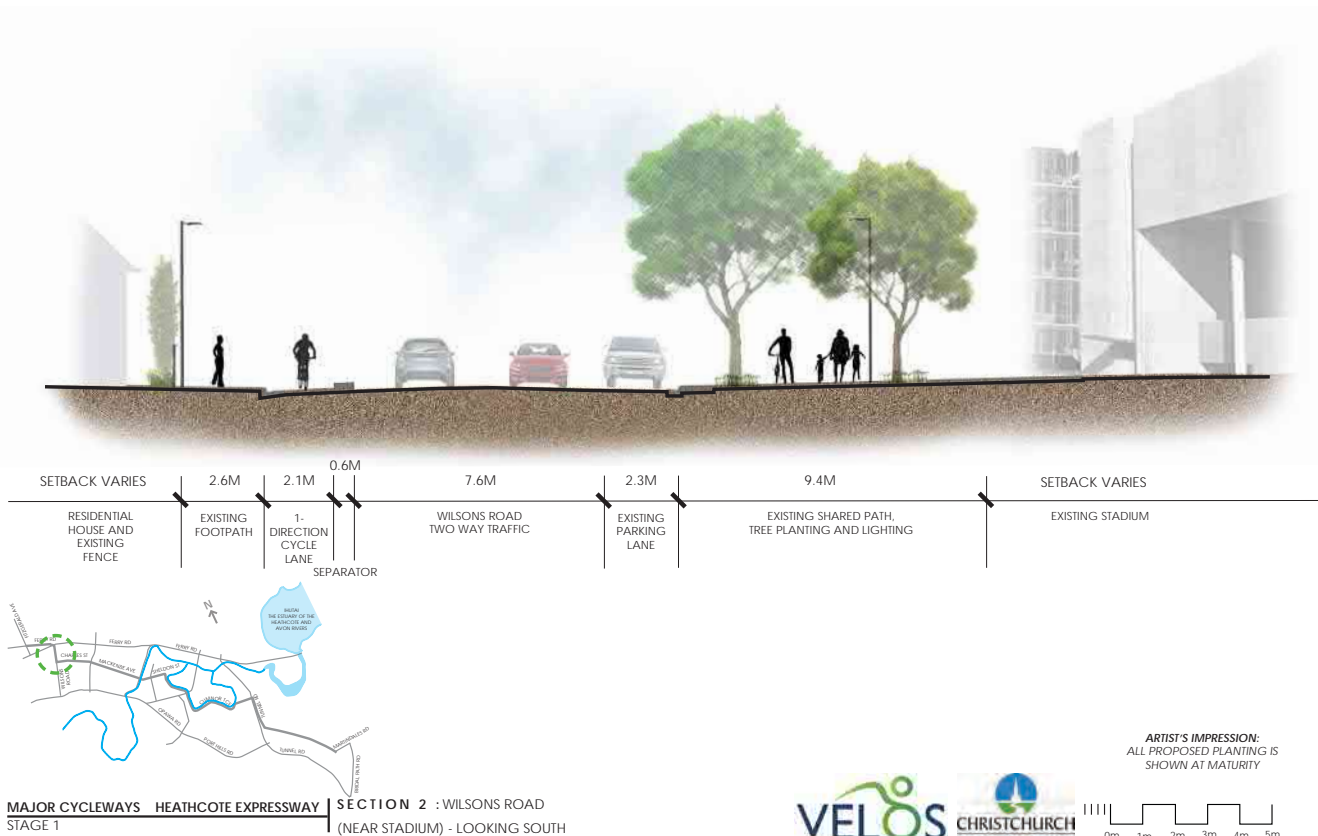
Sheet 4

## Wilsons Road (Stevens Street)

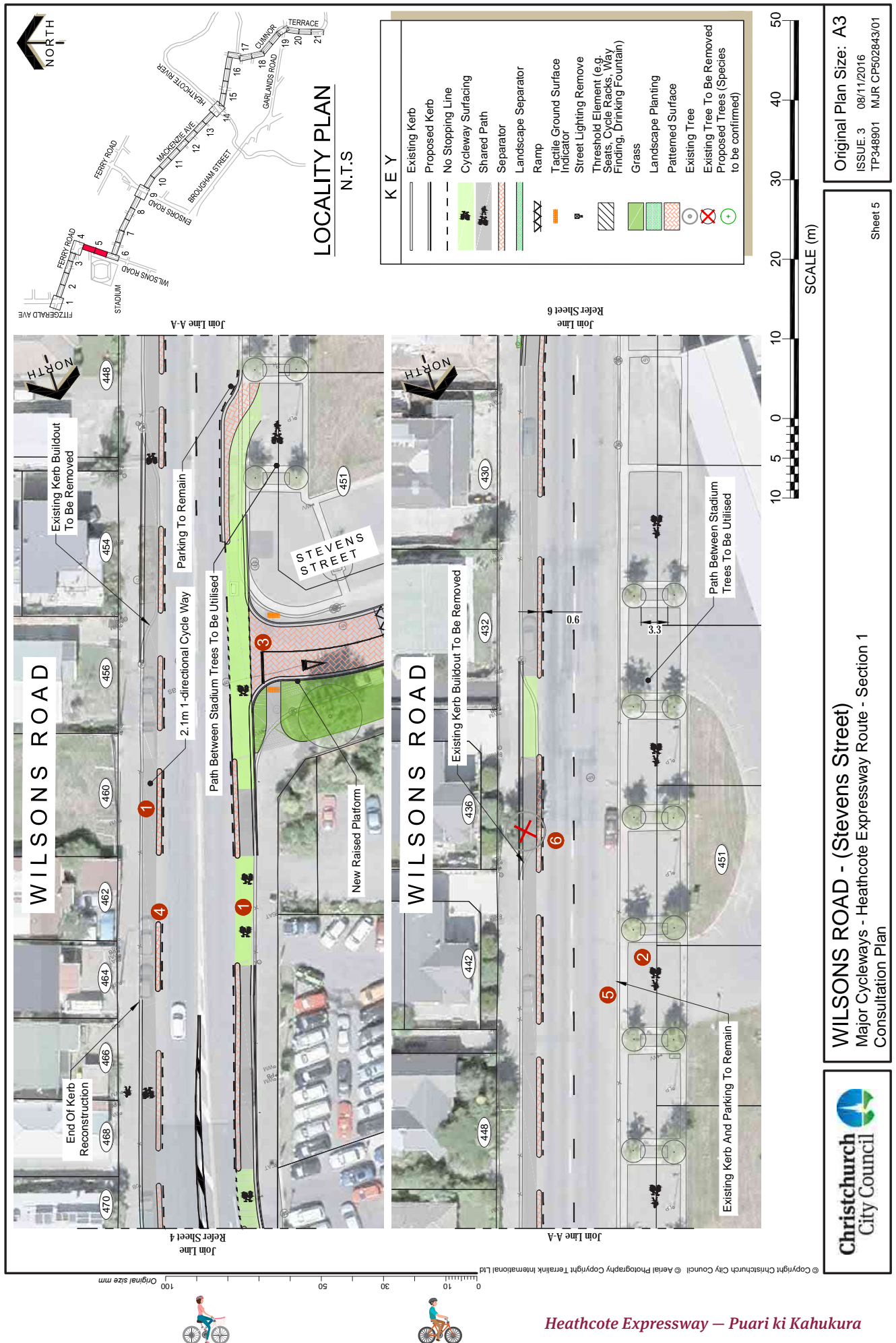
### Key features of the proposed cycleway on Wilsons Road (Stevens Street):

- 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%.*







## Wilsons Road – Charles Street (Barbour Street)

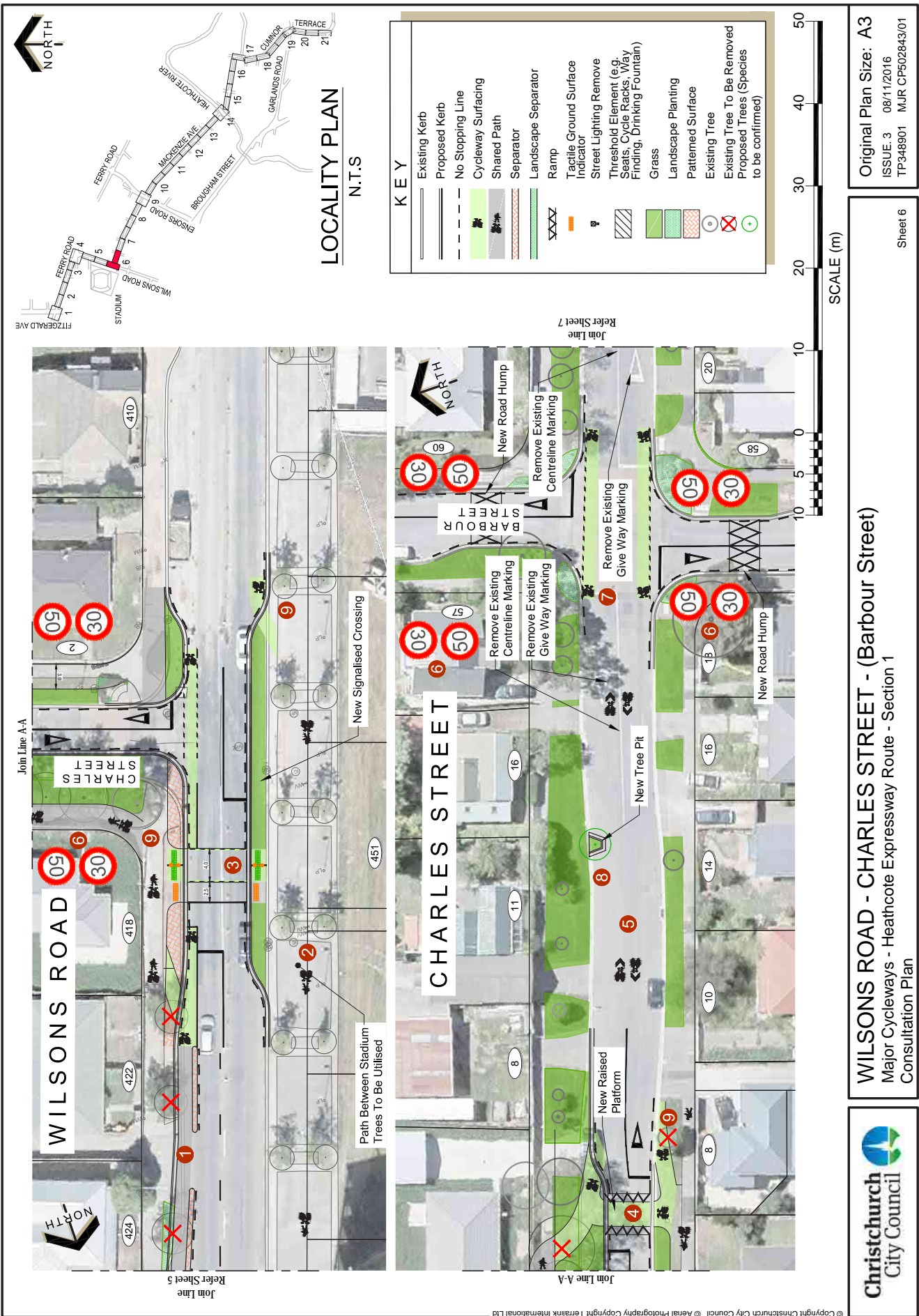
Key features of the proposed cycleway on this section of Wilsons Road – Charles Street (Barbour Street):

- 1 Cycle Lanes:** On the east side of Wilsons Road a 2.1m wide cycle lane will be protected from traffic by a separator.
- 2 Shared Path:** On the west side of Wilsons Road a shared pedestrian and cycle path is proposed.
- 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 at the western end of Charles Street for cyclists to get on and off the cycle path.
- 5 Share the Road:** Along Charles Street cyclists will share the road with general traffic. Road markings will indicate to drivers that this is a shared space.
- 6 Speed Limit:** A 30km/hr speed limit on Charles Street provides a safer environment for people to travel by bike.
- 7 Give Way:** The give way on Charles Street will be removed so that cyclists have priority.
- 8 Trees:** Trees will be planted at various locations along the Charles Street.
- 9 Tree removal:** Four trees will need to be removed.

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





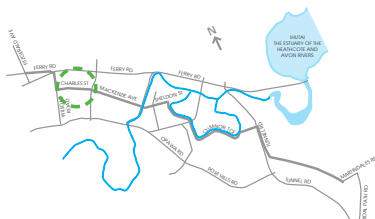
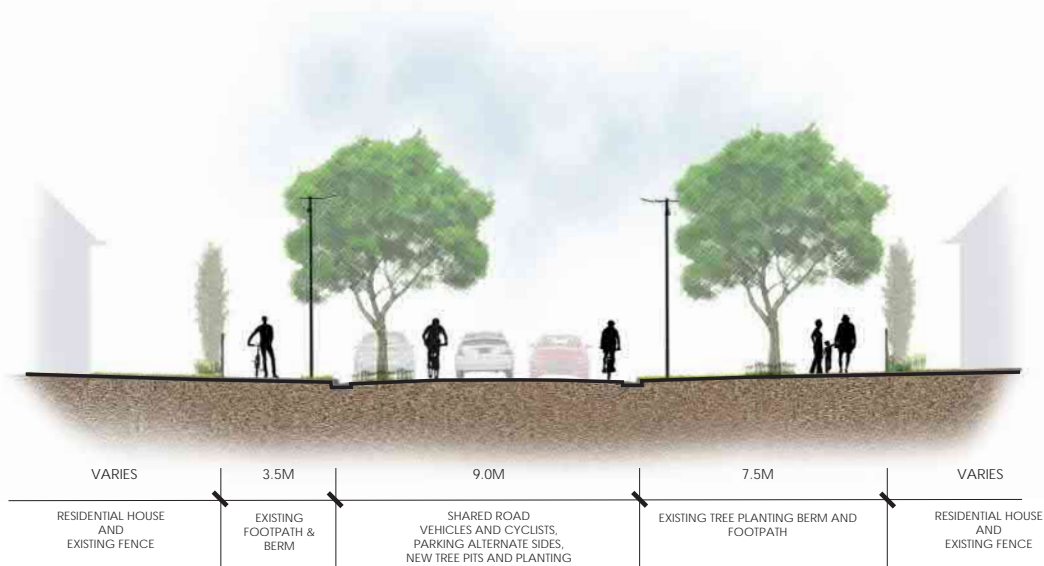


## Charles Street (Grafton Street)

Key features of the proposed cycleway on this section of Charles Street (Grafton Street):

- 1 **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.
- 2 **Speed Limit:** A 30km/hr speed limit on Charles Street provides a safer environment for people to travel by bike.
- 3 **Give Way:** The give way will be removed to give all traffic on Charles Street priority. The give way will be shifted to Grafton Street.
- 4 **Raised Platform:** A raised platform will reinforce the slow speed environment.
- 5 **Trees:** Trees will be planted along the Charles Street.

*The speed limit will be reduced to 30km/hr along the cycleway on Charles Street, Mackenzie Avenue and Sheldon Street.*



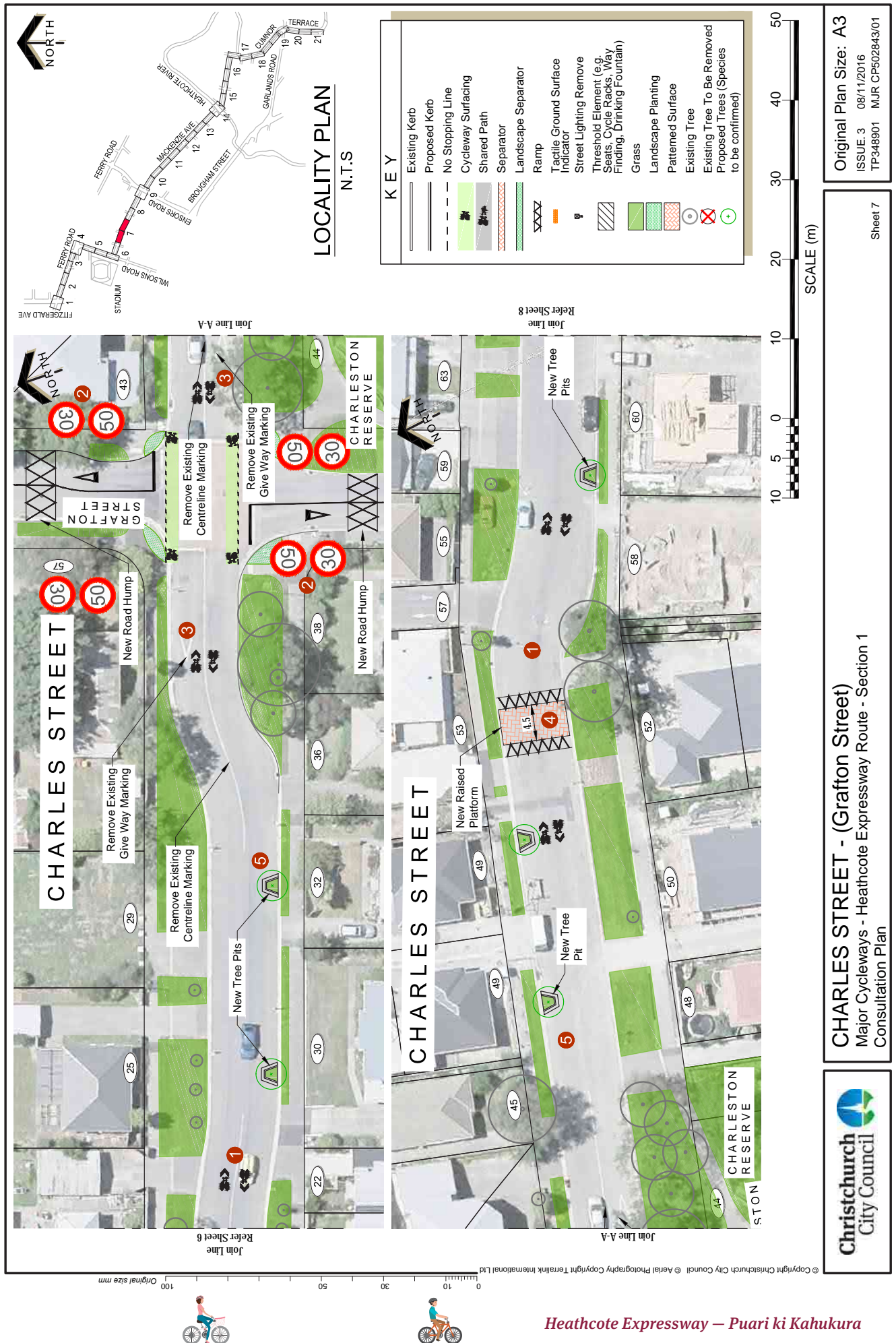
MAJOR CYCLEWAYS HEATHCOTE EXPRESSWAY SECTION 3 : CHARLES STREET  
STAGE 1 (NEAR CHARLESTON RESERVE) - LOOKING SOUTH EAST



ARTIST'S IMPRESSION:  
ALL PROPOSED PLANTING IS  
SHOWN AT MATURITY







## Charles Street (Osborne Street)

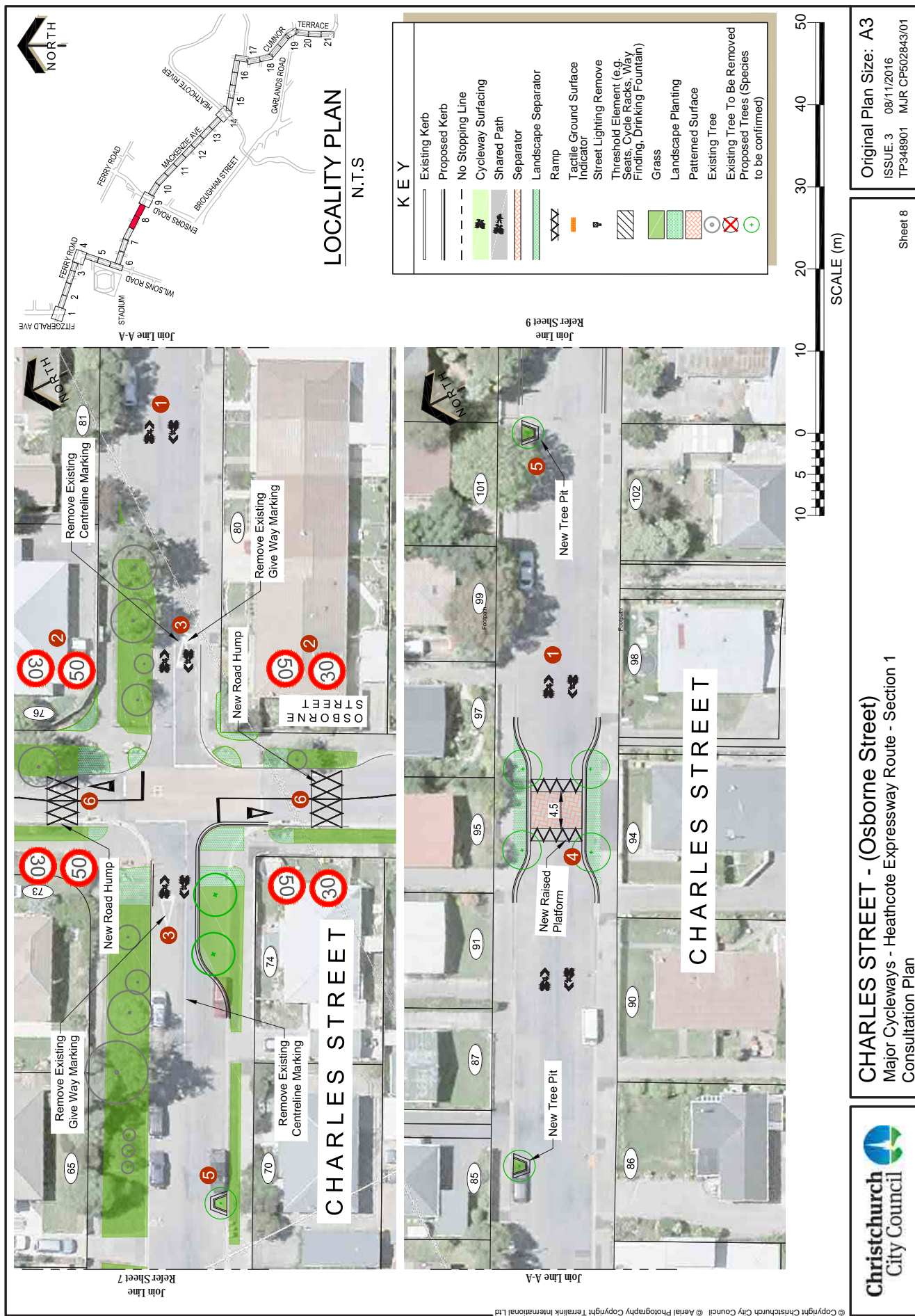
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### Key features of the proposed cycleway on this section of Charles Street (Osborne Street):

- 1 **Share the Road:** Vehicles will share the road with cyclists along Charles Street. Road markings will show drivers that this is a shared space.
- 2 **Speed Limit:** A 30km/hr speed limit on Charles Street provides a safer environment for people to travel by bike.
- 3 **Give Way:** The give way will be removed to give all traffic on Charles Street priority. The give way will be shifted to Osborne Street.
- 4 **Raised Platform:** A raised platform will reinforce the slow speed environment.
- 5 **Trees:** Trees will be planted at various locations along Charles Street, which will further reinforce the street as a slow speed environment.
- 6 **Road Humps:** Road humps on Osborne Street will slow vehicles down, on entry to Charles Street.







## Charles Street - Mackenzie Avenue (Ensors Road)

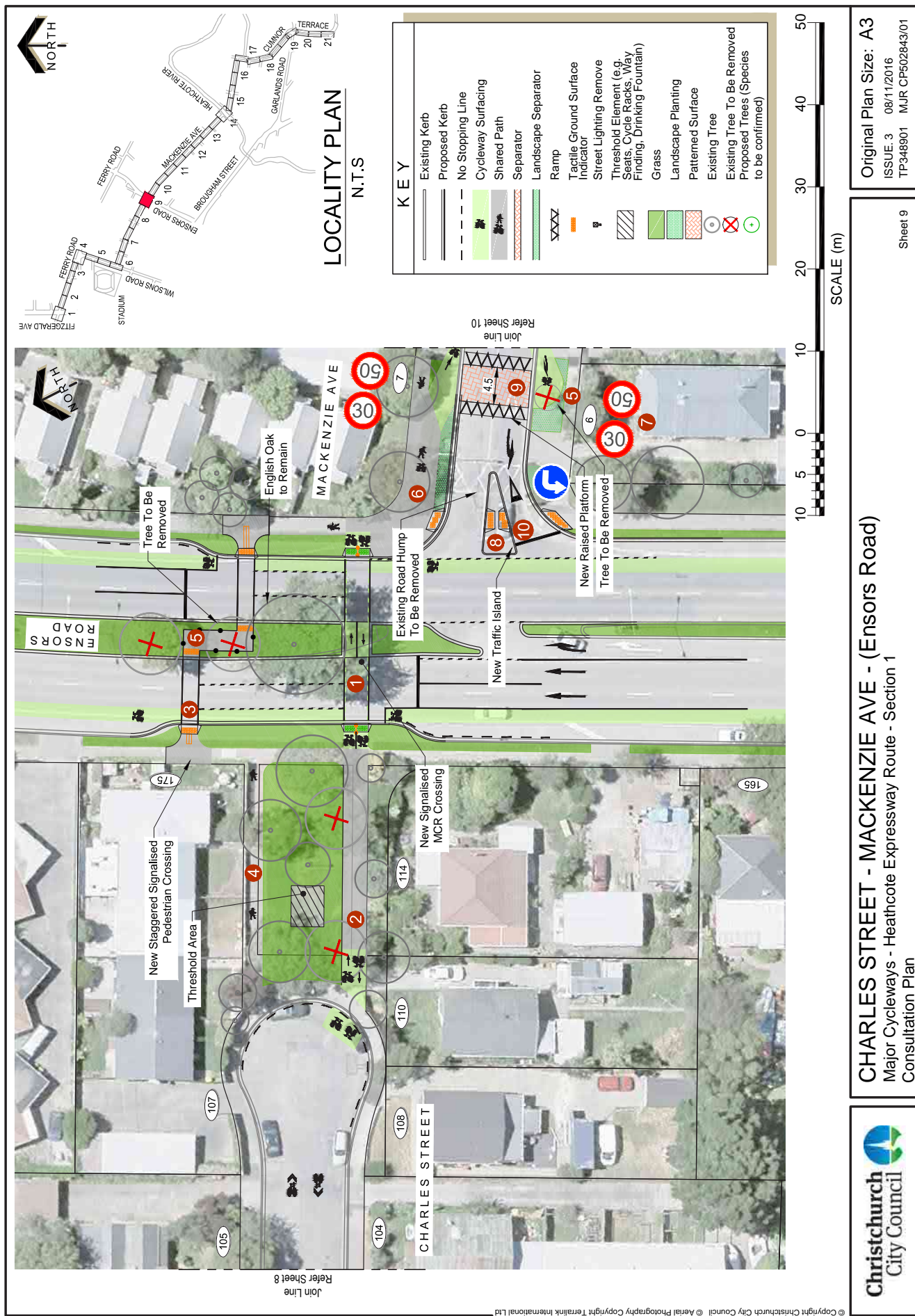
Key features of the proposed cycleway on this section of Charles Street - Mackenzie Avenue (Ensors Road):

- 1 **Cycle Crossing:** A new signalised crossing will allow cyclists to safely cross Ensors Road.
- 2 **Cycle Path:** The existing path will be widened between Charles Street and the new signalised crossing.
- 3 **Pedestrian Crossing:** A new signalised crossing will cross pedestrians over Ensors Road in two stages.
- 4 **Pedestrian Path:** The existing footpath will provide access for pedestrians from the Charles Street cul-de-sac to the new signalised crossing.
- 5 **Trees:** Five trees will need to be removed.
- 6 **Shared Path:** A shared path will connect to Mackenzie Avenue.
- 7 **Speed Limit:** The speed limit on Mackenzie Avenue will be lowered to 30km/hr to provide a safer environment for people to travel by bike.
- 8 **Pedestrian Island:** The existing road hump will be removed and a new traffic island built to allow pedestrians to cross Mackenzie Avenue.
- 9 **Raised Platform:** A new raised platform will be built to reinforce the slow speed environment and provide a crossing for people on bikes to get on and off the shared path.
- 10 **Banned Turn:** Vehicles will not be able to turn right from Mackenzie Avenue onto Ensors Road.

*At the Ensors Road/Mackenzie Avenue intersection vehicles will not be able to turn right from Mackenzie Avenue into Ensors Road.*

*Along Charles Street, Mackenzie Avenue and Sheldon Street where vehicles will share the road with cyclists, on-street parking will be reduced. Traffic calming measures such as raised platforms and on-street planters are proposed.*







## Mackenzie Avenue (Arthurson Mews)

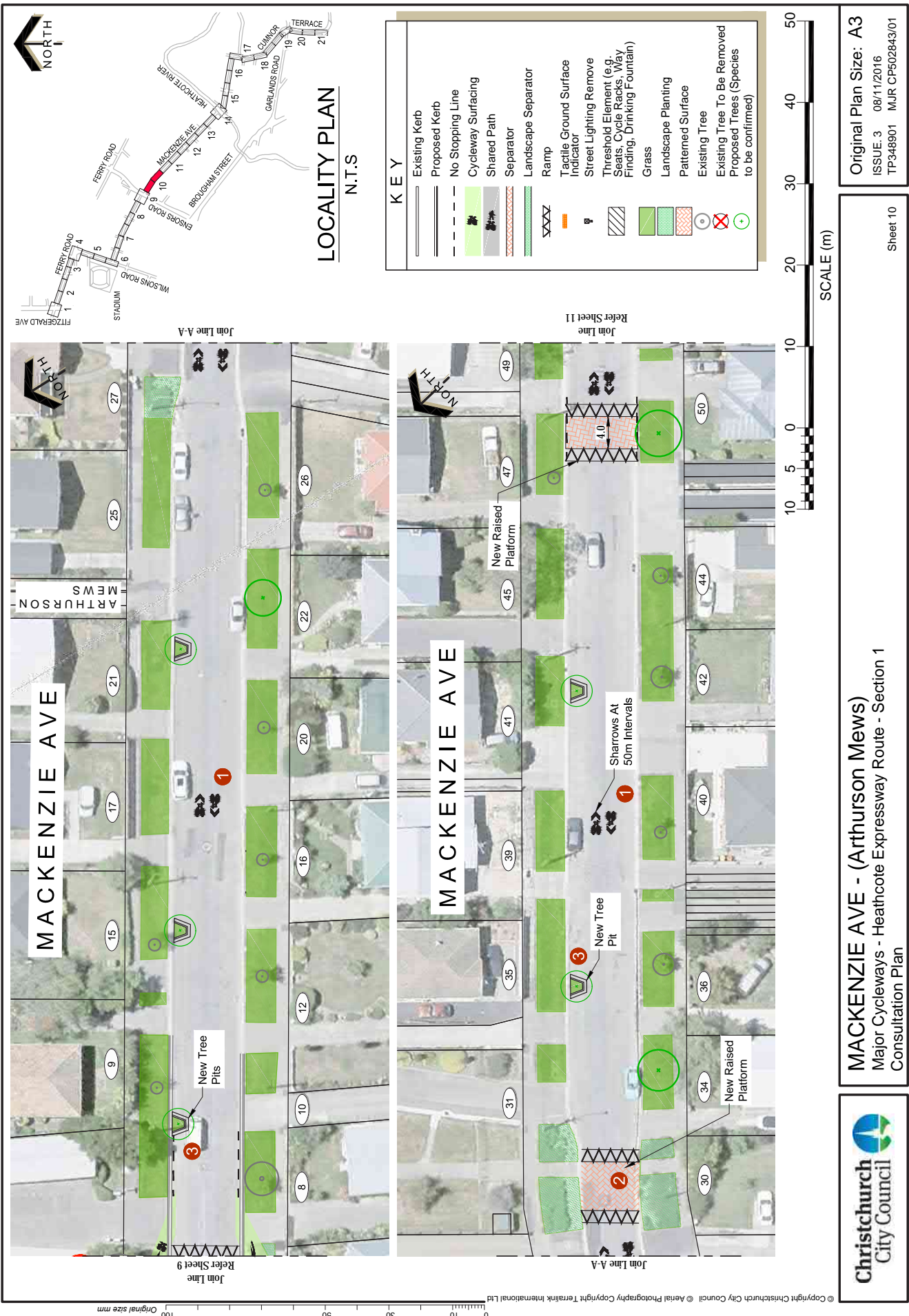
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Key features of the proposed cycleway on this section of Mackenzie Avenue:

- 1 Share the Road:** On Mackenzie Avenue, cyclists will share with general traffic. Road markings will show drivers that this is a shared space. The speed limit will be reduced to 30km/hr to provide a safer environment for people to travel by bike.
- 2 Raised Platform:** Raised platforms will be built to reinforce the slow speed environment.
- 3 Trees:** Trees will be planted at various locations along Mackenzie Avenue.







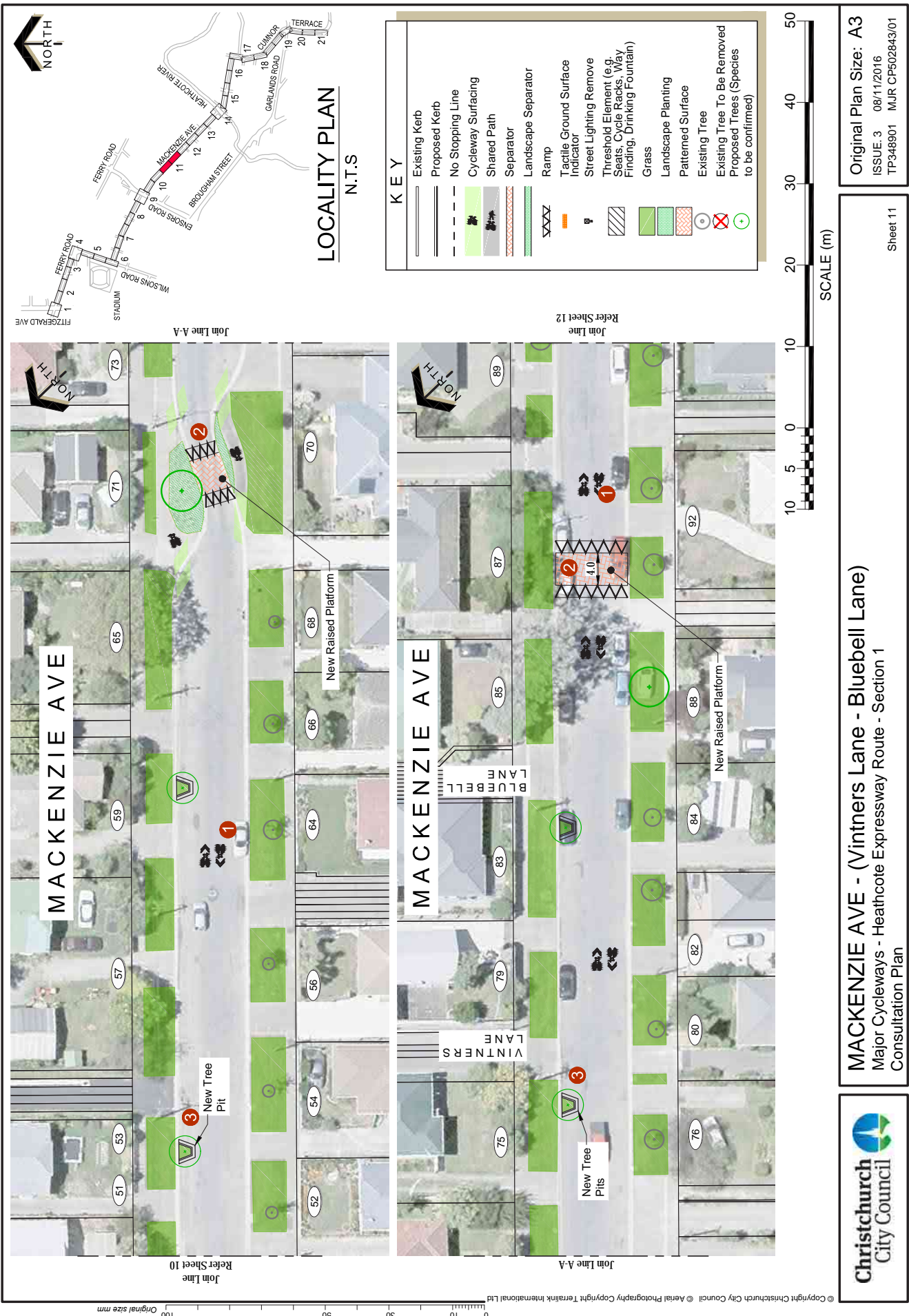
## Mackenzie Avenue (Vintners Lane – Bluebell Lane)

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Key features of the proposed cycleway on this section of Mackenzie Avenue:

- 1 **Share the Road:** On Mackenzie Avenue cyclists will share the road with general traffic. Road markings will indicate to drivers that this is a shared space. The speed limit will be reduced to 30km/hr to provide a safer environment for people who travel by bike.
- 2 **Raised Platform:** Raised platforms will be built to reinforce the slow speed environment.
- 3 **Trees:** Trees will be planted at various locations along Mackenzie Avenue.







## Mackenzie Avenue (Finlay Place – Hopkins Street – Keswick Street)

Key features of the proposed cycleway on this section of Mackenzie Avenue (Finlay Place – Hopkins Street – Keswick Street):

- 1 Share the Road:** On Mackenzie Avenue cyclists will share the road with general road traffic. Road markings will indicate to drivers that this is a shared space.
- 2 Speed Limit:** The speed limit will be reduced to 30km/hr to provide a safer environment for people who travel by bike.

**3 Raised Platform:** A raised platform at the Hopkins and Finlay Place intersections will reinforce the slow speed environment.

**4 Trees:** Trees will be planted at various locations along Mackenzie Avenue.



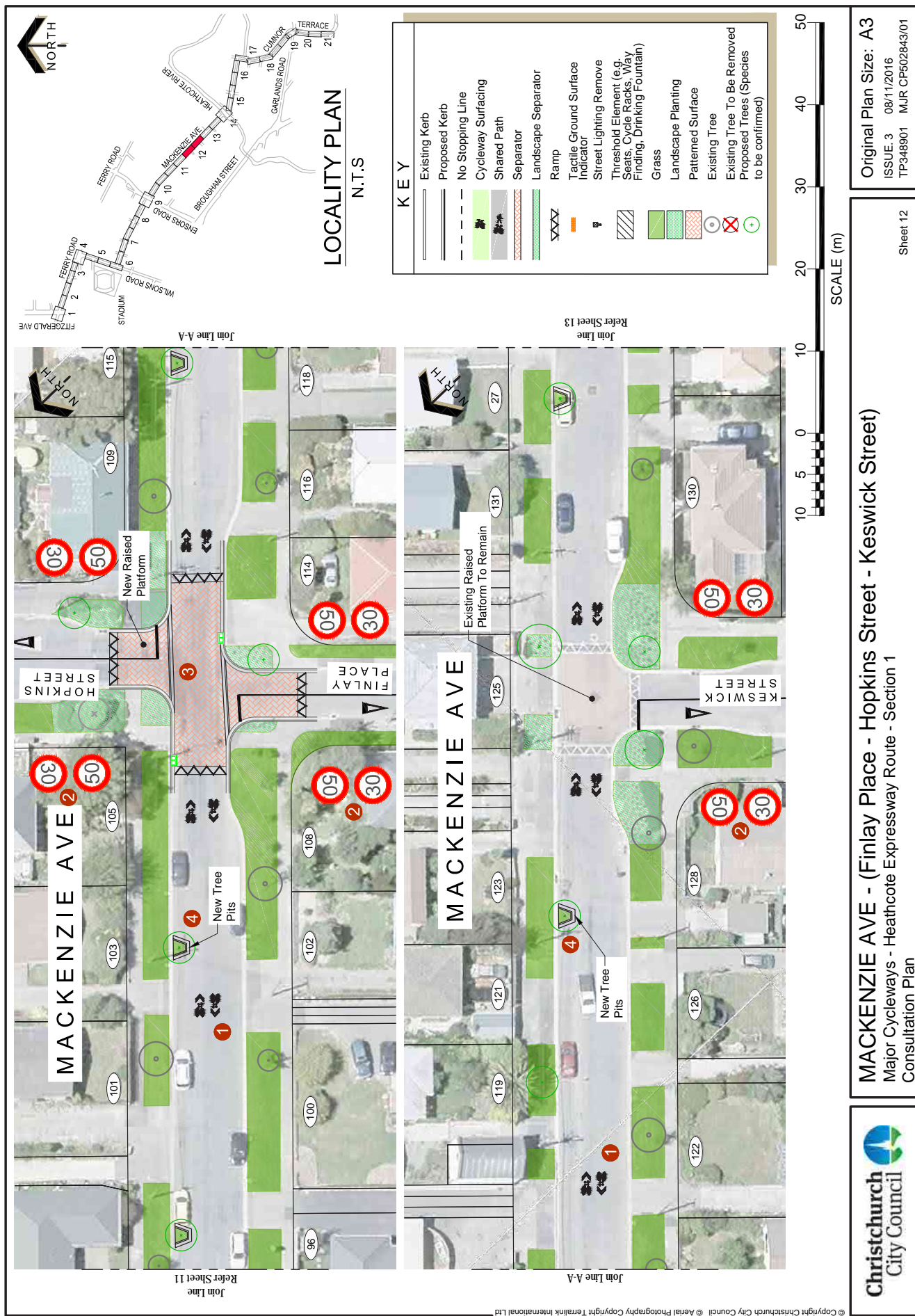
VIEWPOINT 2 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - MACKENZIE AVENUE (EAST OF HOPKINS STREET) - LOOKING EAST



VIEWPOINT 2 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - MACKENZIE AVENUE (EAST OF HOPKINS STREET) - LOOKING EAST



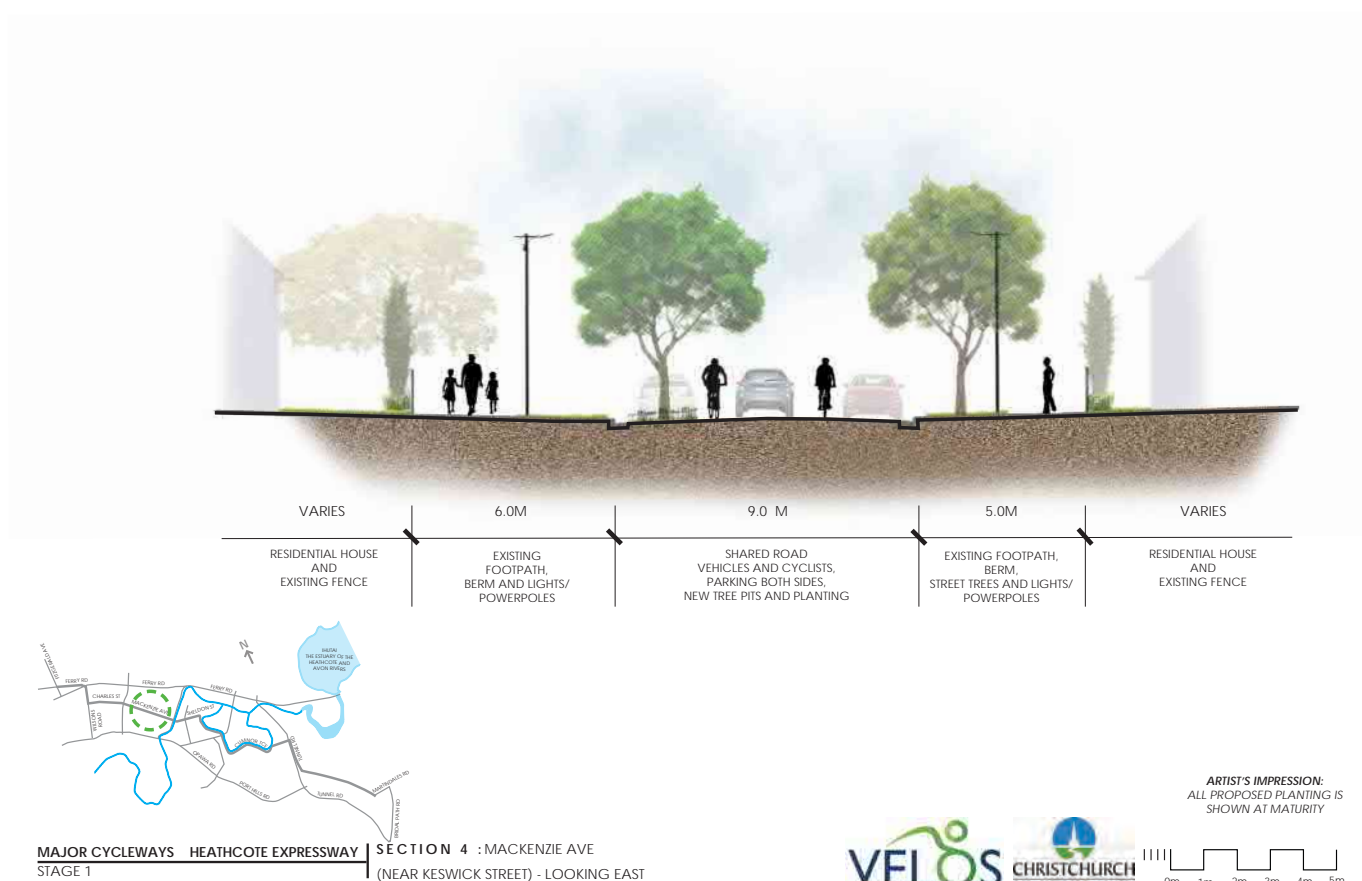




# Mackenzie Avenue (Palamino Place – Seaforth Place)

Key features of the proposed cycleway on this section of Mackenzie Avenue (Palamino Place – Seaforth Place):

- 1 **Share the Road:** On Mackenzie Avenue cyclists will share the road with general road traffic. Road markings will indicate to drivers that this is a shared space.
- 2 **Speed Limit:** The speed limit will be reduced to 30km/hr to provide a safer environment for people who travel by bike.
- 3 **Raised Platform:** Raised platforms at Palamino Place and Seaforth Place intersections will reinforce the slow speed environment.
- 4 **Trees:** New trees will be planted at various locations along Mackenzie Avenue.







## Mackenzie Avenue (Richardson Terrace – Clarendon Terrace)

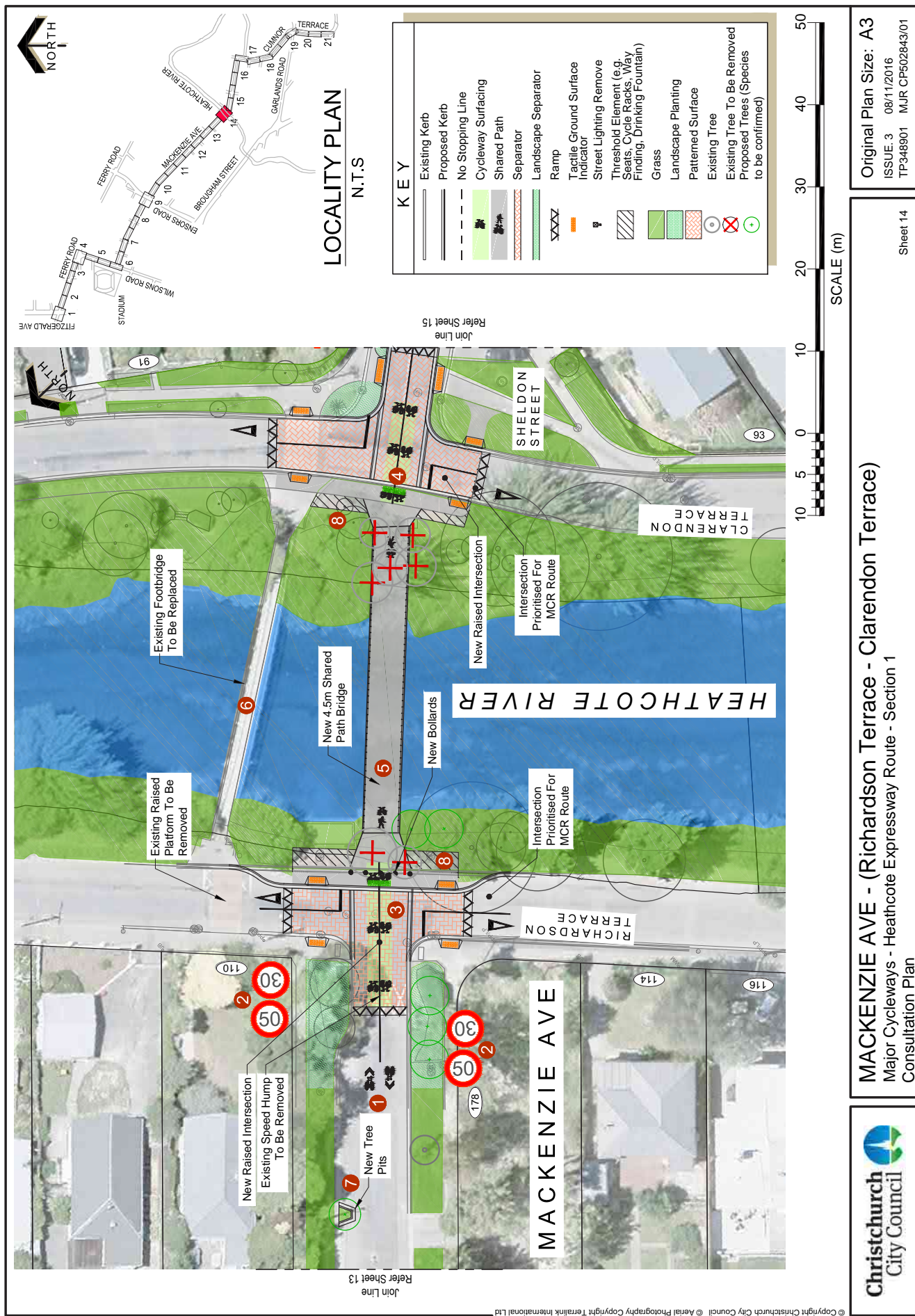
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Key features of the proposed cycleway on this section of Mackenzie Avenue (Richardson Terrace – Clarendon Terrace):

- 1 **Share the Road:** On Mackenzie Avenue and Sheldon Street, cyclists will share the road with general road traffic. Road markings will indicate to drivers that this is a shared space.
- 2 **Speed Limit:** A 30km/hr speed limit entering Mackenzie Avenue and Sheldon Street will provide a safer environment for people who travel by bike.
- 3 **Raised Platform:** Give way signs on Richardson Terrace will give traffic on Mackenzie Avenue priority. A raised platform at the intersection will reinforce the slow speed environment.
- 4 **Raised Platform:** Give way signs on Clarendon Terrace will give traffic on Sheldon Street priority. A raised platform at the intersection will reinforce the slow speed environment.
- 5 **New Bridge:** A new 4.5m wide shared pedestrian and cycle bridge will connect Mackenzie Avenue and Sheldon Street.
- 6 **Existing Bridge:** The existing bridge will be removed.
- 7 **Trees:** Seven trees will need to be removed.
- 8 **Threshold:** Free space at either end of the bridge will give pedestrians and cyclists room to relax.







## Sheldon Street (Clarendon Terrace – Radley Street)

Key features of the proposed cycleway on this section of Sheldon Street (Clarendon Terrace – Radley Street):

- 1 Share the Road:** On Sheldon Street cyclists will share the road with general traffic. Road markings will indicate to drivers that this is a shared space.
- 2 Speed Limit:** The speed limit on Sheldon Street will be reduced to 30km/hr to provide a safer environment for people to travel by bike.
- 3 Crossing:** A new island will be built to allow cyclists and pedestrians to cross Radley Street.

**4 Banned Turns:** Vehicles will no longer be able to turn right into or out of Sheldon Street at Radley Street.

**5 Surfacing:** Patterned paving spaced along Sheldon Street will reinforce the slow speed area.

*At the Radley Street/Sheldon Street intersection vehicles will not be able to turn right into or out of Sheldon Street.*



BEFORE

VIEWPOINT 6 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - SHELDON STREET - LOOKING EAST



AFTER

VIEWPOINT 6 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - SHELDON STREET - LOOKING EAST



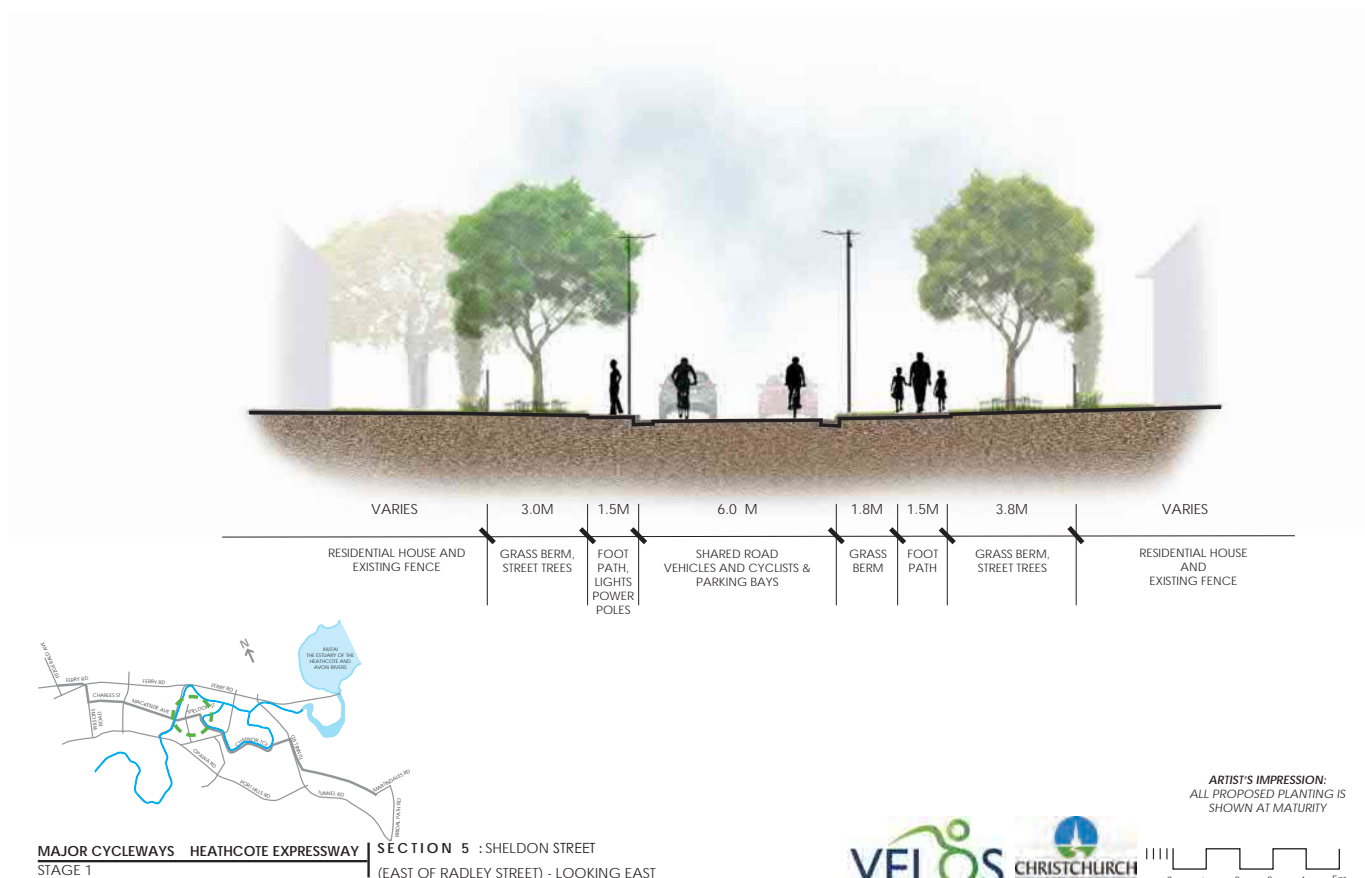




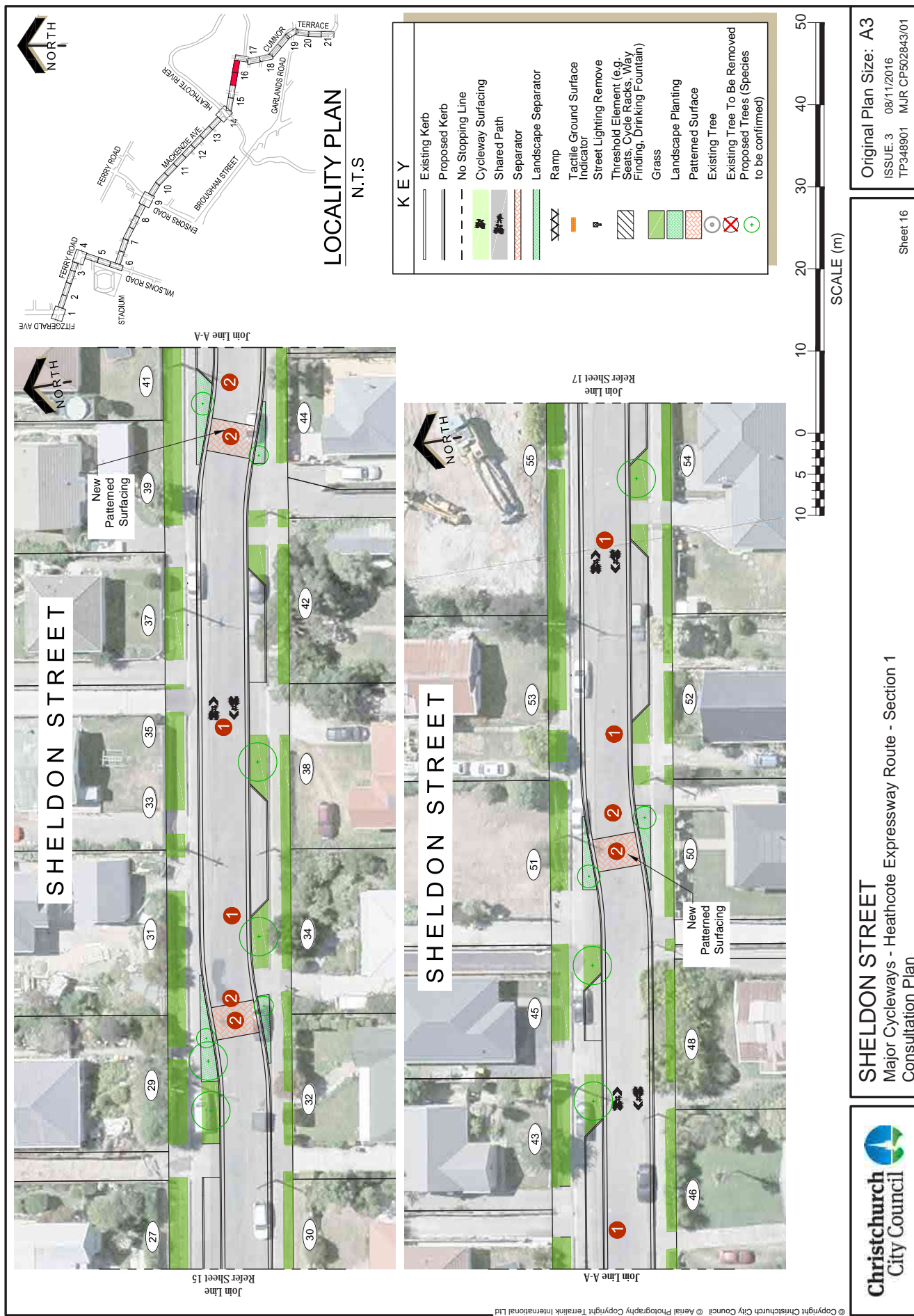
# Sheldon Street

Key features of the proposed cycleway on this section of Sheldon Street:

- 1 **Share the Road:** On Sheldon Street cyclists will share the road with general road traffic. Road markings will indicate to drivers that this is a shared space. The speed limit along Sheldon Street will be reduced to 30km/hr to provide a safer environment for people to travel by bike.
- 2 **Surfacing:** Patterned paving spaced along Sheldon Street will reinforce the slow speed area.





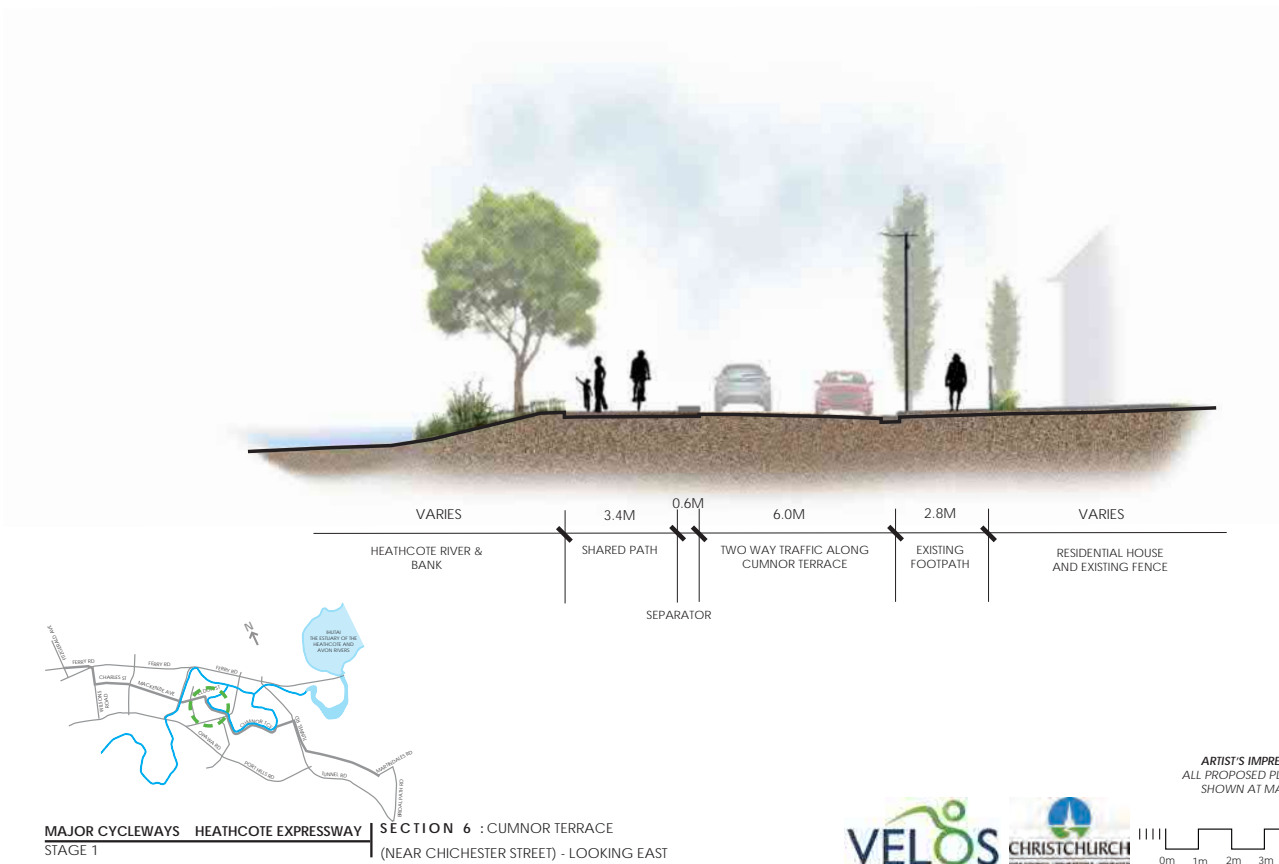


# Sheldon Street – Cumnor Terrace (Chichester Street)

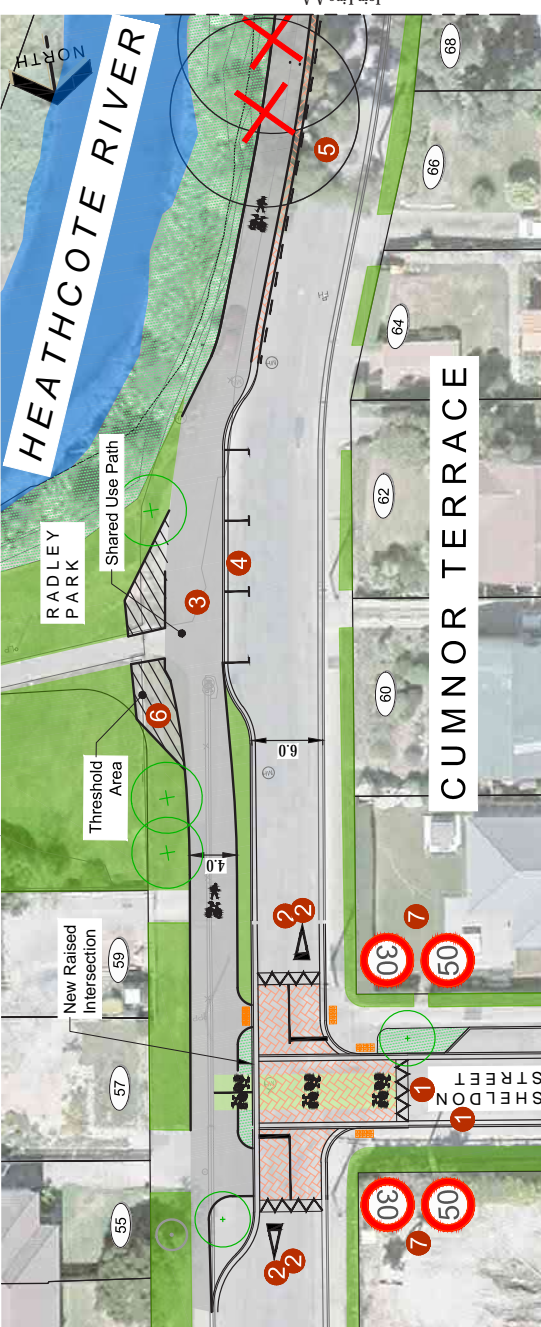
**Key features of the proposed cycleway on this section of Sheldon Street – Cumnor Terrace (Chichester Street):**

- 1 Share the Road:** On Sheldon Street cyclists will share the road with general road traffic. Road markings will indicate to drivers that this is a shared space. The speed limit on Sheldon Street will be reduced to 30km/hr to provide a safer environment for people to travel by bike.
- 2 Crossing:** Give way signs on Cumnor Terrace will give traffic on Sheldon Street priority through the intersection. A raised platform at the intersection will reinforce the slow speed environment.

- 3 Shared Path:** A 3.4m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace.
- 4 Parking:** On street parking needs to be removed along both sides of Cumnor Terrace, with the exception of three parks outside Radley Park.
- 5 Trees:** 7 trees and shrubs will need to be removed.
- 6 Threshold:** A small space where people can relax will be provided.









## Cumnor Terrace (Marshall Street)

Key features of the proposed cycleway on this section of Cumnor Terrace (Marshall Street):

- 1 **Shared Path:** A 3.4m wide separated shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace.
- 2 **Parking:** On street parking will need to be removed along the north side of Cumnor Terrace.
- 3 **Trees:** 8 trees and shrubs will need to be removed.

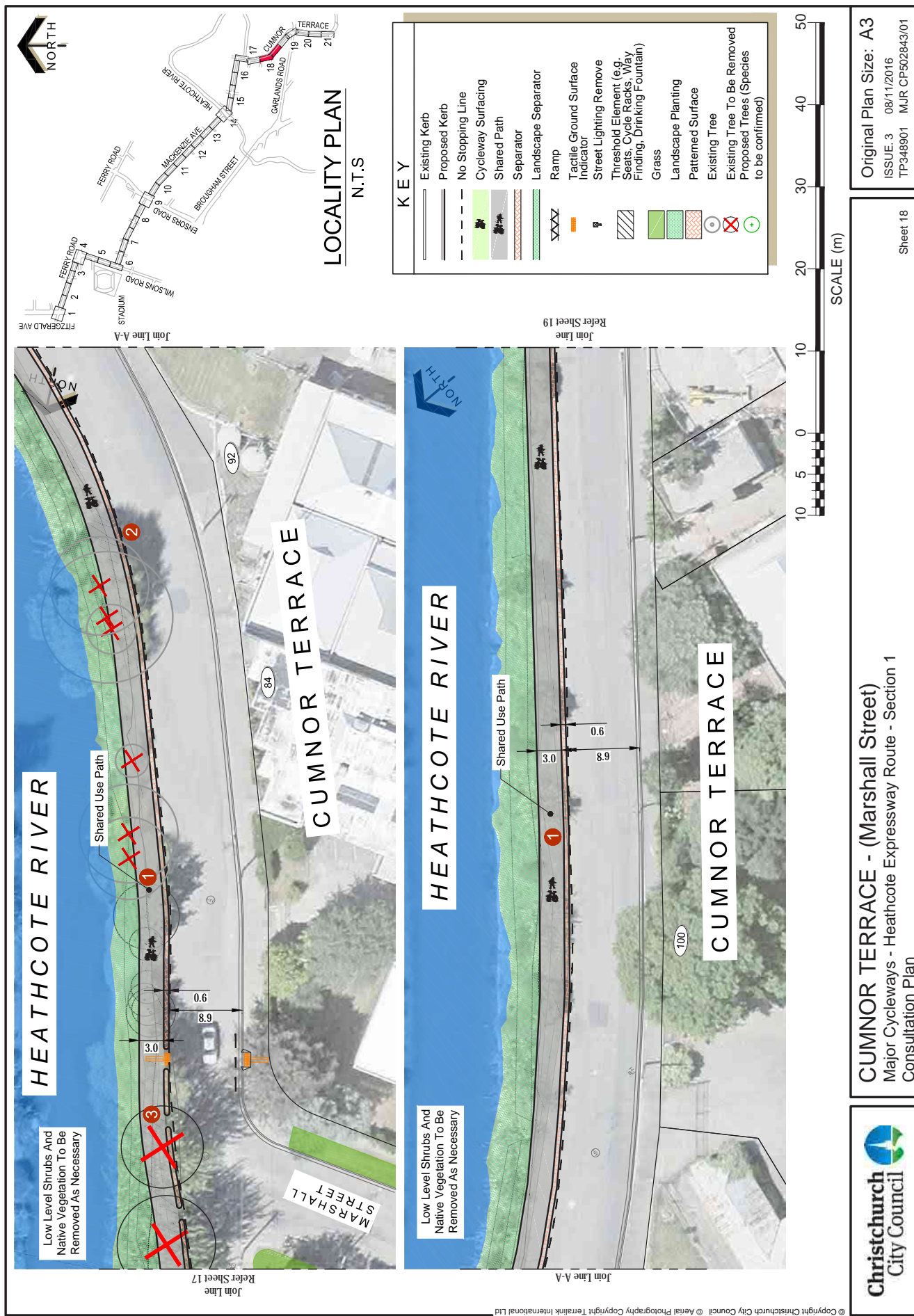


VIEWPOINT 3 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - CUMNOR TERRACE (NEAR MARSHALL STREET) - LOOKING EAST



VIEWPOINT 3 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - CUMNOR TERRACE (NEAR MARSHALL STREET) - LOOKING EAST





## Cumnor Terrace (Garlands Road)

### Key features of the proposed cycleway on this section of Cumnor Terrace (Garlands Road):

- 1 **Shared Path:** A 3m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace.
- 2 **Parking:** On-street parking will need to be removed along the north side of Cumnor Terrace.
- 3 **Crossing:** A new signalised crossing will allow pedestrians and cyclists to safely cross Garlands Road.
- 4 **Banned turns from south:** The turn restriction from Cumnor Street south will remain in place.
- 5 **Banned turns from north:** A new central island will mean vehicles will not be able to turn right into or out of Cumnor Terrace.
- 6 **Threshold:** A small space where people can relax will be provided.
- 7 **Trees:** 6 trees and shrubs will need to be removed.

*At the Cumnor Terrace/Garlands Road intersection vehicles will not be able to turn right into or out of Cumnor Terrace north.*

*Along Cumnor Terrace, between Sheldon Street and Garlands Road, on-street parking will be removed along the north side of the road, reducing the parking by approximately 50%.*



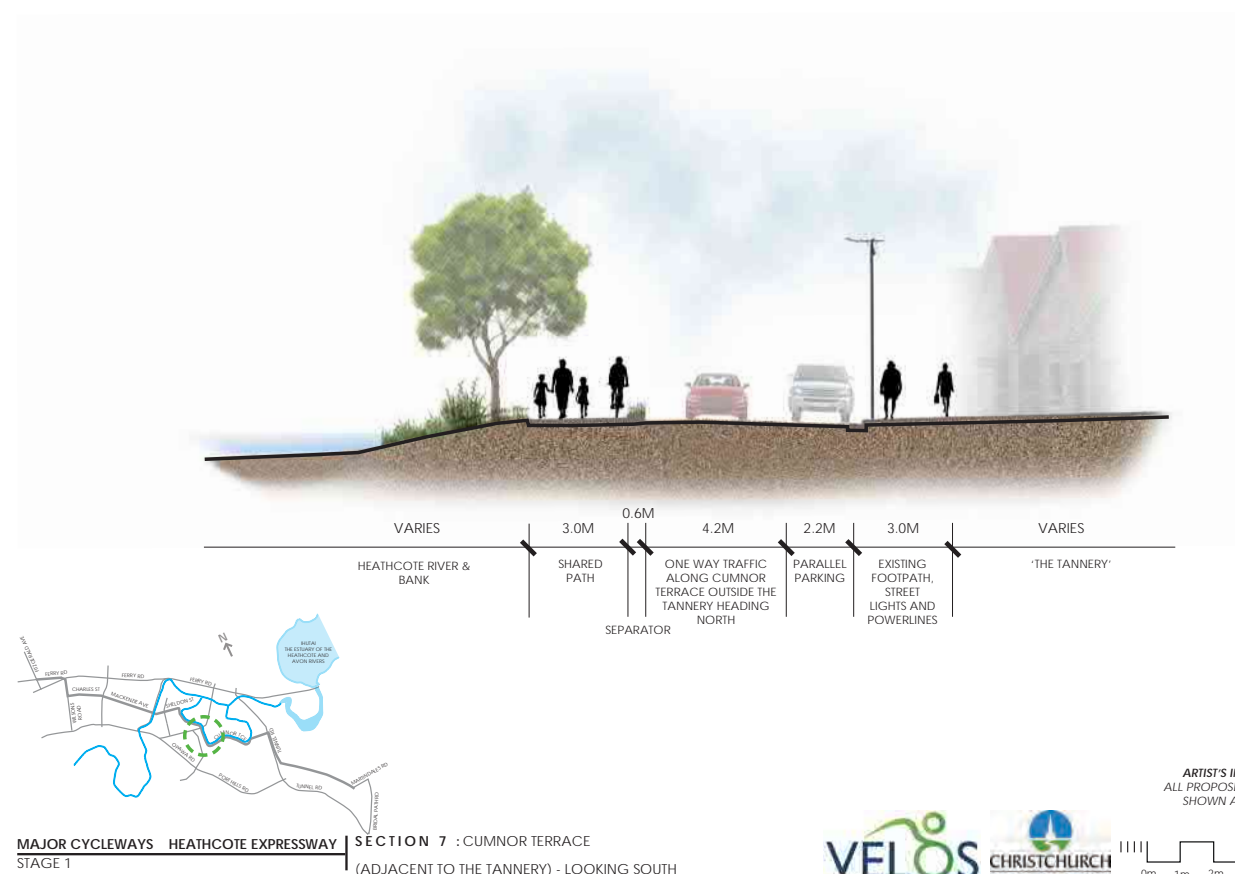




## Cumnor Terrace

Key features of the proposed cycleway on this section of Cumnor Terrace:

- 1 **Shared Path:** A 3m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace.
- 2 **Parking:** The existing angled on street parking will be changed to parallel parks.
- 3 **Bridge:** Separate to the cycleway project a new pedestrian bridge is proposed across the Heathcote River.







## Cumnor Terrace (Maunsell Street)

Key features of the proposed cycleway on this section of Cumnor Terrace:

- 1 **Shared Path:** A 3m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace.
- 2 **Parking:** The existing angled on street parking will be changed to parallel parks.
- 3 **Threshold:** A small space where people can relax will be provided.

*Between Garlands Road and Maunsell Street, the existing angled on-street parking will be changed to parallel parks. Parks will also need to be removed where a proposed new pedestrian bridge is to be built, separate to the cycleway project, across Heathcote River. This will reduce the parking by approximately 45%.*



BEFORE

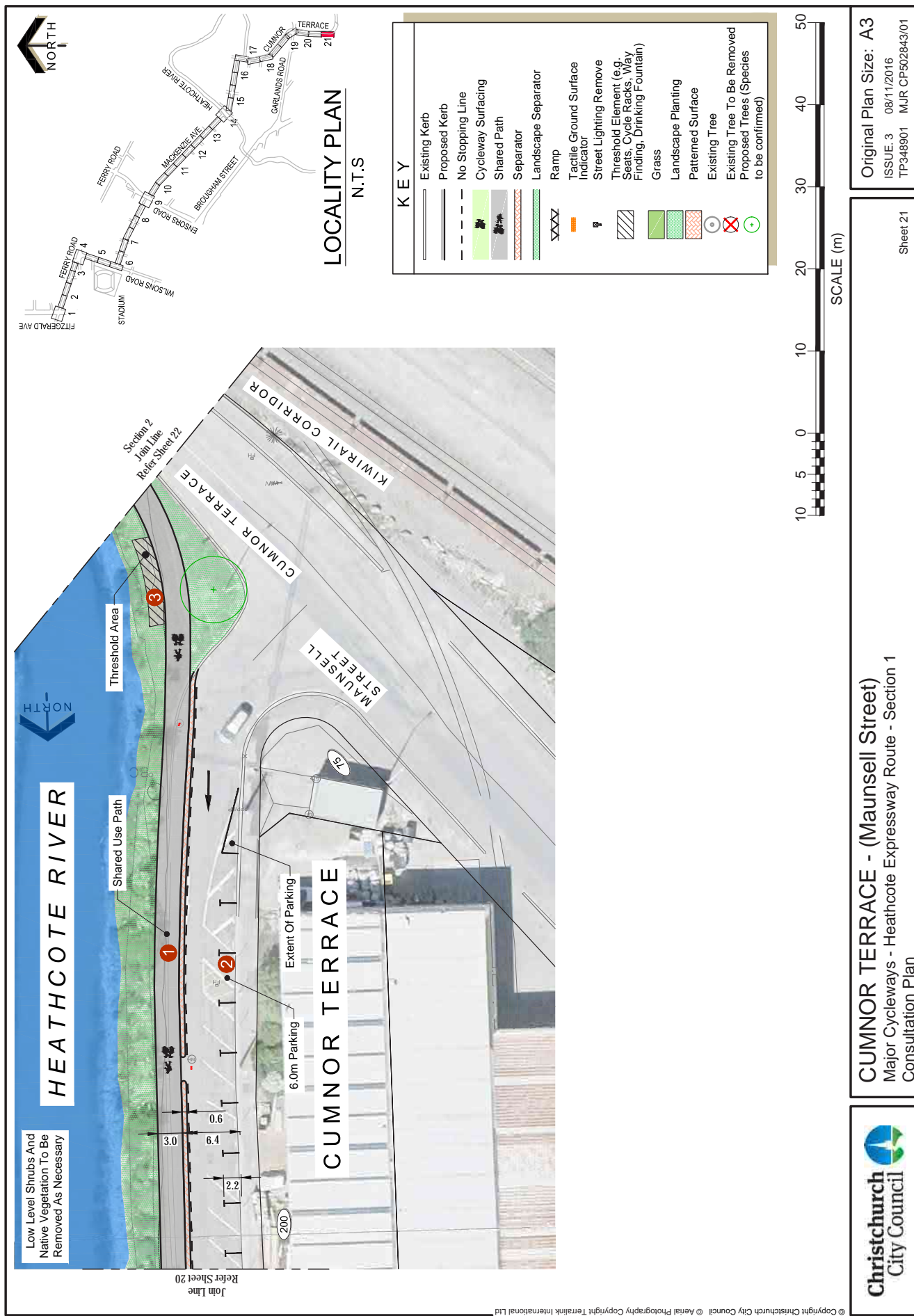
VIEWPOINT 4 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - CUMNOR TERRACE OUTSIDE THE TANNERY - LOOKING SOUTH



AFTER

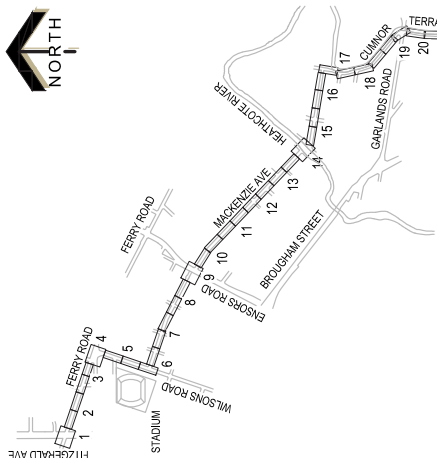
VIEWPOINT 4 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - CUMNOR TERRACE OUTSIDE THE TANNERY - LOOKING SOUTH





### LOCALITY PLAN

N.T.S



KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping Line
	Cycleway Surfacing
	Shared Path
	Separator
	Landscape Separator
	Ramp
	Tactile Ground Surface Indicator
	Street Lighting Remove
	Threshold Element (e.g. Seats, Cycle Racks, Way Finding, Drinking Fountain)
	Grass
	Landscape Planting
	Patterned Surface
	Existing Tree
	Existing Tree To Be Removed
	Proposed Trees (Species to be confirmed)



**CUMNOR TERRACE - (Maunsell Street)**  
Major Cycleways - Heathcote Expressway Route - Section 1  
Consultation Plan



**Original Plan Size: A3**  
ISSUE 3 08/11/2016  
TP348901 MJR CP502843/01

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## Cumnor Terrace

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**Key features of the proposed cycleway on this section of Cumnor Terrace:**

- 1 Shared Path:** A 3m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace. The existing footpath on the south side will be removed.
- 2 Parking:** Parking restrictions along this section of Cumnor Terrace will remain in place.
- 3 Driveways:** Driveways will be widened where required so heavy vehicles can turn in and out from the narrowed road.







## Cumnor Terrace

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**Key features of the proposed cycleway on this section of Cumnor Terrace:**

- 1 Shared Path:** A 3m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace. The existing footpath on the south side will be removed.
- 2 Parking:** Parking restrictions along this section of Cumnor Terrace will remain in place.
- 3 Driveways:** Driveways will be widened where required so heavy vehicles can turn in and out from the narrowed road.
- 4 Threshold:** A small space where people can relax will be provided.







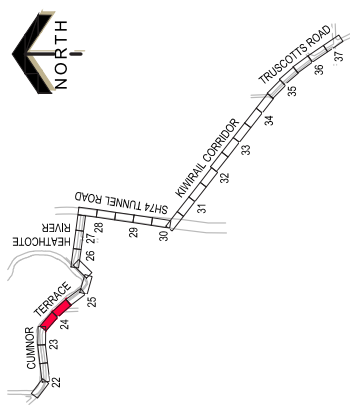
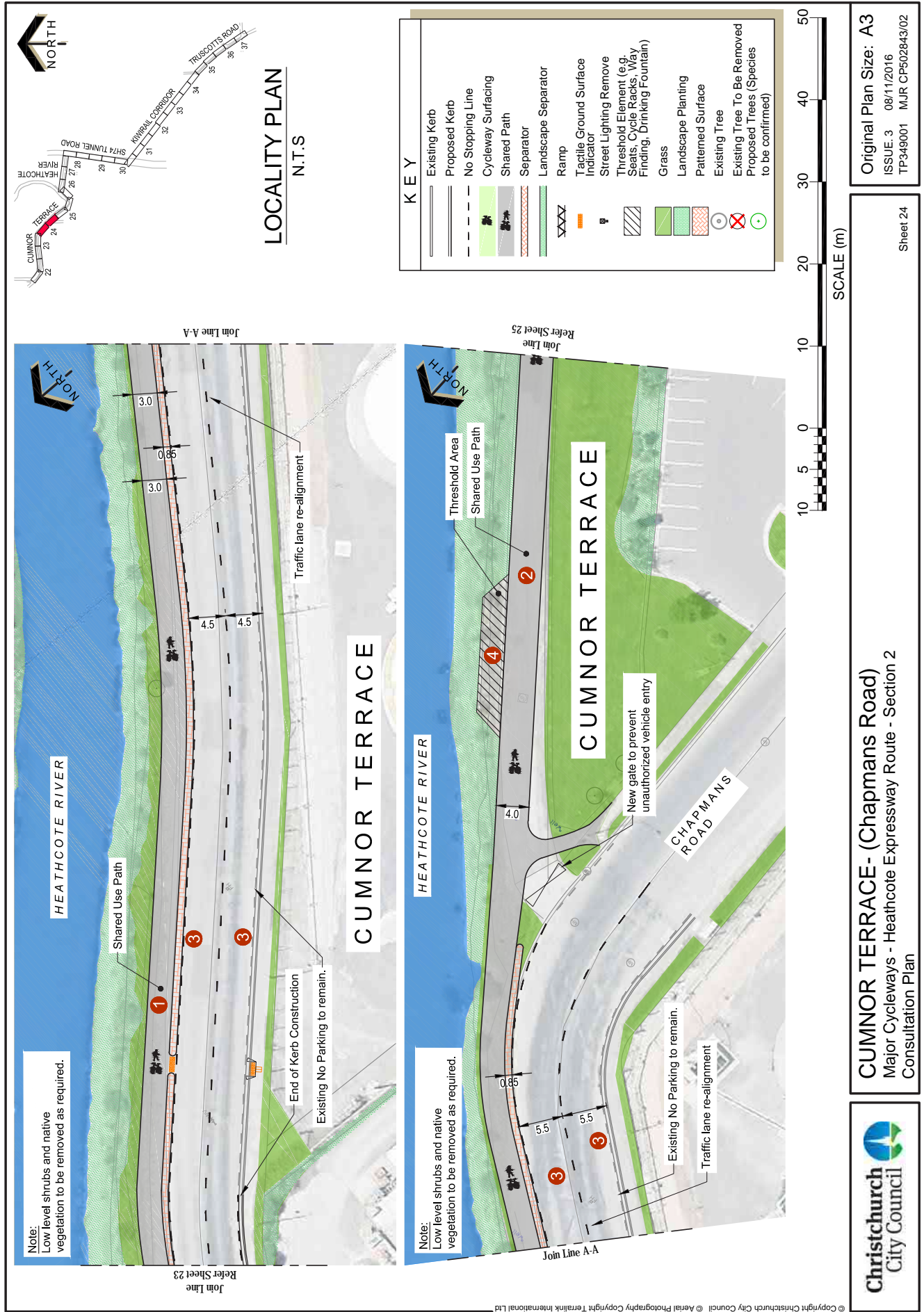
## Cumnor Terrace (Chapmans Road)

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Key features of the proposed cycleway on this section of Cumnor Terrace (Chapmans Road):

- 1 Shared Path:** A 3m wide shared pedestrian and cycle path is proposed on the north side of Cumnor Terrace.
- 2 Shared Path:** At Chapmans Road the path will continue along the edge of the river and widen to 4m.
- 3 Parking:** On-street parking will be removed along the north side of Cumnor Terrace. Existing parking restrictions will remain on the south side.
- 4 Threshold:** A small space where people can relax will be provided.





KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping Line
	Cycleway Surfacing
	Shared Path
	Separator
	Landscape Separator
	Ramp
	Tactile Ground Surface Indicator
	Street Lighting Remove
	Threshold Element (e.g. Seats, Cycle Racks, Way Finding, Drinking Fountain)
	Grass
	Landscape Planting
	Patterned Surface
	Existing Tree
	Existing Tree To Be Removed
	Proposed Trees (Species to be confirmed)



**Original Plan Size: A3**  
**ISSUE 3** 08/11/2016  
 TP349001 MJR CP502843/02

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**CUMNOR TERRACE- (Chapmans Road)**  
 Major Cycleways - Heathcote Expressway Route - Section 2  
 Consultation Plan



## Kennaway Park

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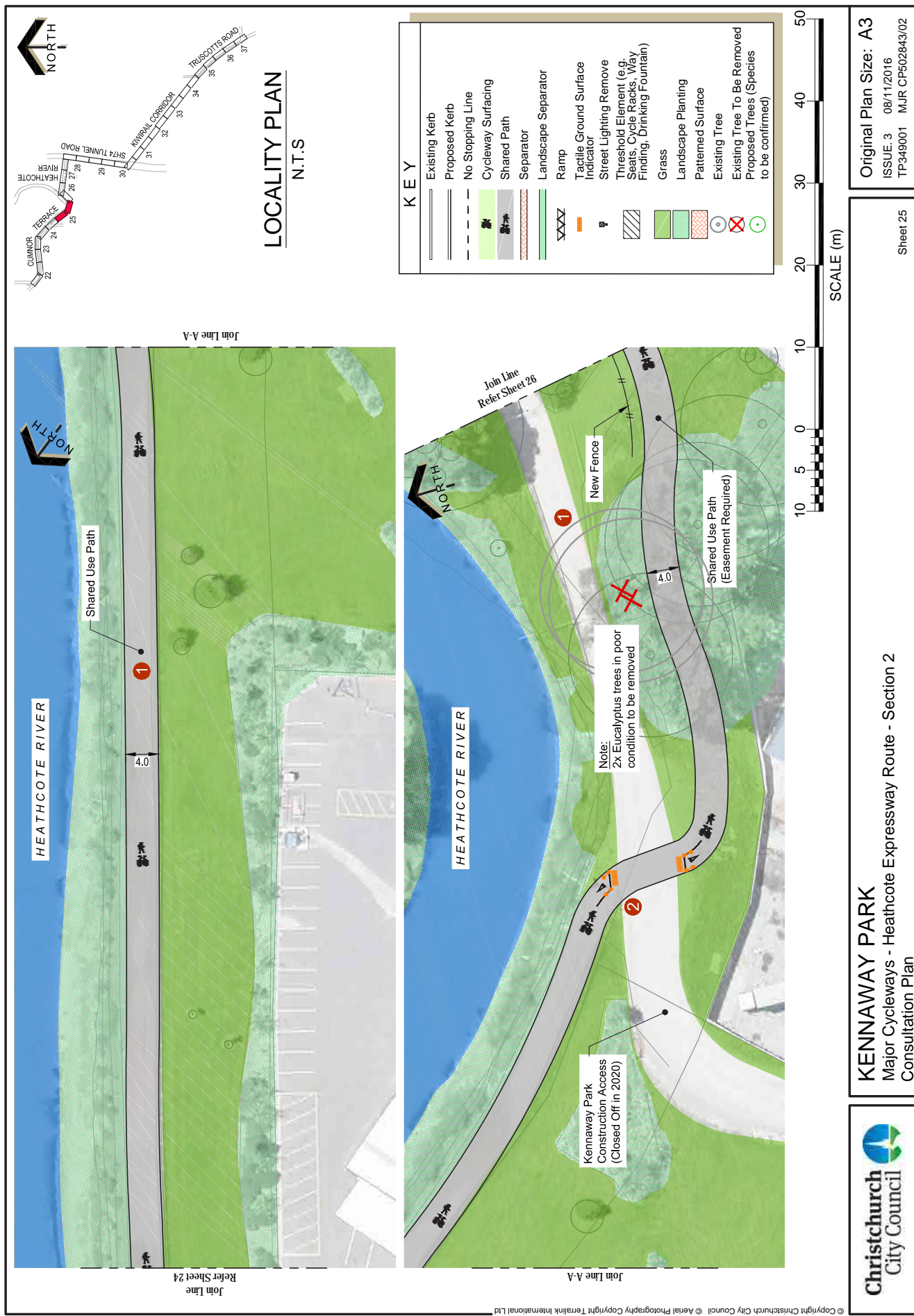
Key features of the proposed cycleway on this section of Kennaway Park:

- 1 Shared Path:** A 4m wide shared pedestrian and cycle path will follow the Heathcote River up until Kennaway Park.
- 2 Kennaway Park Construction Access:** Cyclists and pedestrians will give way to vehicles using the construction road to Kennaway Park.

*Two Eucalyptus trees which are in poor condition will be removed.*







## Kennaway Park

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Key features of the proposed cycleway on this section of Kennaway Park:

- 1 **Shared Path:** A 4m wide shared pedestrian and cycle path will continue through the Kennaway Park alongside stormwater areas swales.

*Swales are shallow and only contain water after periods of rain.*









## Kennaway Road

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Key features of the proposed cycleway on this section of Kennaway Park adjacent to Kennaway Road:

- 1 **Shared Path:** A 4m wide shared pedestrian and cycle path will continue to Kennaway Road.
- 2 **Crossing:** A new island will be built to allow cyclists and pedestrians to cross Kennaway Road.
- 3 **Bridge/Culvert:** A small bridge or culvert will be built across the drain.





## SH74 Tunnel Road

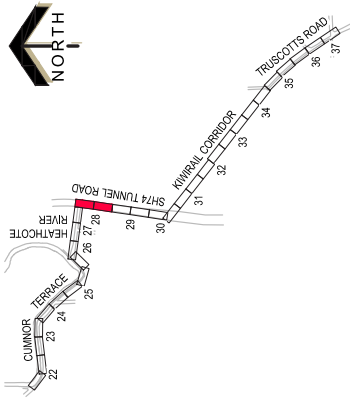
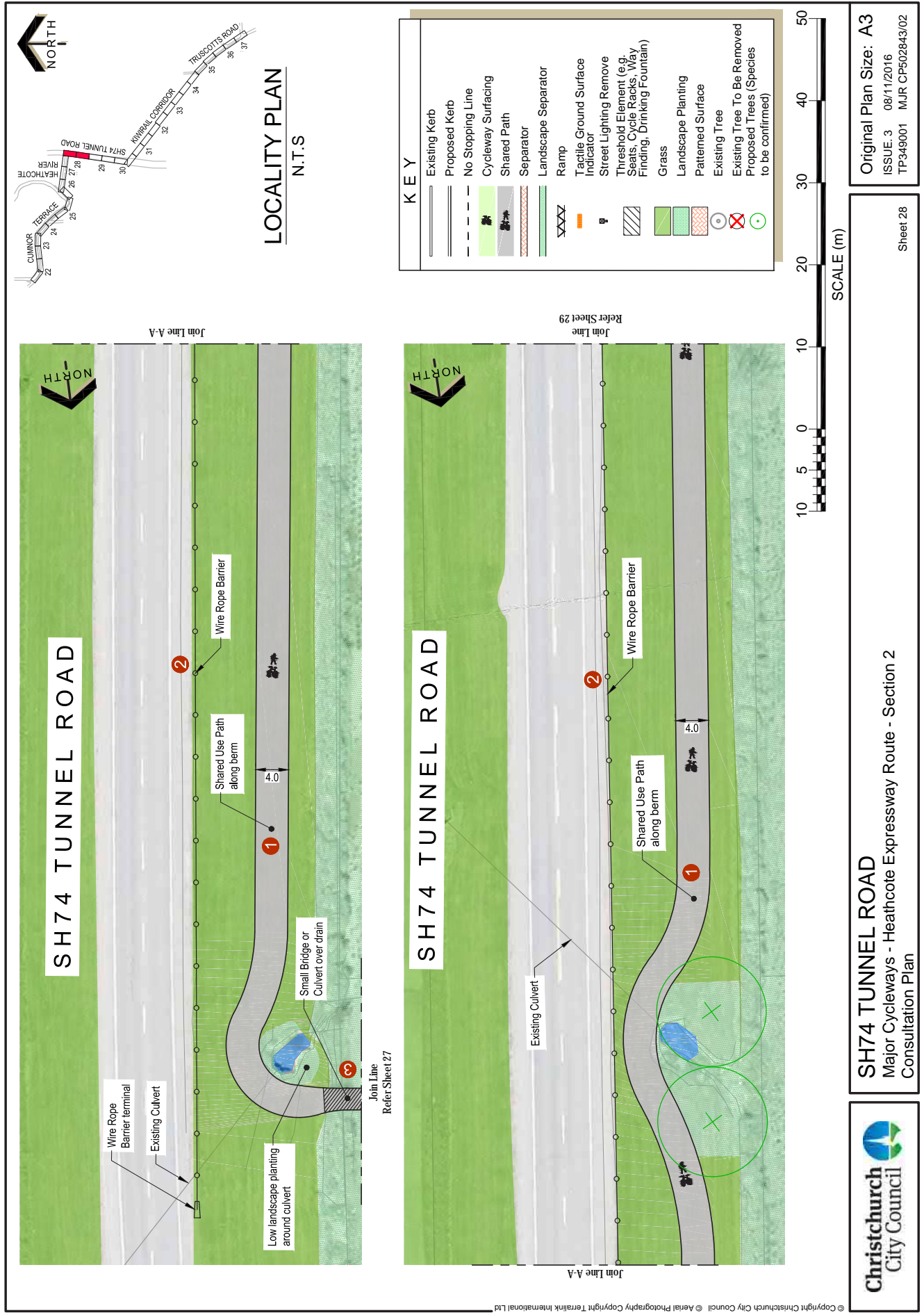
---

Key features of the proposed cycleway on this section of SH74 Tunnel Road:

- 1 Shared Path:** A 4m wide shared pedestrian and cycle path is proposed along the existing berm area of State Highway 74 Tunnel Road.
- 2 Barrier:** A wire rope will provide a barrier between the road and path.







KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping Line
	Cycleway Surfacing
	Shared Path
	Separator
	Landscape Separator
	Ramp
	Tactile Ground Surface Indicator
	Street Lighting Remove
	Threshold Element (e.g. Seats, Cycle Racks, Way Finding, Drinking Fountain)
	Grass
	Landscape Planting
	Patterned Surface
	Existing Tree
	Existing Tree To Be Removed
	Proposed Trees (Species to be confirmed)



Original Plan Size: A3  
ISSUE 3 08/11/2016  
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Sheet 28

**SH74 TUNNEL ROAD**  
Major Cycleways - Heathcote Expressway Route - Section 2  
Consultation Plan



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## SH74 Tunnel Road

Key features of the proposed cycleway on this section of Tunnel Road:

- 1 **Shared Path:** A 4m wide shared pedestrian and cycle path is proposed along the existing berm area of State Highway 74 Tunnel Road.
- 2 **Barrier:** A wire rope will provide a safety barrier between the road and path.



MAJOR CYCLEWAYS HEATHCOTE EXPRESSWAY STAGE 2 SECTION 8: TUNNEL ROAD (PARALLEL TO SH74 TO LYTTELTON) - LOOKING SOUTH



ARTIST'S IMPRESSION:  
ALL PROPOSED PLANTING IS  
SHOWN AT MATURITY







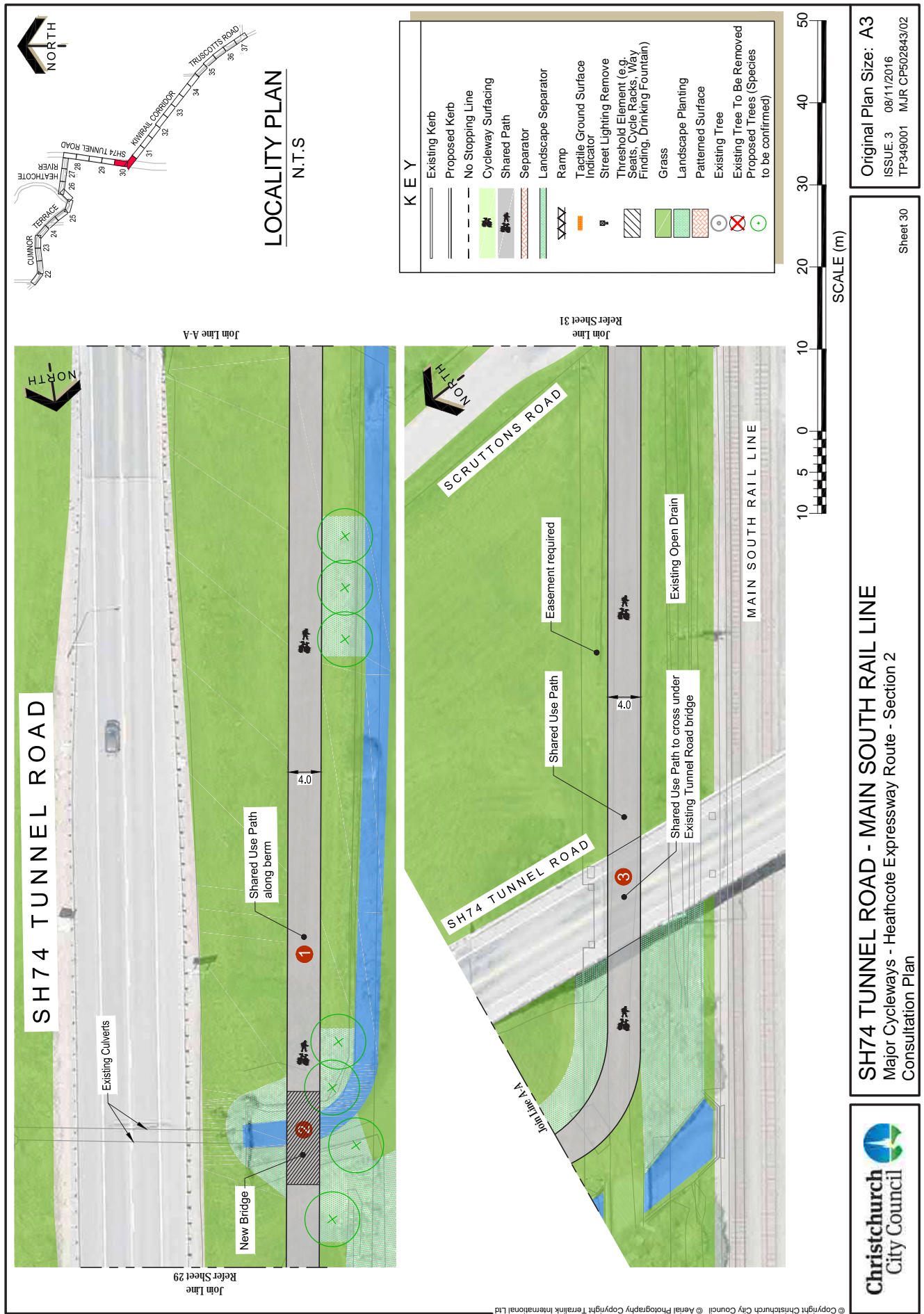
## SH74 Tunnel Road – Main South Rail Line

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Key features of the proposed cycleway on this section of SH74 Tunnel Road – Main South Rail Line:

- 1 Shared Path:** A 4m wide shared pedestrian and cycle path is proposed along the existing berm area of State Highway 74 Tunnel Road.
- 2 Bridge:** A new bridge will be built across the drain.
- 3 Tunnel Road Bridge:** The path will follow the rail line, extending along the grass berm area under the existing Tunnel Road Bridge.





Original Plan Size: A3  
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TP349001 MJR CP502843/02

Sheet 30

**SH74 TUNNEL ROAD - MAIN SOUTH RAIL LINE**  
Major Cycleways - Heathcote Expressway Route - Section 2  
Consultation Plan



## Main South Rail Line (Scruttons Road)

Key features of the proposed cycleway on this section of Main South Rail Line (Scruttons Road):

- 1 Shared Path:** A 4m wide shared pedestrian and cycle path is proposed along the existing access path next to rail line/ rail reserve.
- 2 Crossing:** At Scruttons Road a raised platform will slow vehicle speeds. Pedestrians and cyclists give way to Scruttons Road traffic.



BEFORE

VIEWPOINT 5 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - SCRUTTONS ROAD RAIL CROSSING- LOOKING EAST



AFTER

VIEWPOINT 5 - MAJOR CYCLEWAYS - HEATHCOTE EXPRESSWAY - SCRUTTONS ROAD RAIL CROSSING- LOOKING EAST







## Main South Rail Line (Ferrymead Rail Line)

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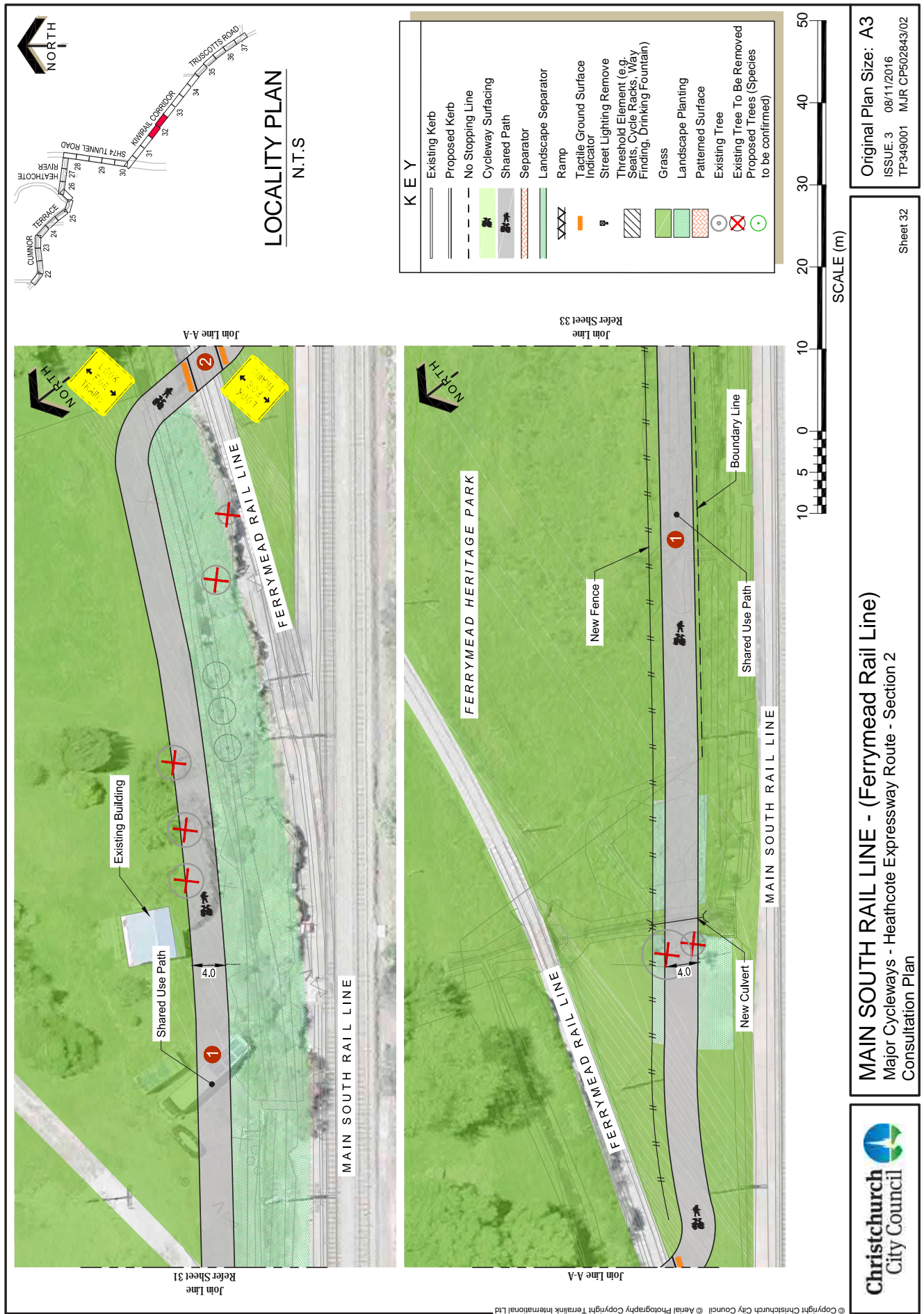
Key features of the proposed cycleway on this section of Main South Rail Line (Ferrymead Rail Line):

- 1 Shared Path:** A 4m wide shared pedestrian and cycle path adjacent to the rail line and Ferrymead Heritage Park is proposed.
- 2 Crossing:** The railway line is only used on occasion by Ferrymead Heritage Park. Signs will warn users to look for trains. Gates will close off the line when it is not in use.
- 3 Trees:** Seven trees will need to be removed.

*This rail line is only used on occasion by Ferrymead Heritage Park. On the few occasions where it is used cyclists will be asked to wait behind the gates for a few minutes.*









## Main South Rail Line

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Key features of the proposed cycleway on this section of Main South Rail Line:

- 1 **Shared Path:** A 4m wide shared pedestrian and cycle path adjacent to the rail line and Ferrymead Heritage Park is proposed.





## Main South Rail Line

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Key features of the proposed cycleway on this section of Main South Rail Line:

- 1 **Shared Path:** A 3m to 4m wide shared pedestrian and cycle path adjacent to the rail line and Ferrymead Heritage Park is proposed.







## Truscotts Road

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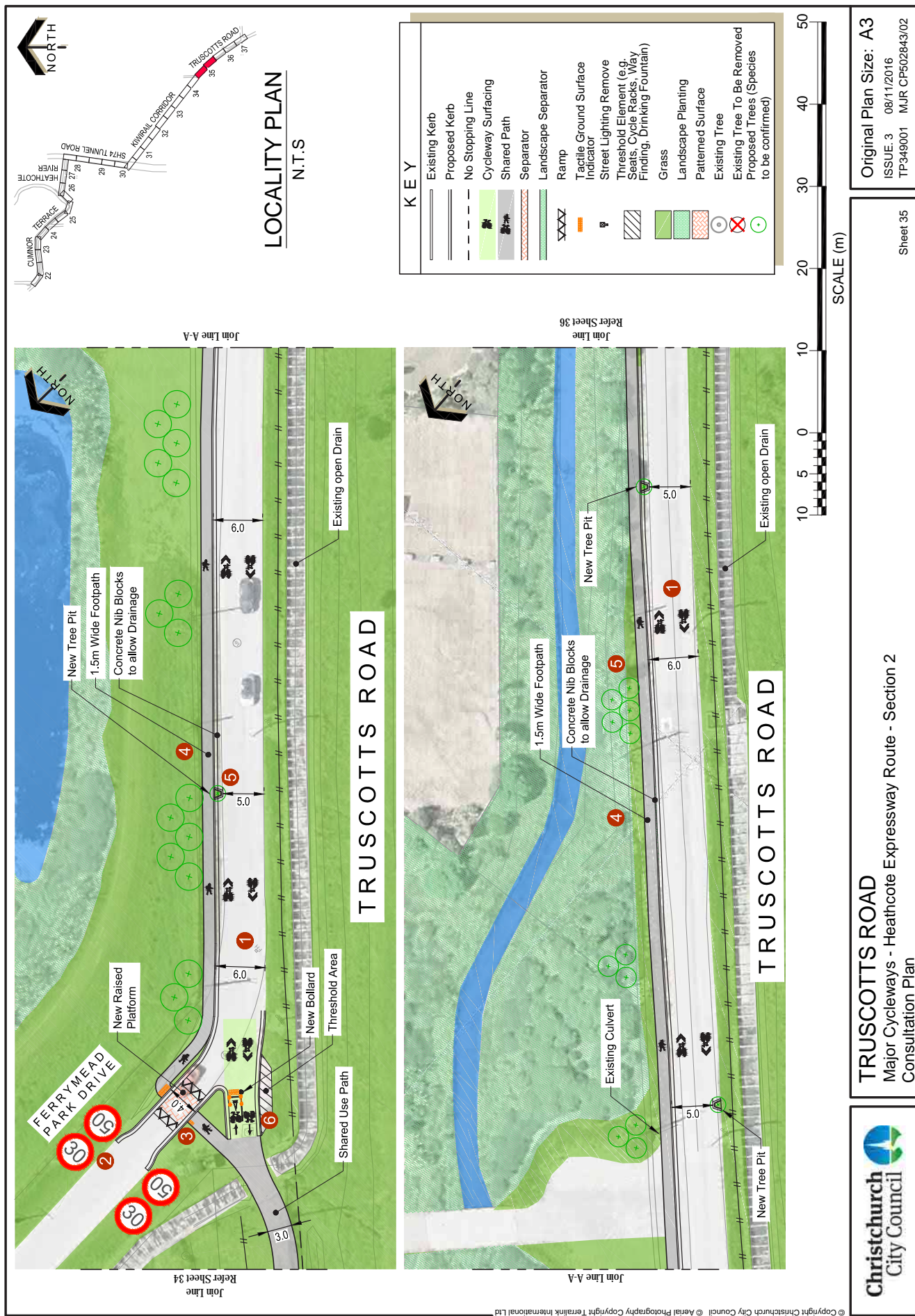
### Key features of the proposed cycleway on this section of Truscotts Road:

- 1 **Share the Road:** Cyclists will share the road with general road traffic along Truscotts Road. Road markings will indicate to drivers that this is a shared space.
- 2 **Speed Limit:** A 30km/hr speed limit will provide a safer environment for people to travel by bike.
- 3 **Raised Platform:** At Truscotts Road a raised platform will reinforce the slow speed environment.
- 4 **New Footpath:** On the north side of Truscotts Road a new footpath will connect pedestrians from the new shared path to the existing footpath on Deavoll Place.
- 5 **Trees:** Trees will be planted at suitable locations along the road.
- 6 **Threshold:** A small space where people can relax will be provided.

*Along Truscotts Road where vehicles will share the road with cyclists, parking will be reduced where traffic calming measures are proposed such as raised platforms and near intersections.*





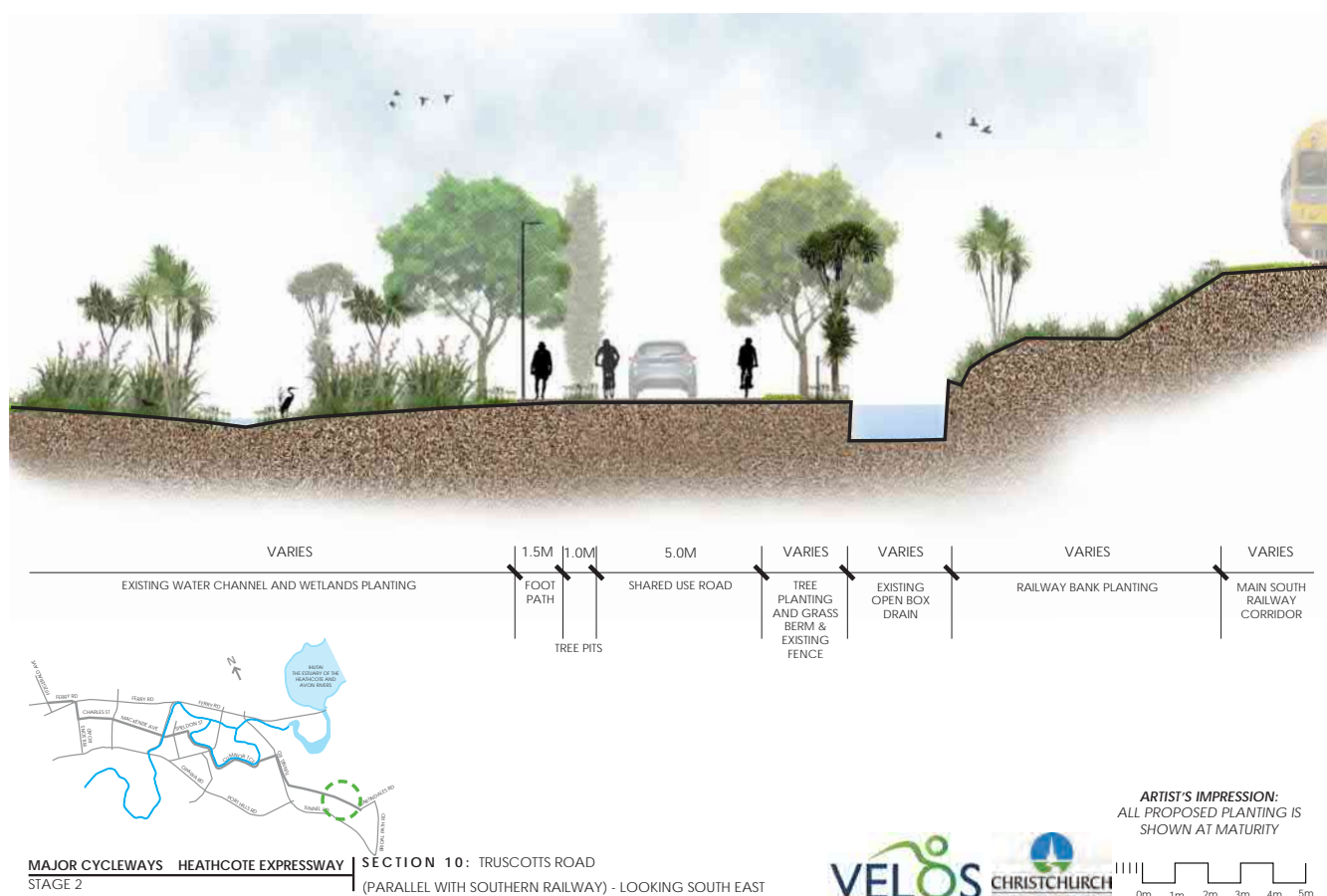




## Truscotts Road (Deavoll Place)

Key features of the proposed cycleway on this section of Truscotts Road (Deavoll Place):

- 1 **Share the Road:** Cyclists will share the road with general road traffic along Truscotts Road. Road markings will indicate to drivers that this is a shared space.
- 2 **Speed Limit:** A 30km/hr speed limit will provide a safer environment for people to travel by bike.
- 3 **Raised Platform:** Deavoll Place will be realigned and the intersection will include a raised platform to reinforce the slow speed environment on Truscotts Road.





## Truscotts Road (Martindales Road)

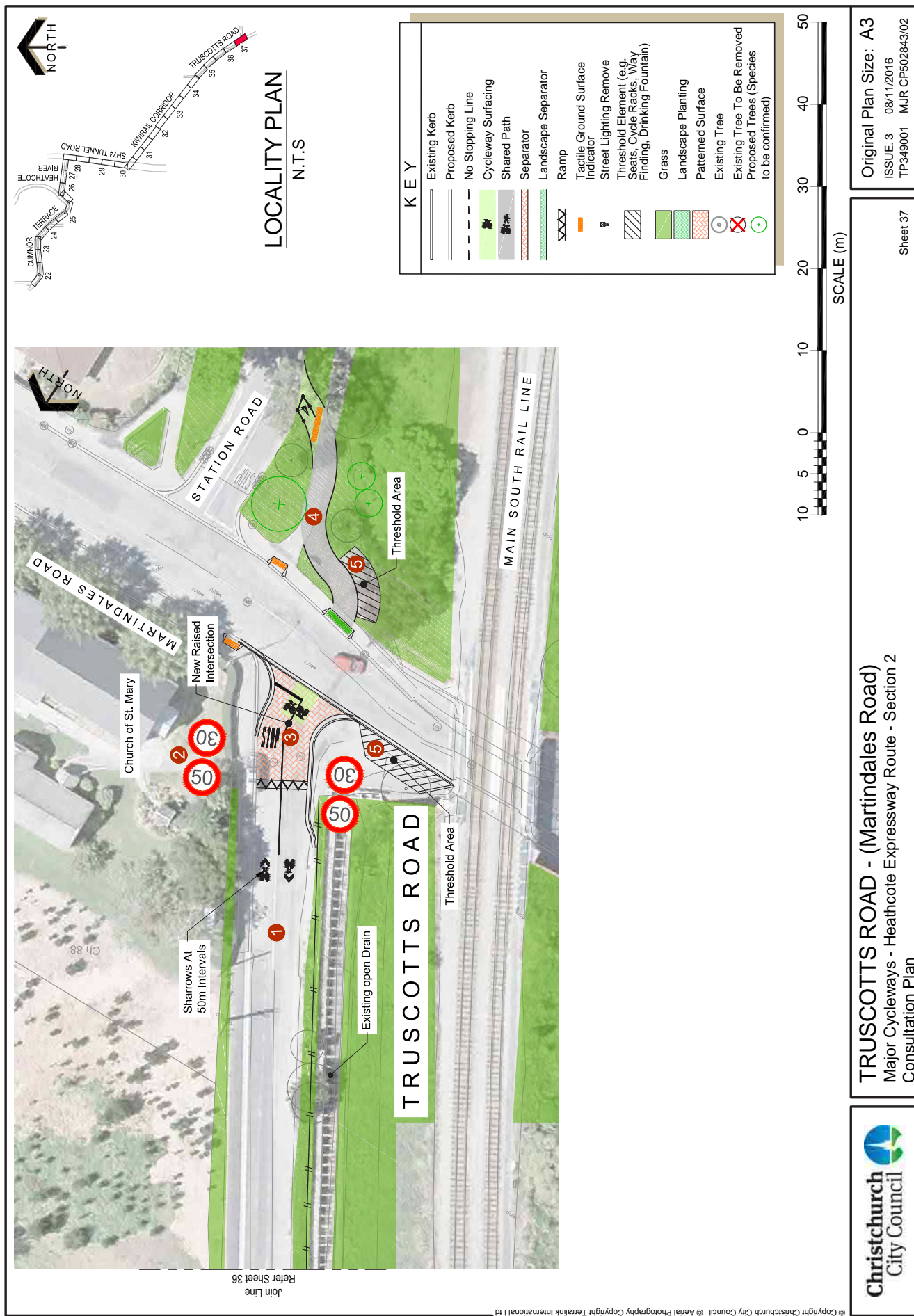
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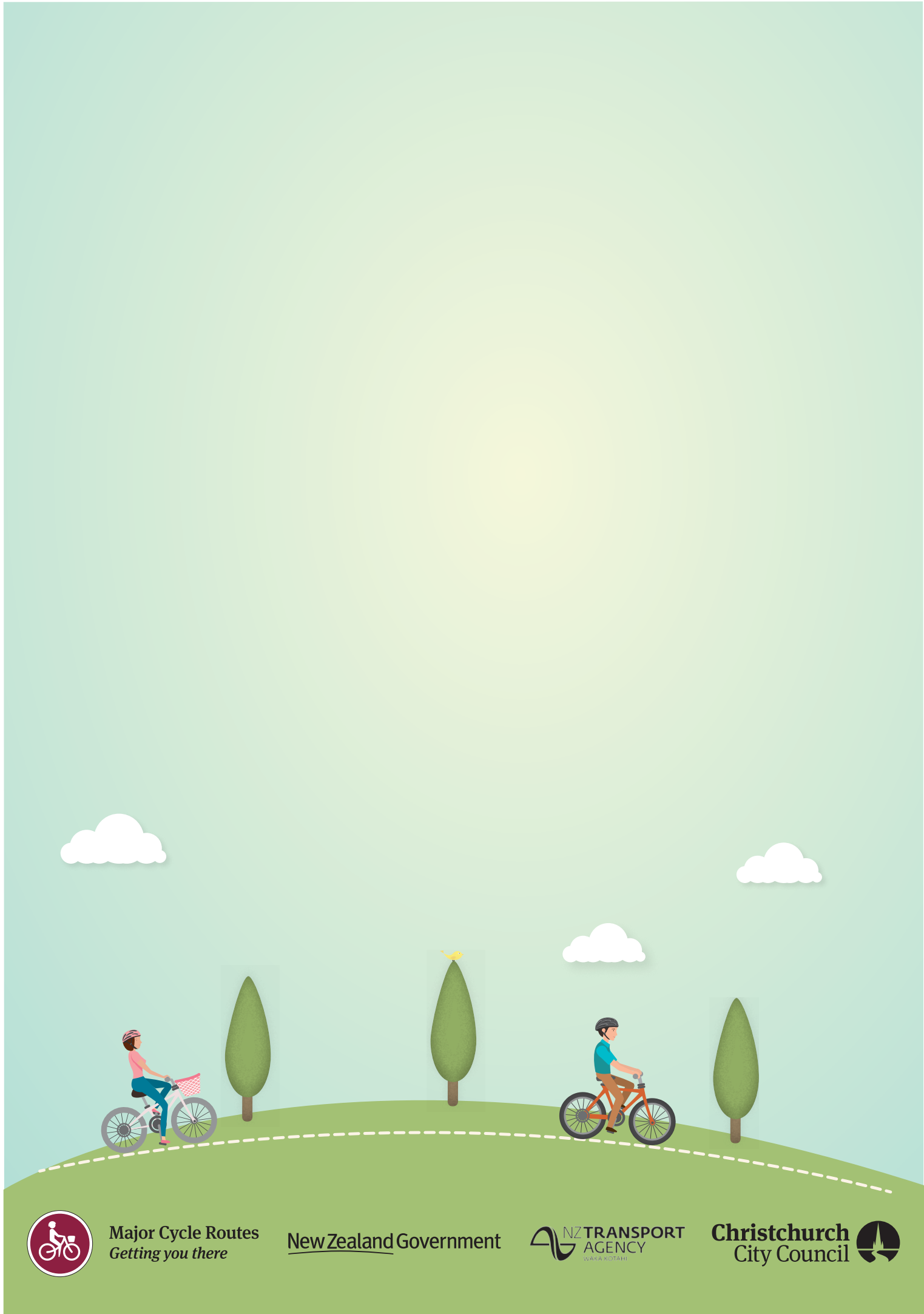
Key features of the proposed cycleway on this section of Truscotts Road (Martindales Road):

- 1 **Share the Road:** Cyclists will share the road with general road traffic on Truscotts Road. Road markings will indicate to drivers that this is a shared space.
- 2 **Speed Limit:** A 30km/hr speed limit will provide a safer environment for people to travel by bike.
- 3 **Raised Platform:** A raised platform will reinforce the slow speed environment on Truscotts Road.
- 4 **Station Road:** A path will connect cyclists from Martindales Road to Station Road.
- 5 **Threshold:** A small space where people can relax will be provided.









**Major Cycle Routes**  
*Getting you there*

**New Zealand Government**

**NZ TRANSPORT**  
AGENCY  
WAKA KOTAHU

**Christchurch**  
City Council 