

Rapanui – Shag Rock Cycleway – Puari ki Rapanui

Consultation Feedback and Analysis

1 Introduction

Consultation on the proposed Rapanui – Shag Rock Sections 2 and 3 Major Cycleway Route (MCR) was undertaken from Tuesday 15th November to Thursday 15 December 2016.

The proposal included two options: a preferred and alternative route. Submitters were given the option to support / generally support with some concerns / not support one of the two options presented.

1.1 Delivery of Material

Consultation material was distributed by hand to properties located along the route and generally two blocks back from the route. Properties were identified based on their proximity to the route or access to the road network affected by the cycleway.

Due to the Kaikoura Earthquake on 14 November 2016, there was a short delay in printing material required for delivery. However, consultation material was delivered to directly affected residential properties described above on the 15 November 2016. Additional time was required to print the remaining booklets and flyers for hand delivery to businesses in Ferrymead and on Linwood Avenue, Schools, preschools and other businesses adjoining the route.

1.2 Consultation Meetings

Two public drop in sessions were held as follows:

- 6 – 8pm, 24 November 2016: The Snug, Woolston Club, 43 Hargood Street, and
- 6 – 8pm, 29 November 2016: Memorial Community Centre, 3 McCormack's Bay Road.

At the request of Diana Saxton, the Community Recreation Advisor (CCC)¹ an additional meeting was held on Wednesday 30th November 2016. Diana arranged for a small group of representatives from the Linwood community to attend. The attendees expressed particular interest in the Linwood Avenue section of the route. In total, 17 people attended the public drop-in sessions. Six people attended the Linwood Avenue meeting. The CCC Community Recreation Advisor attended all meetings.

2 Summary of Submissions

2.1 Submissions Received

A total of 86 submissions were received from across Christchurch. Of these submissions, 79 (92%) supported or generally supported the Rapanui – Shag Rock MCR, while 6 (7%) did not support the scheme and 1 did not provide their preference.

The 80 submissions in full or general support comprised: support for the preferred route (42%); support for the preferred route with changes (38%); support the alternative route (6%); support for the

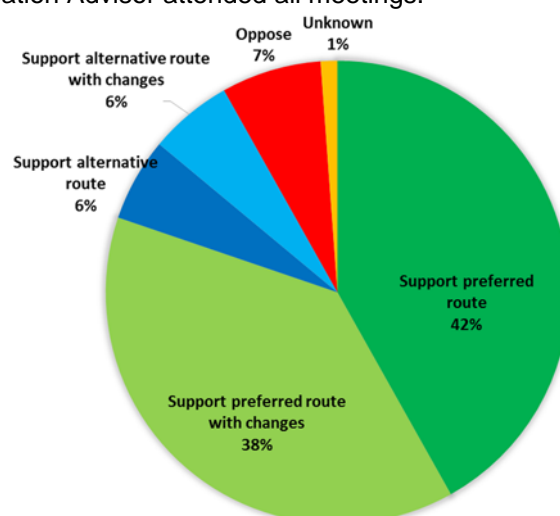


Figure 1 Summary of Submissions

¹ Hagley/Ferrymead Community Support, Governance and Partnerships Unit Customer and Community Group, Christchurch City Council.

alternative route with changes (6%). 1 submission provided comment but did not select to support or not support either option.

2.2 Summary of Submissions by General Location

The submissions comprised 19 (22%) from within suburbs along the route; 50 (58%) from elsewhere in Christchurch. 16 submissions (19%) were from organisations (for example Canterbury District Health Board, Spokes, Christchurch Coastal Pathway Group and New Zealand Automobile Association Canterbury West Coast District).

The numbers and location of submissions received are summarised in Table 1.

General Response Results		Linwood	Bromley	Woolston	Outside Route	Organisation	Unspecified	Totals	
								No.	%
I support Rapanui-Shag Rock 2 & 3 cycleway preferred route option		1	5	4	23	3		36	42%
I support Rapanui-Shag Rock 2 & 3 cycleway alternative route option				1	3	1		5	6%
I generally support Rapanui-Shag Rock 2 & 3 cycleway preferred route option but have some concerns		1		1	21	10	1	34	40%
I generally support Rapanui-Shag Rock cycleway alternative route option but have some concerns				1	1	2		4	5%
I do not support Rapanui-Shag Rock 2 & 3 cycleway		2	3		1			6	7%
Unknown/Not specified					1			1	1%
TOTALS	No.	19			50	16	1	86	100%
	%	22%			58%	19%	1%		

Table 1 Summary of Submissions by General Location

3 Route Configuration

The two route options comprise 5 key subsections:

1. Linwood Park to Hargood Street
2. Hargood Street to St Johns Street
3. St Johns Street to Dyers Road
4. Dyers Road to Charlesworth Reserve and
5. Charlesworth Reserve to Ferrymead Bridge.

A sixth section: the Tidal View section has no alternative option.

The follow provides a summary of the key points made comparing the preferred and alternative options on each section. Complete submissions are available on the CCC website.

Linwood Park to Hargood Street

72 (84%) of the submissions supported the preferred route from Linwood Park to Hargood Street. Overall, submissions supported use of the Linwood Avenue median for safety and amenity reasons. Some submitters described the preferred route as “awesome”.

Spokes recommended moving the cycle path to the where the shared path cuts back in at St Johns Street to avoid “pinch points” such as the bus shelter by Kidbrooke Street.

I am happy with either option as long as there's a safe and secure cycle way (especially to give confidence to school-aged children)

Hargood Street to St Johns Street

70 (8%) submissions supported the preferred route from Hargood Street to St Johns Street. CDHB supported the preferred route due to consistency, safety and legibility.

St Johns Street to Dyers Road

64 (74%) submissions supported the preferred route from St Johns Street to Dyers Road while 13 supported the alternative route. The majority of comments on this section mentioned the St Johns intersection design.

Dyers Road to Charlesworth Reserve

64 (74%) submissions expressed support for the preferred section from St Johns Street to Charlesworth Reserve. 13 (15%) submissions supported the alternative option for this section.

Submissions in support of the preferred route focussed on design aspects such as crossings, using existing infrastructure (laneway) and ensuring good lighting.

Charlesworth Reserve to Ferrymead Bridge

60 (70%) supported the preferred route from Charlesworth Reserve, while 17 (20%) supported the alternative route. Those in support of the preferred route cited safety concerns with the alternative route. One submitter also noted that the route would encourage tourists and recreational users along the most scenic route. They also note that the repair of the seawall will be beneficial for the area.

The cycleway should be safe at all times, hours of daylight are shorter in winter increasing concerns over the alternative route through Charlesworth Reserve

The 17 (20%) submissions in support of the alternative route at Charlesworth Reserve, included Spokes, Canterbury West Coast

District of NZAA, Canterbury District Health Board and North Canterbury Branch of Forest and Bird Protection Society (F&B).

F&B raised concerns with encroachment on the estuary with the preferred route and potential ecological impacts on avi-fauna particularly from walkers with dogs. CDHB and NZAA consider the alternative route safer. Spokes recommended greater visibility [i.e. lighting] to alleviate safety concerns in the reserve. Submissions on the alternative section at Charlesworth Reserve also noted that “interested but concerned” cyclists may feel unsafe on this section of road while others were concerned with wind.

One submitter in support of the preferred option noted that they currently bike the alternative route however, this should serve as a second route option and not the main path. The preferred option was also considered to provide a better connection with the Coastal Pathway.

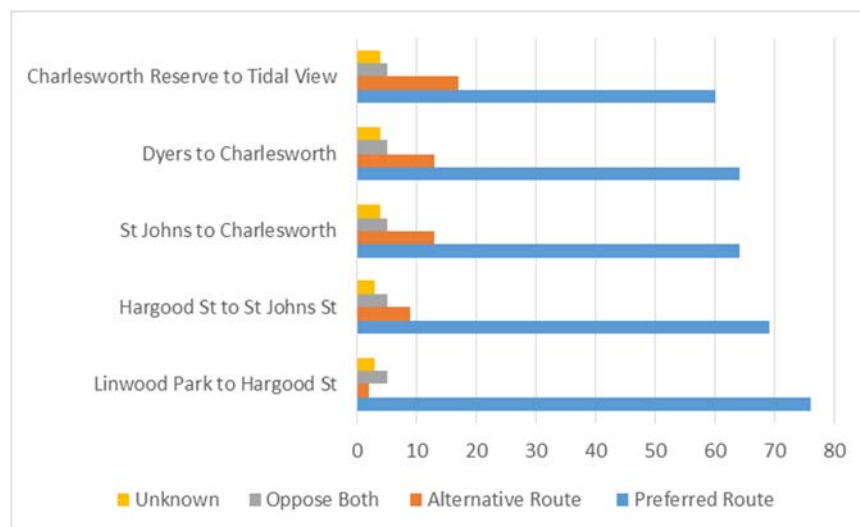


Figure 2 Submissions on Preferred and Alternative Sections

Response

The project team reviewed the submissions and consider there to be conclusive support for the preferred option for the entirety of the route. The project team's assessment concludes that the preferred route should proceed to Detailed Design with mitigation of all of the issues raised to be investigated further.

The ecological concerns along the estuary edge on Humphreys Drive were discussed and supported by Andrew Crossland (CCC ecologist) during preliminary design. Further ecological assessment will be required to support resource consent applications and ensure any potential effects are appropriately addressed or mitigated.

The traffic safety concerns were discussed with the CCC technical advisory group (TAG) and reported on in a Safety and Network Functionality Review (SANF), which both supported the preferred route. A Crime Prevention through Environmental Design (CPTED) advisor provided input to the early assessment of the Charlesworth Reserve option, who also supported the preferred route, due to isolation concerns through Charles Reserve at night.

4 Key Issues and Responses

4.1 Summary of Key Issues

Submissions in support of the MCR described the project as a “great idea and will make for a much safer walking and cycling environment”. Others’ submissions commented that the MCR would encourage public use of high amenity areas such as the median during spring (daffodils) and along the estuary edge.

Key issues identified by submitters seeking changes to the routes included: connectivity with surrounding suburbs (particularly along Linwood Avenue) 19 (21%); loss of U-turns 17 (19%); cycle path width 15 (17%), cyclists having to give way at U-turns 12 (13%), design of crossings 12 (13%), plus landscaping, on road cycle lanes, car-parking restrictions and cost.

Cycleways are a fantastic investment for our city, reducing congestion and is good for the environment and people's health. Keep up the good work!

The key issues identified by all submitters are illustrated in Figure 2 and summarised in the sections following.

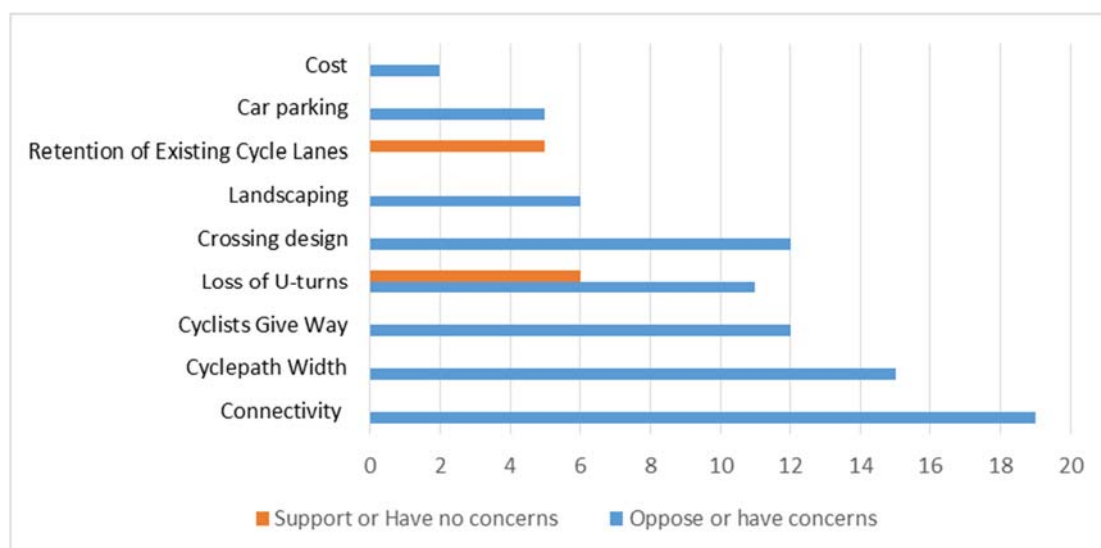


Figure 3 Summary of Key Issues Rapanui Shag Rock – Sections 2 & 3

4.2 Connectivity

Submissions in support or general support of the MCR sought improved connections with key features along the route. Nineteen submissions (21%) included comments on connectivity with the residential areas along Linwood Avenue.

Submitters sought further detail and consideration of access points to the preferred cycleway on Linwood Avenue to provide safe access for adjoining residents and other cyclists and pedestrians.

Eight submitters (9%) sought improvement of the connectivity with the Ferrymead Shops.

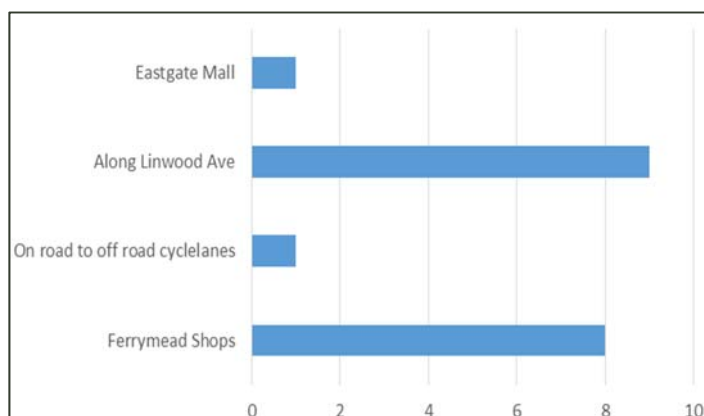


Figure 4 Connectivity Concerns

Response: During the Detailed Design phase the local connection to the Linwood Avenue median will be developed, taking into consideration the location and intervals between crossings. This will include the form of kerb build outs and dropped kerbs to shorten the crossing distance and improve visibility. It is anticipated that this treatment may give the perception of narrowing which will reduced traffic speeds.

Crossing upgrades to the Ferrymead shops is within the scope of the Ferrymead Masterplan project and will be incorporated into the Detailed Design as necessary.

4.3 Loss of U-turns & Cyclist Priority at U-Turns

In total, 17 submissions addressed the closure of U-turns. The proposed removal of U-turns were also discussed in detail during drop-in sessions.

Six submitters supported the removal of U-turns. Submitters in support of the scheme sought changes to the proposed U-turn closures, while noting that safety would be improved.

11 submitters were opposed to the U-turn closures or sought changes due to concerns with safety.

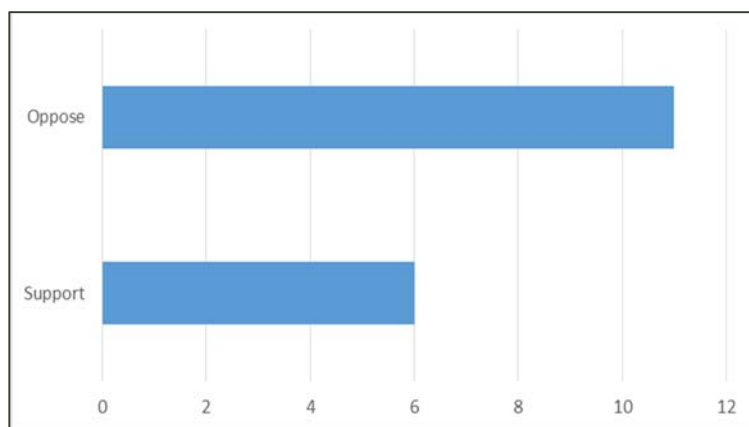


Figure 5 Loss of U-Turn Facilities

Submitters raised specific concerns with the configuration of the proposed closure of the U-turn near Chelsea St due to its frequent use by students, parents and rugby club members/supporters. Submitters opposed to the loss of U-turns were also concerned with additional travel time required to seek an alternative U-turn. One alternative suggested bridges over the U-turns for cyclists.

Submitters sought further analysis of the impacts of the closures on traffic flow and school drop off / collection times.

In addition to above, 17 submissions in support of the MCR were opposed to the crossing priority at the U-turns, where cyclists are required to give way to vehicles. One submission noted that having raised platforms *and* a requirement to give way to vehicles was contradictory.

Response: The closure of three U-turns provides a significant safety benefit by reducing the cyclist / vehicle conflict. The priority between cyclists and vehicles at the U-turn crossings has been further investigated, including external auditors. For safety reasons, the decision is to retain vehicle priority at these locations. Cyclist grade separation is costly and uncomfortable due to the gradients for the cyclists and is therefore not feasible.

The detours required as a result of the closures are minimal and the U turns for closure were chosen based on very low traffic volumes. Ideally all U turns would be closed, however the network impacts were considered too significant.

The concerns raised regarding the Chelsea Street U turn will be mitigated by extending the scope of the project to upgrade the alternative Cranley Street U turn which will require a detour of approximately 240m.

The Chelsea Street signalised crossing will be upgraded to reduce the safety risk of cars queuing across the pedestrian/cycle area with no stopping hatching which will be beneficial to pupils at Linwood Primary School.

4.4 Cycle Path Width

15 submissions were received regarding the scheme pathway width. Concerns were raised with regard to sections of less than 4m for a shared path. Submitters consider a 3m two-way cycleway along the Linwood Avenue median (preferred route) too narrow.

One submitter recommended using crushed gravel as a pathway for pedestrians on the Linwood Avenue median to reduce impacts on tree routes and provide additional width.

Response: As a result of the submissions the shared path will be widened to 4m at all but two locations:

1. In the Linwood Avenue median the CCC arborist has stated that a wider path is unacceptable due to the risk of impact on the iconic trees.

Although 4m is desirable, the expensive mitigation of the porous path at 3m wide required significant negotiation and it is not feasible to widen any further. Given there are grass runoff areas either side of the path this is considered to be sufficient for a major cycleway with the predicted volume of cyclists.

2. At the Dyers Road / Linwood Avenue intersection retaining walls are to be constructed to create room for a 3m wide shared path.

An additional 1m would impact on the ecology and capacity of the stormwater in the Linwood Canal and would cost significantly more and it is not considered justified. Therefore this will be a pinch point but this is a positive safety feature on the approach to the crossing of SH74.

4.5 Retention of Existing On Road Cycle Lanes

A number of submitters commented on the existing on-road cycle paths. Submitters in support of the proposed scheme sought the retention of the on-road lanes for faster and / or more experienced riders along the Humphreys Road and Linwood Avenue sections.

One submitter was concerned with the existing on-road cycle lane at Hargood Street which requires cyclists to merge and manoeuvre through traffic.

Response: During Detailed Design further investigation will be carried out to assess the cost impact of retaining on road cycle lanes on both sides of the road for the entire route (particularly along the seawall rebuild and over the Linwood Canal Bridge, where the cost will be most significant) as it is recognised as a desirable outcome.

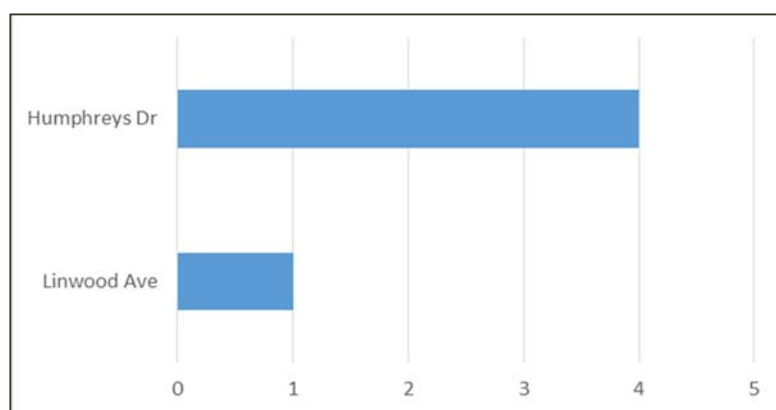


Figure 6 Retention of Existing on-road cycle lanes

The existing on-road cycle lane at Hargood Street, which requires cyclists to merge and manoeuvre through traffic will be upgraded to provide on-road cyclists a continuous level of protection from traffic.

4.6 Car Parking

Four submissions in support of the scheme raised concerns with impacts on car parking; these were focused on car parks near the Linwood Park and Linwood Avenue School. Submitters expressed concerns with the loss of parking under the alternative option.

One submitter suggested removal of the grassed area by the park to provide a footpath, and drop off area, during school time, and parking area for sports.

Two submitters supported the removal of car parks to accommodate cyclists, notably car parking spaces along Tidal View

Response: Under the preferred option on street parking at Linwood Park will remain unchanged given that changes under this option are limited to within the central median.

4.7 Landscaping

Six submissions were received on landscape and amenity issues; submissions generally focussed on the proposed landscape design and concerns with potential impacts on daffodils (two submissions).

One submission sought assurance that the landscape separators along Humphreys Drive be substantial enough to provide visual amenity and not visual barriers. One submission also raised concerns with potential herbicide use along the estuary edge seeking planting above the mean high tide to afford potential impacts from weed control.

Some concern was raised with regard to the landscaping seeking more scattered trees to break the wind without compromising the views along Humphrey's Drive and more naturalised planting comprising a variety of heights and textures.

Other submissions in support of the preferred route adjacent to the service lane worried about visibility caused by the trees and assurance that planting not hang over the cycleway.

Response: The planting species will be undertaken in collaboration with the CCC landscape and ecology experts during detailed design. From an ecological prospective a low visual barrier is preferable to reduce the visibility of dogs for birds in the estuarine environment. This will also provide a windbreak at lower level without obscuring views.

The chemicals used to control weed growth will be determined in consultation with the CCC ecologist and maintenance teams.

The trees planted in the service lane will be a species without low hanging braches to provide good visibility and contribute to personal safety.

4.8 Crossing Design

20 comments, across 12 submissions, raised issues on crossing designs, either in reference to a particular intersection or a general comment about traffic signal details.

Four submissions recommended including cycle signals at the Hargood Street intersection crossing east to west on the south

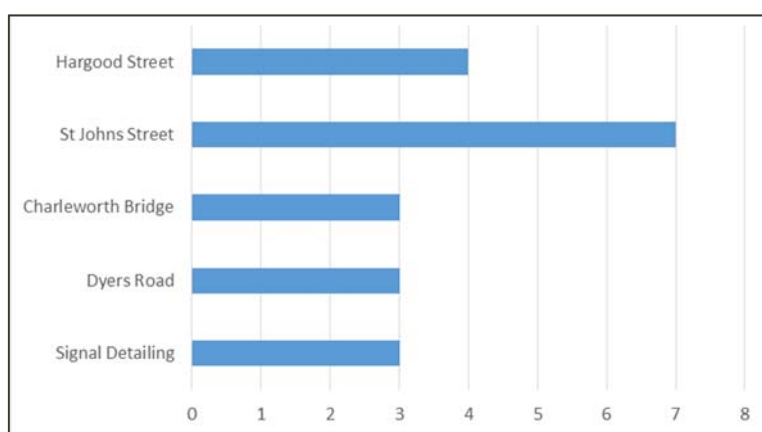


Figure 7 Comments on Crossing Designs & Signal Details

side of the road, for those that want to travel via the drain pathway and not via Linwood Ave.

Seven submissions were received on the proposed alignment at St Johns Street. One submitter noted that the proposed layout was convoluted and would be more effective if straightened. Submissions questioned the setback of the crossing from St Johns Street and recommended shifting the crossing to improve alignments and/ or access.

A recommendation was also made that the signalised crossing (near the windsurfers reserve) be aligned 30m west of where it is proposed as it will then be aligned with the Charlesworth Bridge, making more convenient crossings into the reserve and coastal pathway.

Three submissions referred to the Dyers Road intersection, with concerns about the crossing design, safety and delays. General comments in regards to the signalised intersections, included shorter cycle times, so cyclists don't have to wait so long and advanced signal detectors.

Response: Developing the MCR along the Linwood Drain from Hargood Street to the west is not considered as it may prove confusing in terms of connectivity with the wider network. Therefore the cycle crossing will only provide access to the Linwood Avenue median to the west. Cyclist or traffic priority at U- turns is still under investigation and will focus on the optimal safety outcome.

The offset alignment of the refuge at St Johns Street was designed to reduce conflicts between cyclists and turning traffic, however this will be re-considered during Detailed Design due to the submissions.

Direct alignment with Charlesworth Bridge has not been provided due to the Linwood paddock access on the north side at this location.

A separate cycle crossing is proposed on the south side of Dyers Road intersection. Cyclist priority at traffic signals through phasing arrangements and advance detectors is a standard approach on a major cycleway, the details of which will be incorporated into the signal design during detailed design.

4.9 Urban Design

Two queries included in submissions focussed on urban design features, specifically the memorial seat on Tidal view and inclusion of more pause points.

Response: Urban design features, including seating, and wayfinding signage will be taken into consideration and developed as part of detailed design. The Memorial Seat on Tidal View will be retained.

5 Social Pinpoint Feedback

The Council website for Have Your Say included an interactive GIS based map that people could make comments, suggestions and ask questions at specific locations along the route. 10 entries were made on Rapanui – Shag Rock Cycleway – Puari ki Rapanui Major Cycle Route.

Comments were consistent with submissions with regard to issues. Of the ten comments, one noted a preference for the Alternative Route through Charlesworth Reserve.

6 Proposed Changes

As a result of community feedback the preferred option will be progressed to detailed design, including the following modifications:

Linwood Avenue

1. Connections: Additional local connections to Linwood Ave median
2. U-turns: The project scope will be extended to also upgrade the alternative Cranley Street U turn. Chelsea Street signalised crossing will include no stopping hatching.

St Johns Street

3. Crossing Design: The crossing alignment at St Johns St will be further considered

All Locations

4. Path width: The shared path will be widened to 4m where able.
5. On road cycle lanes: On road cycle lanes will be retained where able.
6. Landscaping: Development of a specific planting plan
7. Signal Details: Cyclist priority at traffic signals through phasing arrangements and advance detectors will be incorporated.

Given the changes above are all detailed design aspects, no changes are proposed to the scheme plans.

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

<https://ccc.govt.nz/transport/cycling/major-cycle-routes/cycle-routes/rapanui-shag-rock-cycleway/>