

	Uni-Cycle Riccarton Bus to University consultation summary table 1- 39	
Comments REF#	Issue	
Full support no additional suggestions or concerns		
13, 31, 33, 34, 35, 40, 41, 42, 46, 48, 50, 51, 52, 56, 57, 60, 64, 79,8,82, 84 (Cycling Action network) 85, 86, 87.88, 99,100, 101, 102, 104, 105, 107, 128, 131, 133, 134, 136		Thank you for your submissions.
	Examples of Support Comments from those in full or general support	
1, 2, 4, 5, 6, 11, 13, 15, 27, 31, 34, 44, 46, 48, 50, 52, 56, 57, 59, 60, 61, 65, 71. 72, 78, 80, 81, 82 Gen Zero 83, 84 (CAN), 85, 86,87, 88, 90, 92, 93,93,98,99, 101, 102, 109, 112 NZAA, 114 Spokes Go cycle 119 CDHB,120, 121 NZ Trucking Assoc, 127, 128,	<p>Support of overall route and facilities: It is a wonderful addition to our city. In general the concept is excellent. Delighted you are working on this excellent initiative. `</p> <p>Great idea - get on with it! Route looks good, - balance of shared vs dedicated cycleways appears sensible. In general the concept is excellent. Route so far is excellent ie Matai Street East - look forward to more of the same. I use it every day Route has been in use for a long time and is safe and direct for cyclists. A great route continuing what is already in place but making it safer and more clearly defined. completely endorse the proposal Will not only benefit secondary and tertiary students - also east west link Riccarton to ?City Support for loss of parking to improve cycle route I commend the council for their vision of creating these routes and I could not be more grateful if this route will be completed. Encourages Christchurch to prepare for the future when there will be fewer people using cars and more using bikes. Congratulate Council for undertaking such an important and transformational project. Encouragement of cycling in Christchurch is a "no-brainer" that will benefit the entire city. I support this project 100%. One of the best places in Christchurch to put a cycleway Will make a good route better CAN supports the proposal and especially the concept of segregated cycleways Well done to the Council - 50 years of cycling will be rewarded with safe cycleways Step in the right direction to world class city Generally a great idea I really love the paths through the parks along Riccarton bush, University drive and Ilam Fields. Our family uses the existing part of the Unicycle whenever I go into the CBD - I think you are doing a fantastic job of giving us safe cycling options in the city. Good job!! "There is a temptation to establish cycle paths where it would be easy and cheap to do so. However cycle tracks should only be built where they are necessary, which is often where it is difficult and controversial" (Andersen et al., 2012, p.56). This just looks amazing. The best proposal I recall ever seeing from the CCC. There is ample space for all of us if we show some respect and accept that we are all trying to get somewhere, and that it is in everyone's interest that as many people as possible use sustainable transport to make this lovely city of ours a better place to live. We are many who look forward to using this new cycleway and are keen to do our bit to make this happen. A fabulous initiative - will build on demand for what's already completed, Serves many purposes. The existence of such cycle infrastructure was a main factor in my decision to buy a property where I did (Darvel St), and is part of the lifestyle that keeps me living and working in Christchurch (I am originally from Sydney- I came here for 2 years, and have been here more than 5 now). Applauds extension of route and supportive of Council initiatives More people on bikes is, as they say, a no-brainer! The roads used for the route between Riccarton Bush and the University are already slow neighbourhood streets, and motorists are unlikely to notice any adverse effects. Supports slowed low volume traffic streets where cyclists and pedestrians predominantly have the right over way over other road users. Good design will ensure</p>	Thank you for your submissions.

	<p>all road users can share the roads safely with reduced conflict situations between different road users.</p> <p>We have an opportunity (while road works are being completed post-earthquakes) to make Christchurch a bike-friendly place. Let's make it possible to safely bike across our city using the Uni-Cycle network / routes suggested.</p>	
65, 70, 71 plus 2 others see above 80,82 Gen Zero 86, 94,99, 102, 109, 119 CDHB 132, 135	<p>Support for a route to be used by university students and staff</p> <p>Important link between city and uni</p> <p>Currently use part of the proposed cycleway to cycle to the University and I fully support the creation of a proper cycleway between the University and the CBD. This is very important since the University will soon have courses both in the CDB and at the Ilam site. More convenient travel between the two sites will support this strategy.</p> <p>It will also be beneficial for the city if students see cycling to the CBD as a viable and safe option. Current cycleways are incomplete and therefore inadequate. This proposal for the Riccarton Bush to the University of Canterbury is really encouraging to get a lot of people biking safely and enjoyably in this area.</p>	Thank you for your submissions.
3, 13, 28, 33, 27 40, 42,44, 56, 58, 68, 73,77,86, 107, 120, 131, 132	<p>More enjoyable route will encourage wider use and benefits to the community</p> <p>Improvements will encourage more cyclists on this route including regular users eg commuters, those not wearing lycra.</p> <p>The cycle routes will be great for Christchurch - to get more people cycling.</p> <p>Our city is becoming more enjoyable to cycle - very much appreciated. Proposed route a substantial improvement, much more enjoyable than Kilmarnock. Please get this done as soon as possible as I look forward to using it to commute.</p> <p>Most cyclists are everyday people like myself and I have no recollection of encountering anyone wearing either Lycra or moving at high speed on a bike in the five months of regularly using this route.</p> <p>I think the slow route via Hinau, Ngahere, Totara and Miro Streets is an excellent idea.</p> <p>I cycle to my local shops and spend locally; surely this is to be encouraged?!</p> <p>I bike on this route most days from Puriri St into the city. It is absolutely the best thing about living in Riccarton.</p>	Thank you for your submissions.
12, 27, 40, 41, 42, 51, 56, 58, 68,73, 77,80,82 Gen Zero 94, 98,99, 102, 107,113, 131	<p>Safety benefits</p> <p>The proposed route avoids roads known to be hostile to cyclists, yet links destinations known to be of interest to cyclists. Use will be high, and more people will benefit than be inconvenienced.</p> <p>Use along this route has already increased including new cyclists and younger school students so safety improvements are important</p> <p>Feel much safer and confident using this route - suitable for all ages</p> <p>Getting cyclists off Riccarton Road is really important</p> <p>Great to see some wide paths separated from the road</p> <p>Thank you very much for creating safer cycle ways in Christchurch</p>	Thank you for your submissions.
40,42	<p>Time and money saving benefits</p> <p>It takes me as long as driving does during the rush hour thanks to the bike paths.</p> <p>When I use the cycleway as it exists I get home earlier than when I drive my car.</p>	Thank you for your submissions.
12, 42, 77, 81,82 Gen Zero 86, 98, 99,102, 128	<p>Health and environmental benefits including reducing congestion</p> <p>Supports cycle way to give cyclists enough space, to normalise the use of low cost, healthy, higher throughput, lower impact than cars</p> <p>Will ease congestion, take load off parking in the area and improve air quality in the area, reduce air pollution as more people bike and fewer use cars.</p> <p>Will mean people are more healthy, improve quality of life and increase life expectancy reducing health care costs.</p> <p>Will reduce congestion eg Riccarton and Fendalton Roads</p> <p>There are too many single-person occupied cars choking up the arterial roads in the rush hours - which makes cycling both obvious yet difficult:</p>	Thank you for your submissions.
77, 82 Gen Zero 86,99	<p>Indirect benefits</p> <p>Also reduces infrastructure maintenance costs and parking requirements</p>	Thank you for your submissions.
11, 12 95	<p>Support for parking removal</p> <p>Support for parking removal to enhance cycling - UC and Riccarton Bush have their own alternatives</p> <p>Support removal of all parking</p>	Thank you for your submissions.
65, 77,99, 119 CDHB	<p>Support for choice of transport mode</p> <p>Cycles are essentially complementary to cars. This is one step towards a comprehensive network</p> <p>Will increase the number of travel options available</p> <p>Will provide more capacity as cycling grows</p>	Thank you for your submissions.

< ? - Gen zero submissions - 102	Working towards a World Class city Increased cycling will help Christchurch transition to a low-carbon transport infrastructure that is designed around the needs of the citizens, bringing us in line with other leading cities around the world.	Thank you for your submissions.
	Comments and suggestion - 54 Submitters in support of the proposal also provided suggestions for improvement (not including those who commented only about Riccarton Bush)	
14, 26, 51, 77, 93, 95, 114, 119 CDHB	Signage/Wayfinding Please ensure cycleway signage is clear so people don't get lost trying to find the route, especially through Ngahere, Totara, Miro and Hinau Install signage and markings on shared paths eg Hagley Park at Hospital corner Please provide good signage/painting to help people know where cyclists will be, especially at crossings, as pedestrians often get this wrong.	Major Cycleway signage is to be implemented along the route for users. Behavioural messaging will be included on the pathways to encourage users to keep left unless overtaking. Additional markings are to be provided at crossings for legibility.
79, 93, 119 CDHB	Road markings Please paint the sharrows onto a green surface it will reinforce the existing shared cycle lane (image provided) Supports special road markings yet to be approved	Road markings have to be applied in accordance with the National standards.
93, 95, 97, 119 CDHB	Cycle facilities Ideally would like more separation but understands the constraints and supports the proposal - hoping for more separation in the future Support the proposed 2 metre width of one-way dedicated cycle paths, 3 metre width of two-way cycle paths and four metre width of shared paths. Supports 4 m width in support of NZTA Guidelines Smooth transition between paved and sealed surfaces.	
119 CDHB	Recommends a CPTED audit where the cycleway passes through Dean Bush and Ilam Fields - to ensure a sense of community safety	Project team agree.
121 NZ Trucking	Make sure there is enough resourcing for signage, education, promotion, skills training and enforcement.	Project team agree. Signage is to be implemented at the same time as the cycleway.
	Comments and suggestions relating to Ngahere - Hinau	
	Traffic management/ safety Ngahere to Clyde	
37, 39, 43, 83, 89, 114 Spokes go cycle, 7, 11, 83, 89, 114 Spokes, Go Cycle, 62, 111, 95	Reduce the speed limit <ul style="list-style-type: none"> Reduce the speed limit through this section of the route to 30kph to increase safety As has been approved for Trafalgar Street on the Papanui Parallel cycleway, this area also needs a 30km speed restriction in place to ensure safer travel for both cyclists and pedestrians. Recommends more traffic calming <ul style="list-style-type: none"> I support the proposed narrowing of vehicle carriageway widths. I believe this will reduce vehicle speeds and make the area more attractive for pedestrians and cyclists. Provide additional speed humps/platforms or give way signs to reduce the sometimes careless and/or aggressive traffic on Totara and Hinau Sts, approaching both the Ngahere and Miro intersections eg 10-20 km/h Hinau St may still feel quite wide to confidently cycle along the middle, especially when there is little parking present. Perhaps consider installing a few planted kerb extensions to visually narrow the corridor? Traffic calming design <ul style="list-style-type: none"> No need for further speed humps if the existing ones at Konini and Puriri Streets are raised. Strongly objects to increasing height of speed humps The proposed platform adjacent to 106 Hinau Street is a sensible idea but the proposed platforms adjacent to 59 and 77 are not. 	Project team agree. Changes to speed limits however are subject to a further assessments and consultation, which are to be undertaken following implementation of the traffic calming measures. All existing traffic calming features will be checked during detailed design to ensure they comply with Council's standards and where required changes will be undertaken to ensure they calming devices are slowing traffic. On-street parking is proposed to be changed following submissions around this issue (refer to parking on Hinau section), and given the current measured speeds on Hinau Street, further traffic calming features are required in the interest of safety.

19, 114 Spokes, 95, 93, 24, 111, 116, 56, 83, 108, 17, 116, 11	<p>Cycle Infrastructure – Neighbourhood greenway</p> <ul style="list-style-type: none"> • Ngahere, Totara and Miro streets - Provisions for safe cycling along Ngahere, Totara and Miro streets are minimal and seem to rely mainly on low traffic volumes. Traffic is hardly 'low volume' on Saturdays when Christchurch Farmers Market is on. Or when any event is on at Riccarton Bush (Summertime theatre etc). • To further discourage unnecessary through-traffic along the neighbourhood greenway, consideration should be given to a mid-block street closure. Possible locations could be Miro St, or Hinau St west of Miro St. The surrounding street network has many redundancies, thus minimising the effect on local motorists. • Additional traffic slowing measures and possibly further parking restrictions should be included for the Hinau Street section. This area is used as a parking zone for the University of Canterbury where restrictions allow, and this effectively narrows the street for cyclists. I cycle along here daily, and find cars often squeeze past to overtake, particularly in evening traffic. This is particularly noticeable when traffic is heavy on Clyde Rd, and people seek an alternate route through to Riccarton Rd or Kahu Rd. You should consider traffic slowing, traffic diversion and additional parking restrictions as potential solutions to these problems in the Hinau St section of the cycleway. • Removing the few remaining parking spaces Ngahere to Hinau, will make the shared road and turns safer for cyclists and cars. • Request No Stopping lines on at least one side of the corner of the bend near 61 Hinau gets parked up - visibility/safety concern. • Suggests one way traffic - a way to deal with the student parking situation to make it safe for cyclists in Hinau. • Separation from general traffic is important especially on cold winters mornings when visibility is limited. • Put the cycle lane up the north side of Hinau so it doesn't have to cross Konini or Hinau • If you wish to retain parking then the best option would be to install dedicated cycle lanes or a shared footpath/ cycleway. • Hinau street should not be used as a cycle route unless specially constructed cycle lanes are put in place separate to the road carriage way. • I would support the Cycleway if this can be achieved; otherwise, I am opposed as there is insufficient capacity on the carriageway as it exists. Similarly for the short Totara Street part which is even narrower. 	<p>Due to the low volume nature of the streets, and without any peak traffic generating uses (such as schools etc) separated cycleways or painted on-road cycle lanes are not required. Additional traffic calming features are proposed to reduce traffic speeds to ensure people on bicycles feel comfortable using the road space. It is not proposed at this time to make the streets one-way or apply traffic restrictions.</p> <p>On-street parking is proposed to be changed following further submissions around this issue (refer to parking on Hinau section), and therefore traffic calming features are required.</p>
7, 27, 80, 83, 89, 114 Spokes, Go Cycle, 119 CDHB, 4	<p>Intersection priority and route legibility</p> <ul style="list-style-type: none"> • Consider traffic calming, possible curb changes to facilitate flow. Also minor changes to curbing would greatly improve the cycleway 'flow' through this 'zig-zag' bit. • I would also suggest that kerbing at intersections be realigned to follow the route of the cycleway, as has been proposed for the alternative Rapanui/ShagRock route through Linwood. • I would like to see more cycleway surfacing. Turns and crossings where there is a patterned surface along Ngahere, Totara, Miro and Hine there should also be cycleway surfacing. Just like it is planned along Hinau Street at the Puriri crossing. • Some intersection layouts will also need extra attention to signs and road markings being clear to avoid tension between road users. • Is it possible to make the intersections have Give-Way signs on the roads that cyclists cross, as this will give further priority and safety. This would be similar to the treatment proposed for the Shag Rock cycleway going through Wellington and Marlborough Sts • For cyclists turning right from through his section consider road marking at intersections to remind cars to give way to through traffic or serious flow reduction for cars • Recommends giveaway control signs at intersections of Ngahere/Totara, Totara/Miro and Miro/Hinau St to enable safe flow of cyclist and remove the requirement to turn right across including traffic - See similar intersections Olliviers Rd, Wellington ST, Clive St part of recent Rapanui Shag Rock consultation • All intersections should have the same cycle lane treatment as Puriri? • Hinau St / Puriri St intersection. Car drivers must be left with absolutely no doubt that they need to stop, and not continue until the way is clear of cyclists. • The Hinau/Puriri St intersection needs to be improved to clearly indicate who has right of way 	<p>We have investigated alternative intersection priorities which will require additional consultation with residents.</p>
54, 80, 65, 80, 83, 89, 93	<p>Cycle crossing on Hinau Street</p> <ul style="list-style-type: none"> • The proposed chicane and single lane ramp proposed outside 105a Hinau St is impractical for cyclists and I doubt if they will use the cycle lane - instead preferring the road. Traffic is generally extremely light on Hinau St and it would be better to make the ramp wider so bikes can use it. • Please provide a smoother alignment for cyclists as they cross Hinau Street on to the shared path. On the plans, it is indicated that cars will have to give way at this crossing, but the sharp right-hand turn cyclists will have to do makes it seem like the cyclists have to give way. There should be some compromise-perhaps have the cyclists crossing at 45-60 degrees, rather than 90. The same awkward alignment for cyclists is apparent on the new Matai St cycleway- I hope this time the alignment is fixed. • Hinau - Clyde - I am slightly concerned by the alignment of the cycle path as it crosses Hinau Street. Essentially, the danger lies in the fact that there are two competing mental models for who should give way: <ul style="list-style-type: none"> • When a cyclist is cycling along a normal street and wants to turn right, they are (rightly) expected to wait for any traffic which may be coming behind them. This is because they effectively need to change lane before they can turn right. 	<p>Best practice requires that road crossings are installed at right angles whenever possible to ensure intervisibility between motorists pedestrians and Cyclists</p> <p>The whole of the platform is available for cycle use and the berm on the east side will be shortened so there is a larger receiving area for cyclists. This platform is only for one way cycle traffic</p>

	<ul style="list-style-type: none"> When a cyclist rides past a side street, any vehicles approaching from the side street must give way to it. The proposed crossing on Hinau Street looks like model 1 but functions like model 2. I am concerned that if a car is travelling close behind a cyclist, each could assume that the other will give way. This confusion seems to be magnified by the abrupt transition on the eastern side of the crossing, where the cycle path leaves the road and then immediately crosses it. Recognises that design work will always involve compromises but this seems to be a potential weak link that needs designer attention? The new raised crossing at the western end of Hinau St is rather square, thus making for an awkward riding route. Perhaps consider making a slightly angled street section here, thus smoothing the bike route? Please provide a smoother alignment for cyclists as they cross Hinau Street on to the shared path. On the plans, it is indicated that cars will have to give way at this crossing, but the sharp right-hand turn cyclists will have to do makes it seem like the cyclists have to give way. There should be some compromise- perhaps have the cyclists crossing at 45-60 degrees, rather than 90. The same awkward alignment for cyclists is apparent on the new Matai St cycleway- I hope this time the alignment is fixed. I think the street crossing at the end of Hinau Street near the Clyde Road intersection seems a bit sharp and over designed. Cyclists may start taking shortcuts around there in smooth curves to make their journey easier. 	<p>heading towards Clyde Road. The ramp is for one way west bound cycling and is sufficiently wide enough for this purpose.</p> <p>Drivers will be required to give-way and supplementary signage TO CYCLISTS signage will be installed for the crossing. This has proven effective on Matai Street East. Exit alignment will be made smoother on the north side of the road by cutting back the berm.</p>
	Traffic management & cycle safety - Ngahere Street	
63, 11	<ul style="list-style-type: none"> A single lane creating risk for cyclists has been created in Ngahere Street because it is under-width, has not been renewed and still has deep gutters and wide concrete ramps to drive ways forcing parking out into the carriageway. Please upgrade Ngahere Street ie kerb and channel replacement - valuable properties and benefits to all users Danger here for cyclists is compounded by the fact that most residents need to back out of their driveways 	<p>It is not proposed to change the kerb and dish channels as part of this project. If residents are having difficulty exiting driveways, additional kerb blocks may be considered. Residents should exit properties in a forward direction. It is proposed to remove parking from one-side of the street to provide more room for residents entering and exiting driveways and provide improved visibility of people using the road.</p>
	Parking on Ngahere	
63, 66	<ul style="list-style-type: none"> No stopping lines in Ngahere are frequently ignored on busy Saturdays If parking in Ngahere Street was limited to one side, like in Hinau Street, it would also facilitate a safe pathway Consider removing parking on Saturday mornings This would be safer for pedestrians too as they walk on the road with children too. 	<p>Following consultation, it is proposed to install no stopping lines on the north side of Ngahere Street. After implementation, the project team will request that enforcement is increased to ensure compliance. Should parking on Saturday mornings continue to be an issue, then further restrictions on parking can be considered.</p>
	Parking on Totara	
13	Please consider whether yellow lines on Totara St could match No 1 Ngahere because my son parks his car outside our house No 56 Totara St	No stopping lines have been amended.
	Parking on Hinau	
17, 116, 119 CDHB	<ul style="list-style-type: none"> Retain the current limit on parking preferably the current situation (see also below parking solutions) The proposal to add 120min parking would potentially cause more car movements in the street, with an increased number of University students searching the street for short term parking. This would increase a number of hazards associated with increased parking movements and potential for car doors to be opened directly onto the path of a cyclist given the narrow width of the street. On this basis I would not support the 120min parking restriction that is being proposed on the south side of Hinau Street between Clyde and Puriri. 	<p>Following submissions and discussions with residents it is not proposed to increase parking on Hinau Street.</p> <p>Instead it is proposed to install no</p>

1,2, 25, 38, 39, 43, 61, 62, 75 24, 111, 116, 132	<p>Suggestions to retain and /or further limit parking-</p> <ul style="list-style-type: none"> • Owing to concerns about safety for cyclists and vehicles with current parking situation in Hinau including student parking which would be exacerbated by increasing parking availability • Parking on both sides of Hinau would: • Increase lack of visibility for vehicles exiting driveways • Narrow the street to one lane - limits vehicle passing • Ideas to improve safety in Hinau by limiting parking : <ul style="list-style-type: none"> • Request to reduce parking on north side • Request to have no parking in Hinau to allow for two way traffic, or if there is to be parking on the south side have only one way traffic • Change to No parking Monday to Friday on the south side - residents should have off street parking • 2 sided parking Dec to Feb is very difficult and dangerous - Revert to one sided parking all year - 120 limit sounds good • Keep parking on one side only in Hinau Street (either north or south between Puriri St and Clyde Road) with sign Feb- Oct (61) • Keep parking as is on one side of Hinau St only, either the north or south side. This would continue to give maximum road width for cyclists and cars to share this unmarked cycle way especially at peak times of congestion. • Reconsider the 3 month period of parking on both sides of Hinau St to align more with the University calendar eg Feb to Oct inclusive. There is more University activity in February now with most of the exam season over by November. (62) • It will be fantastic to have P120 on the south side of Hinau Street during the months of March to November. I live on Hinau Street between Puriri St and Clyde Road with very limited off street parking and this creates issues when I have servicemen or visitors to my property between March and November as there is very limited available on street parking in the vicinity. • Can non-parking restrictions please be retained on the south side of Hinau St. • Request No Stopping lines on at least one side of the corner of the bend near 61 Hinau gets parked up - visibility/safety concern. 	<p>stopping lines on the south side of Hinau Street from Clyde Road to Puriri Street so that parking is prohibited at all times.</p> <p>This restriction can be reviewed in future and time restricted parking on the north side can be investigated if residents are having trouble finding a car park.</p> <p>It is also proposed to install no stopping lines on the inside of the bend on Hinau Street outside of property number 60.</p>
61, 62, 116	<p>University Parking overspill</p> <ul style="list-style-type: none"> • University shouldn't push their parking problems onto surrounding streets Based on existing lack of penalties for uni students offenders who have received no penalties • No need for parking time limits to be introduced to Hinau St as many of the cars are University staff cars trying to avoid the increased costs of parking in the University grounds. • Residential on street parking already a problem and further loss in Hinau will impact surrounding streets including Puriri. 	<p>Should changes to parking on Hinau Street affect residents on Puriri Street (south of Hinau Street) then further restrictions could be considered.</p>
32, 62, 75	<p>Marked parking spaces</p> <ul style="list-style-type: none"> • Introduce parking ticks to assist residents with better vision of cyclists using the street and to avoid the encroachment of parking 1 metre clear of a drive way • Supports parking ticks, parking restrictions at intersections and where there is not enough space to park to improve safety and visibility for residents and cyclists • I am not in favour of the suggestion of having white lines painted on the road to delineate driveways as this would be aesthetically unappealing. If Council could come up with another method of delineating the driveways in an aesthetically pleasing manner I would be supportive of this. 	<p>No stopping lines are to be added to the street. If residents continue to find that people are parking too close to driveways additional measures such as parking ticks can be installed.</p>
	Plantings	
8	Replacement street planting should support Riccarton Bush attempts to attract native birds	It is proposed to proceed with the Lime Tree and three Chonosuki crab apple trees in Hinau Street to maintain consistency with the streetscape and the amenity area.
25	Two trees were replaced outside 101 & 103 recently - Both were damaged (at night-end of uni year) 101 tree removed - 103 tree still there but almost dead. Please replace both.	This information has been passed to the Council arborist.
	Access	
23	Resident at 48 Clyde request confirmation of second access of Hinau Street	The project team cannot confirm that access will be provided in the future. There are separate Council processes for subdivision and new vehicle entrances.
	Clyde Road to University Drive	
26	Support for Clyde Road crossing improvements as critical to the route	

<p>103 114, Go cycle 120</p> <p>97</p> <p>4</p> <p>43</p>	<p>Cycle facilities</p> <ul style="list-style-type: none"> • Would like the cycle route to be separated from the footpath due to safety reasons. This is due to the following concerns: <ul style="list-style-type: none"> * Safety for elderly persons walking - those in wheelchairs from nearby rest home * Safety of young children on walks from nearby playcentre as with school children who all use this section of footpath * Also the safety of university students walking to & from lectures * Safety of access to & from adjoining properties * We would be willing to meet with CCC staff onsite to discuss any issues. Thank you • The path on Clyde should be 4 metre with a centre line. • Make shared path on Clyde rd as wide as possible, 4m seems too narrow. Centre line on shared path on Clyde rd to encourage people to keep left. • Is the existing western side footpath over the bridge on Clyde Rd wide enough to accommodate a shared path? • There appears to be no route for a cyclist to travel from the existing Clyde St cycle lanes on to the shared pathway. It is relatively straightforward to leave the shared pathway at the crossing point and enter the road cycle lane, however it is difficult to do the reverse. Ideally a ramp/flattened curb could be put in place opposite number 50 on the east and number 31 on the west so that cyclists can join the shared pathway and travel further along the unicycle route. • At Clyde Road, provision needs to be made for cyclists travelling from University Drive to Hinau Street. Currently the options are to cross Clyde Road at the uncontrolled intersection with University, almost impossible in morning or evening traffic, or to ride on the footpath from University to the new crossing point at Hinau, which is unexpected and crosses several driveways and through some low-hanging trees. Neither is at all adequate. • What facility will be provided to allow cyclists to get from Hinau St to the Clyde crossing? There needs to be a formalised shared pedestrian/cycle zone on the eastern side of Clyde north of the Hinau intersection. 	<p>Following submissions on this section of the scheme, the project team considered alternative designs including a separated cycleway and retention of the pedestrian footpath. To achieve the required space for a two-way cycleway, the space currently available for the on-road cycle lane would be needed, which would mean that cyclists who travel now on Clyde Road would also need to use the facility.</p> <p>To maintain a good level of service for these cyclists that now need to use the facility we looked at seamless transitions, which resulted in the cyclist being on the right side of the facility which is counterintuitive to the recommendation of keeping left, however keeping left led to a situation with cyclists crossing over each other to access the crossing. The proposal went through a safety audit, and the recommendation from the auditor was to retain a shared path and leave the on-road cycle lane as is. Behavioural markings will be provided on the shared path, and the driveway will be highlighted in coloured surfacing.</p> <p>There is a shared path on the east side of Clyde Road for people travelling between the crossing and Hinau Street.</p>
<p>83, 7 114 Spokes, Go Cycle 89 97</p>	<p>Signal controlled crossing</p> <ul style="list-style-type: none"> • Good to see improvements around the Clyde Rd signalised crossing. A reasonable number of people may wish to access the cycleway from Kirkwood Ave (e.g. students to Kirkwood Intermediate). How will they easily access the Clyde Rd crossing? Perhaps consider a spur pathway to the south of the crossing to connect with Kirkwood Ave? • Clyde Road crossing needs a different solution ie would be blocking through traffic into Hinau? • Align the Clyde Rd signalised crossing with Hinau Road to follow the natural flow and give people on bicycles priority. Failing to do this will see cycles and peds crossing willy nilly from Hinau to the crossing point. • It would be fantastic if the crossing at Clyde Rd could be aligned with the Hinau St shared path, as this would make it much easier for cyclists to cross. • Traffic lights on Clyde Rd to give cyclists priority. • Peak traffic flow times Clyde Road becomes jammed between Riccarton Road and Creyke Road. If pedestrians and cyclists can hit the button and get almost immediate access to the crossing there will be a problem. Suggest that the lights are controlled in a way that gives vehicle traffic a fair turn. 	<p>A connection to the south to Kirkwood Avenue would be a local connection and will be referred to the Asset planning team for consideration. A cut-down will be provided to the south of the crossing to allow cyclists to cross to access Hinau Street without having to move to the centre of Clyde Road.</p> <p>The crossing is located to the north of Hinau Street to provide a balance between directness for crossing but also safety to ensure that vehicles turning right from Hinau Street can see the traffic lights and stop at the stop line.</p> <p>Vehicles should not be blocking Hinau Street at peak times as vehicles should</p>

		not be waiting in the intersection if they cannot proceed ahead.
23	Traffic light noise issue at night - Clyde Road pedestrian crossing	Has been followed up by traffic team to resolve.
55	<p>Visibility</p> <ul style="list-style-type: none"> Nos 33 to 43 Clyde Road. The shrubbery on the road frontage of these sections should be cut back. The willow on the edge of the bridge already hangs in the way of foot traffic. Visibility on the corner of Hinau Street and Clyde Road (No 48) is very limited. The trees and shrubs are cut back to the fence line, but visibility through these, for cyclists and pedestrians moving in both directions around the corner, is zero. The chance of a cyclist hitting a pedestrian on the blind corner is high unless there is a designated cycle lane and pedestrian lane. Hidden Driveways - Nos 50, 50a, 52, 52a, 54, 54a and 54b Clyde Road (multi-owner driveways). Signage along Clyde Road from about No58 indicating hidden driveways ahead would be a great help for those of us trying to get out of the above addresses. 	<p>Any overhanging vegetation will be requested to be cut back.</p> <p>Changes to landscaping at this corner are proposed to maximise visibility between users.</p> <p>Additional green paint is proposed at this conflict point to highlight to drivers and cyclists there is an access at this point.</p>
	Cyclist safety	
55	Nos 54 to 56 Clyde Road. (Here the road crosses the bridge on a curve). Most cars cut the corner. Suggest permanent poles to mark the cycle lane are put in to keep cars out of cycle lane (as on Kahu Road).	Yes happy to install a couple of Flexi Posts at the edge of the cycle lane on the south bound approach to the bridge.
55	Speed Limit. Consider reducing the speed limit particularly on this corner because the lights will be changing more frequently. Nose to tail accidents have been a feature since the lights were installed. Cars come around the curve doing 50 kph into stopped vehicles.	<p>Advanced warning signage of the traffic signals will be checked on site and altered if required.</p> <p>It is not proposed at this stage to change the speed limit on Clyde Road.</p>
	Clyde Road Parking	
55	Clyde Road - Removal of two car parks outside No 54. We object to having these parking spaces removed. There is limited visitor parking in the multi-owner driveway. To have these spaces available at weekends and after 6 pm on weekdays could be considered as an option to no parking	Due to the space requirements for the cycleway, traffic lanes and flush median for access, there is insufficient room to retain parking on Clyde Road.
	University Drive	
4, 83	<p>Access to University from cycleway</p> <ul style="list-style-type: none"> There appears to be no way for cyclists to leave the bicycle path to get to Uni other than riding over the curb and across University Drive. For example a student arriving at Uni would probably want to leave the bicycle path to go to a bike shed, however there does not seem to be any way to do so. I suggest further consultation with the Uni so that students & staff arriving by bike have easy pathways to cycle parking. If this is not managed well then cyclists will end up mingling with pedestrians all over the campus rather than having a good route to parking and then walking. Similar in reverse - how do you get from the bike parking on to the bicycle path? Currently quite a few people cycle along the existing diagonal pathway from Clyde Rd, across Uni Dr to the Arts carpark and beyond; I suspect that they will continue to do so, so you may wish to improve this route to be a shared pathway. 	<p>Access points will be identified along the cycleway and cut-downs provided for users to exit and entre the cycleway</p> <p>Access will be provided from the cycleway at the entrance/exit to the car park. The pedestrian path will remain for pedestrians only. This feedback will be passed to the University also as landowner.</p>
7, 89, 114 Spokes, 77, 83, 97	<p>Cycleway alignment and design</p> <ul style="list-style-type: none"> Put the cycle lane on the north side of University Drive Suggests moving the cycleway on to University Drive to reduce potential conflict between cycleway users and pedestrians esp at peak times eg between lectures when bottle necks occur. Shared Pathways are a poor 2nd choice, but can be changed as the routes become more popular and problems arise. Cyclists don't necessarily ride 'sedately' but they do travel quietly which pedestrians don't hear. Incidentally, bells on bikes should be compulsory. Pedestrians also tend to drift when in conversation, or distracted etc, and have a shock reaction when warned a bike is coming from behind. At least make it wide enough. A 3 metre bi-directional cycle lane in this congested space is planning for failure. It appears that there is room here for expansion and a 4 metre path with centre line is indicated. Kerb or other permanent but bicycle permeable separation is recommended. 	<p>It is proposed to have the cycleway on the south side of University Drive as this minimises interaction with vehicles (no vehicle accesses on the southern side).</p> <p>There is no room to widen the cycleway as a two-way carriageway needs to be maintained for the University.</p>

	<ul style="list-style-type: none"> Kerb or other permanent but bicycle permeable separation is recommended. Kerb along University drive to discourage cars from driving on cycle path but allow cyclists to leave path to enter university. You may find that pedestrians will walk on the new separated cycleway along Uni Drive (inadvertently or otherwise), unless it is elevated lower than the adjacent footpaths. Therefore consider carefully the vertical elevation of all interfaces between footpaths and cycleways 3m won't be wide enough along University Drive, will be a very busy path, at least 4m needed with centre line Remove give way lines on University drive cycleway and extend pedestrian crossings over cycle way to make it clear pedestrians have right of way. Pedestrian crossings need to go across bicycle path and signage to indicate pedestrians right of way, and responsibility not to block cycle way or step out blindly Pedestrians on cycle path. Good luck keeping the pedestrians off the cycle path here. Groups of students walking 4 abreast are a hazard. Path needs to be 6m wide at Western end of University Drive, will get very busy here. The 'short sections' at Clyde and Ilam Roads to also be shared with pedestrians is likely to create bottlenecks and conflict. Spokes notes that there is room available to widen and even provide separation at both of these points. Please consider doing this. Spokes appreciates the University granting easements to CCC for these vital improvements and notes that the University enrolment is a major factor in the need 	<p>It is proposed to have a different height cycleway to discourage pedestrians using the cycleway.</p> <p>People on bikes will need to give-way at the zebra crossings. Additional markings are proposed at these points.</p> <p>Behavioural markings will be installed on the shared paths to encourage users to keep left.</p>
7, 47, 94	<p>Alternative designs</p> <ul style="list-style-type: none"> Could cobble the whole section and discourage vehicle traffic? Don't need a separate cycleway in uni grounds just traffic calming that is friendly to pedestrians and cyclists, but some care would be required to design the transition from University Drive to the Clyde Road shared path if the dedicated cycle path on University is omitted. Closing University Drive for emergency is reasonable. Closure for 'special events' could become diabolical. University Drive is an important arterial for cars, bikes and pedestrians. On street parking is not reasonable. 	A number of options were considered for University Drive including shared paths and greenway treatments. The separated cycleway was the preferred option for consultation for both Council and the University as road controlling authority.
7	<p>Speed</p> <ul style="list-style-type: none"> Need to have consistent speed limits through this area - eg 40km to fit in with Ilam Road low speed environment 	The University controls the speeds on University owned and controlled roads. Slower speed environments have safety benefits for all road users and make journeys by active modes more attractive. This is not a Council controlled road.
97	<p>Parking</p> <ul style="list-style-type: none"> No parking on University Drive for the full length (is not shown on plans) On street parking is not reasonable. 	It is not proposed to amend the no stopping restrictions on University Drive. These restrictions are currently in place.
	Ilam Road	
	Separated cycle lanes	
4, 11, 18, 20, 69, 119 CDHB, 58	<ul style="list-style-type: none"> Approves of separated paths - safer, consistent, Approves of wider paths Current system where cyclists can go on footpath when a bus is stopped works well once you understand it. 	Thank you for your submission.
4, 83	Currently the plan shows no gap in the west-side cycleway separator to allow access to/from Science Rd; please reinstate this.	It is proposed to re-instate this movement.
20	Supports trees separating the lanes	Thank you for your submission.
58	Assume plastic separators will be used. I suggest putting a rumble strip beside the separators to warn motorists about them.	It is proposed to install delineators similar to those used on Tuam Street in Central City.
87	Please replace separators with something much smaller and less damaging to cars. And less of an object that can knock children off their bike in the event a pedal hits one.	
20	Please remove all the separators along Ilam Road - hazardous and take up road space	
58	Suggest strong barriers at north end of this strip to prevent cars destroying trees.	
112 NZAA	<p>The issue of most concern for motorists is the treatment of Ilam Road. We endorse the views of the cycling advocacy group, Spokes that the separators chosen for the separation of transport modes must be effective and safe for all users. We list here a number of websites that we have found to show viable options; we also understand that the new Design Guidelines will endorse the best and safest design.</p> <p>http://www.fastcoexist.com/3025799/these-recycled-plastic-dividers-can-create-a-bike-lane-in-a-second</p> <p>http://www.rosehillhighways.com/products/lane-separators/</p>	

	https://www.trafficsafetystore.com/road-markers/lane-delineators http://www.vanguardgroup.co.nz/carpark-essentials.html?gclid=CK3N9pGBrcsCFcQrvQodJTACew	
113 Spokes	Ilam Rd at Ilam Fields appears to be making the best of what is available. Cycle lanes on Ilam Road need to be at least 2.4m wide (cycle design guidelines 2.4.1) If they are going to be 2m the separators are not to be in the cycle lane width. While the current concrete separators seem to infuriate motorists it will be important to maintain adequate protection for people on bicycles.	
58	I have noticed cycles going the wrong way on the Ilam Road cycle ways. Suggest adding arrows when you paint cycle symbols on the cycle way.	Recommendation accepted and added to the plan.
20	Current width of Ilam road not wide enough for two vehicles especially buses to pass please widen	The current width does allow for two-way traffic. The removal of the parking will simplify this section and remove some of the side friction caused by the parking.
4, 11, 20	Supports removal of parking in Ilam Road -removes risk of vehicles having to swerve out to avoid parked cars and opening doors	Thank you for your submission.
58	Will a speed camera be installed?	It is not proposed to install speed cameras at this time.
58	How can cars picking up pupils be prevented from parking on the cycle way? This is currently a problem.	All parking will be removed in this section of Ilam Road so it should be clearer that vehicles should not be stopping. Additional enforcement will be requested when the cycle facilities are installed.
97	Don't have a shared path on the West side of Ilam Rd, cyclists to use separated cycle lane, those leaving Ilam Field cross Ilam Rd and use East side cycle lane to cycle to University Drive, those leaving University Drive cross Ilam Rd and use West side cycle lane to cycle to Ilam Field.	The shared path was implemented through the last project on Ilam Road at the request of Ilam school. It is not proposed to remove it.
	Road Crossings	
4	Questions combined ped /cycle crossings - cyclists travelling at speed at risk of being hit. Who has right of way? What signage will be used?	People travelling on foot and by bicycle will have priority at these crossings. The project team considered the introduction of traffic signals at these points but this would increase delay to people travelling on foot and by bike and there is insufficient room to hold demands on the paths. It is proposed to install ground warning lights to support the crossings.
10	Daily user of the route supports safer 'proper' road crossing for cyclists to UC across Ilam Road from Ilam Fields	
	Appreciates the improvements along Ilam Road. Ped/cycle crossings at Ilam Road would probably work even better if they were raised	
	Ilam Fields - Dovedale Ave	
10	Strong support for crossing from Ilam Fields to Dovedale	Thank you for your submission. This crossing has been installed.
97	Path on Ilam Field, cut trees back, good cross camber, strong enough to allow tractors to cross it, good lighting. Hard to believe 4m wide enough without cyclists having to leave the path to overtake walkers turning the edges to mud in the winter.	The pathway will be constructed to take service vehicles. The width is the same as the new shared pathway in Hagley Park.
	How will motorised vehicles be kept off the Fields? Also the Dovedale Ave shared path?-Bollards instead of enforcement?	
69	Ilam fields shared pathway should have a cycle path marked in green-pedestrians are often so oblivious or have their music on that it makes riding past them very tricky. This would mean that bikes would have a designated part of the track.	
83	Improved path width across Ilam Fields will be much appreciated (as well as removing the annoying dogleg at the eastern end). Some path behaviour markings (e.g. keep left arrows) would help with path behaviour too (same along Dovedale Ave). I presume that the annoying constriction at the Ilam Rd end will be removed?	Behavioural messaging will be implemented to remind users to keep left and to step off the path when stopped.
114	With Ilam Fields to have a 4m wide shared and bi-directional path monitoring to determine adequacy will be required	The end points will be considered during detailed design to allow for easy

		access for people travelling on foot and by bike but restrict the ability for non-service vehicles to enter and use the path.
	Dovedale- Solway	
4, 97	Need consistency for right of way access to both driveways into the campus in Dovedale Ave? Give way signs on side roads crossing path on Dovedale Ave.	Agree. It is proposed to install give-way markings and hold lines at the driveway exits. The entrances to the west will be similar in nature, the main car park access will be different due to the function of this driveway. Shared path users will retain priority at all three crossings.
83	The plans along Dovedale Ave look like they are retaining a 1m-wide berm, even when the pathway width is being reduced. I'm pretty sure most people would rather that the berm was reduced, not the path.	Agree. These are to be sealed with a treatment that also encourages path users to travel away from vehicle overhang.
83, 112 NZAA, 89	At Solway Ave, a central refuge island would help pedestrians and cyclists get across here at the end of the cycleway route. Need a crossing or pedestrian island at Solway	A crossing point is to be provided for pedestrians and cyclists further to these requests.
115	The planned 10 new right angle car parks where there is currently a bus stop is dangerous in that there have been numerous, repeated accidents with cars backing out of these right angle parks on the south side into cars parallel parked on the north side of Dovedale Avenue.	This is consistent with the remainder of the parking on Dovedale.
	Service providers	
3	Orion - no concerns	Thank you for your submission.
	Issues relating to other sections of the Uni-Cycle MCR	
4, 26, 36	Crossing Kahu to/from western side is difficult in heavy traffic, compounded by lack of access to Riccarton Bush, and this will get worse when the route is installed and cycle use increases. Need safe connection here especially for school children.	A signalised crossing was approved by Council in 2015. This is due to be constructed later in 2016. Advanced warning signage of the signals will be installed. It is not proposed at this time to extend the 40km/hr speed school zone to a permanent 40km/hr zone.
36	Kahu is subject to speeding motorists who regularly cross the centre line on bends for Boys' High to the bridge and from the Kilburn St lights. Proposed (approved ?) crossing will be obscured by the bridge?	
36	Consider permanent 40kph speed limit to traffic approaching the Kahu road crossing? Could also help with managing hidden queueing at Kilburn St lights	
47	The crossing of Kilburn needs to be designed with great care. The visibility limitations caused by the bridge and curve from Kilburn Street need to be considered to ensure pedestrians or cyclists crossing Kahu Road are not struck by motorists who fail to recognise they must stop and give way.	
44, 90	Lights at Kahu will be much safer	
91	Am hoping there is a good transition from the alley by Boy's High to Riccarton Bush. Kahu Road is problematic to get across.	
92	Currently, I use the new cycleway in between Hagley Park and Riccarton Bush, but find it very difficult to cross the road in between the cycle / footpath that runs from the bridge on Kotare street to the cycle / foot crossing on Straven Road and into Riccarton Bush. I feel that this crossing should have traffic lights as it can be difficult to see if cars are approaching over the bridge, regardless if you are travelling towards or from the University	
29	Other routes Firstly I'd like to see immediate progress on extending the cycleway alongside the railway line for walkers and cyclists from Tuckers Road to Sturrocks Road. Next I'd like to see progress to establish a walkway/cycleway from Barnes Road by the railway line to Northwood west of the Main North Road away from the traffic.	Investigations for the Northern Line route are to begin shortly.
76	Hagley Park golf course However I do hold concerns about the route through Hagley Park the golf course. Has there been consultation with the golf club to try and relocate some of the fairways/ greens that run parallel to the upgraded cycleway. Alternatively appropriate high fencing should be considered.	Discussions have been held with Hagley Golf Course regarding the upgraded pathway through Hagley Park.
91	Some days I take the traditional route down Kilburn Street to access Hagley Park, but am trying out the portion of the Uni-cycle in place on Matai Street. The crossing over from one side of the street to the other using the green cycle lanes is slow and not all cars seem to stop. The Matai route does seem to be reasonably safe but boy, it can be slow when school kids are making their way to school. I am unsure why there is a sign on the Matai Street rail crossing to ask cyclists to dismount, when on Kilburn Street all users (pedestrian, cyclist, car) can just go straight across.	The new cycleway on matai Street continues to be monitored as a new installation. Further changes are proposed to the railway crossing and these are being finalised with KiwiRail.
96	Also try to get the bikes off Riccarton Road because with all the traffic and buses that gets dangerous too. It would be nice to have a bike parks near the metro bus station in Riccarton Road. Can bike then catch the bus.	Riccarton Road is a core bus route and is to have priority measures installed

		later this year. The request for bike parking at the interchange will be passed to operations.
110	There is no safe way to cross Kahu Rd/Kotare St from the island near Fendalton Park all the way to the lights at Straven Rd. I would like to see a safe cycleway go from the lane by CHCH boys High leading to a controlled crossing on Kahu Rd which could also be used by Boys High Pupils. It is a winding Rd which carries large amounts of traffic travelling at speed.	This request has been sent to our Traffic Operations team for consideration.

Oppose		
	Ngahere to Clyde	
22, 32	Hinau not suitable for cycle route because narrow carriageway causes congestion, difficulty exiting driveways, illegal parking on both sides of the road, Impossible for pedestrians - cyclists force walkers off the pathway The proposed improvements (Ngahere to Clyde) would make the situation more dangerous for cyclists and vehicles eg Parking on south of Hinau would be a massively retrograde step - too narrow. Intersection Hinau Puriri extremely dangerous - not enough traffic calming for through vehicles. Recommends significantly more seriously engineered street calming measures esp Hinau Puriri	It is proposed to make changes to parking on Hinau Street following consultation with residents. This will provide more room in the carriageway for users and provide improved visibility for people exiting driveways.
22	The route should use Totara which is wider and would obviate the dog leg to Miro, Ngahere	The Totara St route would require a diversion for cyclists away from the main desire line.
53	Concerned old people will be hit by cyclists. Parking congestion in Ngahere means cyclists will be hit by cars pulling out.	It is proposed to make changes to parking on Ngahere Street following consultation with residents. This will provide more room in the carriageway for users and provide improved visibility for people exiting driveways.
117, 123	Until work was carried out in Ngahere Street to widen the road and replace the existing kerb & channelling, I could not support the cycle way through our Street and Riccarton House grounds. If this was done it would be much safer for everyone. Currently dangerous to exit driveways Ngahere Street is a very narrow cul-de-sac and at times when reversing out of my driveway it is very hard to see pedestrians let alone cyclists who would be travelling at a much faster speed. As a resident it is important to me that my visitors are able to park on the street, when vehicles are parked on the street it makes it very narrow and having a cycleway would be hazardous.	It is proposed to make changes to parking on Hinau Street following consultation with residents. This will provide more room in the carriageway for users and provide improved visibility for people exiting driveways. It is not proposed to change the kerb and dish channels as part of this project. If residents are having difficulty exiting driveways, additional kerb blocks may be considered.
	Need for consistency/continuous cycle lane facilities along the route?	
37	Hinau Street residents requested widening the road when it was renewed. The narrowed carriageway means it's not practical to share the road. The only real solution is dedicated cycleways, otherwise there are too many compromises for this proposal to be effective	It is proposed to make changes to parking on Hinau Street following consultation with residents. This will provide more room in the carriageway for users and provide improved visibility for people exiting driveways. The traffic volumes are low on Hinau Street. Neighbourhood greenways form part of the toolkit for major cycleways as per the Christchurch Cycle Design Guide.
32	Consider a two lane cycleway from Hagley Park to the University (see Matai St West) -safer and would better meet the objectives?	The traffic volumes are low on Hinau

		Street. Neighbourhood greenways form part of the toolkit for major cycleways as per the Christchurch Cycle Design Guide.
32	Lack of consistency in Council approach to designing cycleway is the biggest impediment to increasing cycle use in Christchurch. Eg Highest density Riccarton Bush and Hinau is where cyclists are least catered for. Need commitment to genuinely continuous cycleways separated from vehicles, with priority over other road users	The traffic volumes are low on Hinau Street. Neighbourhood greenways form part of the toolkit for major cycleways as per the Christchurch Cycle Design Guide.
32	In general supports removal of parking in favour of separated cycle lanes	Thank you for your submission.
124	Ilam Fields Don't need 4 m wide path in Ilam Fields - no safety issue, no cars - cyclists can hop on to grass to pass.	The path width is to cater for current and future demands. If the path is too narrow this can lead to conflict between users and compromise safety.
129	Solway Ave Leamington St Resident concerned about impact on residents of loss of parking at Solway intersection for the pedestrian and cycle crossing. Three solutions to retain parking still have a crossing. In order of preference 1) Bump out built for the visibility to be retained for cyclists. 2) Move crossing to another location where parking not so widely used. 3) Residents Only parking provided nearby.	Following requests for a crossing at this location, it is not possible to re-instate car parking at this point. Additional spaces are proposed on Dovedale Avenue for the removal of the car parks on Solway Avenue.

Riccarton House and Bush

We can confirm all feedback relating to Riccarton Bush has been noted, but the section through Riccarton Bush is not currently out for consultation or approval. Owing to the significant heritage setting of the Riccarton bush house and grounds, the project team are working closely with the Riccarton Bush Trust Board and consenting authorities to determine if this route is appropriate, and if so whether a cycle or shared path is suitable.

The pathway through the grounds is Council's preferred route because it would cater to current bicycle and pedestrian demands, safety, and directness. Riccarton Bush is still a key destination for all users, therefore if it is determined that the major cycle way route should not go through Riccarton Bush additional consultation will be undertaken with the community to discuss the alternative route and design options as this could impact on access and car parking to provide a cycleway to Major Cycleway standards.

	Riccarton House/Bush	
4,6, 7, 9, 14, 21, 26, 83, 114	Please resolve Straven Road to Ngahere section Riccarton Bush - Why is this bit missing from the consultation? This new cycleway will service people cycling to school, work, entertainment and leisure..	See statement above.
16, 83, 45, 54, 96	Current issues using pathway through Riccarton Bush <ul style="list-style-type: none"> • Please remove yellow bollards installed in Riccarton House - unsafe and discourage cyclists • Please remove full width humps - annoying for cyclists and other users • Footpath/shared path through Riccarton Bush needs to be wider • The Deans Bush Management appear less than keen on cyclists <ul style="list-style-type: none"> * Installed very aggressive speed humps * Closed the premises to cyclists at night * Installed 5kmh signs * Provide no signage re alternatives when the market is running • *Is the Council in discussion with them over access • Please provide a smooth transition where Riccarton Bush enters Ngahere. • Need more bike parking at Riccarton House. 	
110, 92, 96, 61, 83, 98, 82 Generation Zero, 114 Spokes	Riccarton Bush opening times <ul style="list-style-type: none"> • Riccarton bush is closed at night & in winter closes quite early. • Locked at night how will this affect the cycle lanes? • Riccarton Bush closes so this would need to be sorted but there could be set hours eg 7.00 to 7.00 at night or 9.00 in summer and use Kahu when there is no traffic. • At times not practical to use Riccarton Bush - eg at night, Saturday mornings • The market renders this section useless on Saturday mornings • Make it obvious how to cycle around when the Saturday market is on or when its closed at night, so the path can always be used. 	

	<ul style="list-style-type: none"> Not clear where the route will go through Riccarton Bush - gate closed at night - earlier in Winter. Makes it a less usable route. Can there be all day access to RB made clear in documentation One concern is the section through the Riccarton Bush. Having an open and inviting cycle route requires 24 hour 7 day a week access. 	
	Riccarton House route option preferred	
42	One of the most pleasant aspects of the journey is through and past Riccarton House. This part of the journey gives me a strong sense of connection to the community. I observe what events are on there, a smile and a nod connects me to pedestrians and residents, and I have noticed nothing but the utmost courtesy from all in sharing this space.	
36	Consider Riccarton Bush is a time-honoured route used personally for many years	
16	Route through Riccarton Bush should link directly with Boys High lane from Riccarton House along the river	
46	If the path through Riccarton bush is not formally supported it will still be used informally by cyclists.	
47	Riccarton House route should be open all hours as it was previously, without incident. Should provide standard security as at the Uni. If the Riccarton House trust refuses to do so, they should be required to fund the alternative route out of their operating and capital expenses budget.	
67	Since the Trustees of Riccarton House are comfortable having the Uni-Cycle pass through their grounds, this provides for good separation between bicycles and motor vehicles on the busy streets along the route. The Trustees may have to consider adjusting the closing hours of their grounds to avoid adversely affecting the overall utility of the Uni-Cycle.	
68	One of the highlights is biking through Deans Bush, seeing the homestead, ducks and trees is fantastic, the only issue is the gate on the university side is not wide enough to allow for two people to pass through at once.	
72	Part of The Uni Cycle route has become my cycling route to travel to Riccarton shopping area and also the Farmers Market at Riccarton Bush. The recently opened section along Matai Street is absolutely fantastic for anyone riding a bike, not only in terms of safety but importantly it is convenient and an enjoyable experience. To have it continue through Riccarton Bush reserve will be great.	
76	I support the proposed route and in particular believe it is vital that the route follows the most logical low traffic environment along the river through Deans Bush to connect with Ngahere Place.	
85	The Riccarton House section already works well and so long as walkers and cyclists respect spaces. It will work	
95	do not foresee any danger to pedestrians or other users of the grounds due to increasing numbers of cyclists. Most cyclists do not want to collide with pedestrians and will instinctively slow when pedestrians are nearby.	
90, 91	Have always used Riccarton Grounds as a through route from Avonhead	
93, 109, 118	Supports route through R/B	
96	I quite often bike from Riccarton Bush thru Hagley Park and around Riccarton shopping area (Windmill centre and the Mall). It would be great if this was improved. I would not be happy to bike down Kahu Street because the amount of traffic and lots of cars pull out or park because of Boys High. . The traffic also needs somewhere away from bikes. Fast bikers (10 speeds) can always continue to use Kahu Street and Kotare Street.	
98	I am writing in particular to support the Uni-cycle path going through Riccarton Bush. This is a beautiful place to cycle. I am glad to get off the business of the streets when I ride there.	
116	Is the cycle path through Riccarton Bush has to remain as shared walking cycleway paths do work?	
132	It would be sensible to separate bike and pedestrian paths in Riccarton Bush itself for the safety and enjoyment of all.	
120	<p>I think a more effective alignment of the crossing of Kahu on the eastern end of Riccarton Bush would be an improvement. A direct flow from the Kahu/Straven laneway, over a signalised crossing and straight ahead into Riccarton Bush parallel to the river. I think the 'kink', and shared pedestrian/cycle way on Kahu and shared driveway into Riccarton Bush is a concern.</p> <p>Given that Riccarton Bush will be closed after dark, it is essential that a reasonable alternative route via Kahu/Totara etc. is maintained and linked into the infrastructure west of Riccarton Bush.</p>	
	Consider alternative route - Kahu instead of Riccarton Bush	
29	Supports Arthur Roy Clifford Submission #63. Don't want cycleway through Riccarton House grounds - use Kahu to Totara instead Ngahere Street congestion from Saturday market and other events at RH means it is not suitable or safe route for cyclists	See statement above.
53	Environment is a big problem too, we do not want to change anything of Riccarton Bush don't want a main cycle way through Riccarton House Grounds. Use sensible route along Kahu Road at Boys' High	
61	Keep cyclists, pedestrians, disabled, aged, children and families safe in Riccarton Bush by upgrading existing Kahu Road cycleway	

62	Ban cyclists from using Riccarton Bush	
63	<p>Quotes the late Barry Atkinson QC who lived in Ngahere Street and experienced the danger of fast cyclists in the areas submitted March 1993 that plans to widen the track from Ngahere St entrance to the grounds was unlawful. CCC did not go ahead with the widening and recommends that this still applies.</p> <p>Riccarton House as heritage place should be free of cycleways.</p> <p>It would stop, forever, any plans for restoring the House surrounds to their former glory with grassed areas done to the river, removing much of the gravel and keeping vehicular traffic further from the buildings - these have all been on the wish lists for managers over the past 40 years</p> <p>Consultation should have included alternative route - existing track has been the de facto route for many years but is no longer a perfect solution because:</p> <ul style="list-style-type: none"> • There is no access at night or on Saturdays • There has been an increase in visitors to and use of Riccarton House and grounds • Even at quiet times pedestrians can be at risk because few cyclists appear to notice the speed limit sign, and many speed through • The exit from the grounds to Kahu Road has poor visibility due to the proximity of the hump-backed bridge over the river and traffic can quite often be heavy <p>The financial cost of putting a new track through the house grounds must be considerably more, with compromises with the Riccarton Trust and Heritage committee, than using the suggested alternative route around Kahu Road incorporating existing cycle tracks</p>	
66	I live close by in an intersecting street with Ngahere Street. I frequently use the current cycle way for either cycling or walking to Riccarton Road. I appreciate being able to use this path safely and have full support for taking it a step further by formally making a uni-cycle path. I would prefer however that the path once traversing east past Riccarton House, deviate to the left, so that it matches up with the Boys High School lane.	
89	General agreement with the proposed route with the possible exception of the route presumed to be coming through from Riccarton Bush. Given its narrow paths and direct route past the historic building (+risk for rubbish/vandalism/arson) and the space used for the Saturday market a new pathway through the park would be needed. This might not be acceptable to the Trust. NB: Overseas there are very good examples where public cycleway access through historic places works well, but up to now in NZ the attitude of some sectors of the general public is not mature enough to treasure our few historic places. If the closure of the gates between dusk and dawn were to continue, this would make this route non-viable and hence be needed to move it to Kahu Rd.	
106	<p>Strongly objects. This would create extreme danger to children even death.</p> <p>I endorse all statements in Aurthur Clifford's submission especially the findings of the late Barrie Atkinson QC.</p> <p>I have witnessed the activity in the park over the last 38 years Bikes have got farster, some have electric or petrol motors, some tow special trailers with a child on board, mobility carts, push chairs, motorbikes, motor scooters, skate boards, scooters, skates, and one horse & cart. A proposal to increase traffic does not make sense, Already on market and night time closure shifts traffic to Kahu, Kotare, Matai St. So I think this is where it should go - all traffic could be controlled through this route. The article 'Press' 3rd Mch Charles Deans is right. The issue, I think, is the permanent thoroughfare. I think Arthur Clifford should have a letter of thanks for his excellent submissions.</p>	
110	Consider continuing the cycle track just a short distance further along Totara St, turning into Kahu Road. The junction with Kotare St provides good traffic visibility in both directions and years of experience have led to submitter crossing here rather than house grounds. From Kotare ST corner toward Straven Road, Kahu is wide and already has established cycle tracks on either side, and grass areas that could be included in the space See plans and photos TRIM 16/246448 - including correspondence and petition from Barry Atkinson	
123	<p>The grounds of Deans Bush and Riccarton House are used by many people, especially on the weekends at the Market. I believe that if there were a cycleway in the grounds this would be very dangerous for the pedestrians especially people who have young children enjoying the grounds.</p> <p>I also wish to point out that Dean's Bush gates are closed during the hours of darkness, therefore i believe it is the responsibility of Christchurch City Council to provide a safe cycle way / route for cyclists to use 24 hours of the day.</p>	
126	<p>Resident of Ngahere Street - commenting only on this and Riccarton Bush.</p> <p>What is happening in Riccarton Bush - if the route doesn't go through there - Kahu crossing difficult and dangerous.</p> <p>Access through Riccarton House grounds is closed at night</p> <p>Riccarton Bush and House is a tourist attraction, heritage asset and popular event location including Saturday market so a major cycle route through the grounds would be less than ideal. It's difficult for pedestrians with volume of cyclists on shared path as it is.</p> <p>Consider by passing Ngahere and going down Kahu to safe intersection crossing then run into Boys high route</p>	
127	Why spend such an outrageous sum of money on something that's not broken. Leave it as is. No one would bother with Riccarton House because competing with cyclists would ruin the freedom visitors enjoyed.	
130	<p>Opposes route through Riccarton Bush grounds and into Ngahere Street and prefers to bypass Ngahere by using Kahu to Totara Reasons: 1. available 24/7 (During winter the gates close earlier however, the working hours of people that commute via bike/walking would still be the same. as well as during market days Saturdays & Sundays)</p> <p>2. Safety - both for people on foot and leaving their drive ways.</p> <p>3. Parking - I believe the points were mentioned during the open discussion plan night.</p>	
	Neutral	

125	<p>Heritage NZ - Neutral re the route</p> <ul style="list-style-type: none"> • Ensure that the proposed cycle route does no impact on the operation requirements of the house or adversely impinge on the functional requirements of the grounds of the property which is Category 1 Historic Place • Any proposed cycleway needs to complementation and in sympathy to the existing landscape, form and features of Riccarton House and Bus, Deans Cottage and Avon River • Should include consideration of appropriate materials furniture, bike stands, lighting and any other fixtures • Very important that any proposal does not impose constraints on the owners of the property. Increased focus on cycle traffic may be disruptive to the operational requirements of the house. • Recommends any future uses proposed by the trustees is considered before any decision is made on Uni cycle route • HNZ wishes to be consulted about the design and implementation of any proposed cycle path through the grounds • Does not wish to be heard 	See statement above.
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