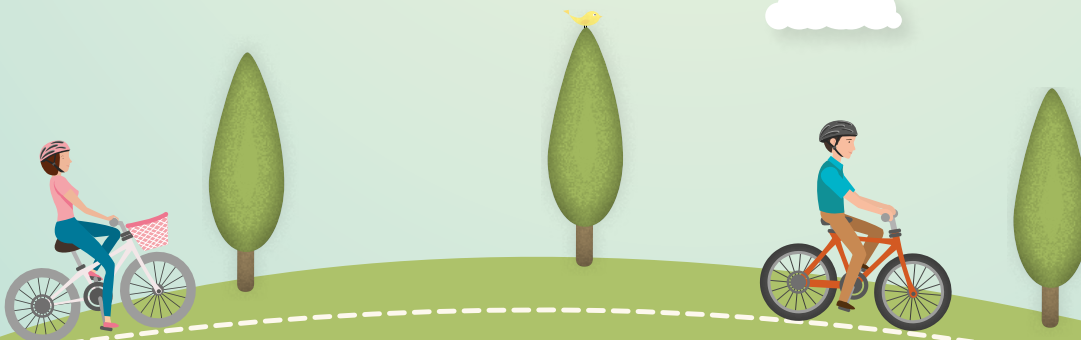


# Major Cycle Routes

## *Papanui Parallel – Puari ki Papanui*

*From Sawyers Arms Road through St Albans and Edgware to Bealey Avenue*

*Consultation closes Monday 14 December 2015*



Major Cycle Routes  
*Getting you there*



NET TRANSPORT  
AGENCY

Christchurch  
City Council 

## Major Cycle Routes



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# Papanui Parallel – you can comment on plans

**Christchurch City Council is building 13 new Major Cycle Routes over seven years. Based on 2015 figures it is estimated this will cost \$156 million.**

Connecting suburbs, shopping areas, businesses, schools and sporting destinations, the routes will offer a level of service not seen before in Christchurch. Building the network will require changes to the way the transport system operates. Because this affects how people get around the city, the Council wants your feedback on consultation plans before a final decision is made on specific designs.

Although the route of the Papanui Parallel cycleway has been approved by the Council, comments on the roading layout will guide the project team's recommendations to Councillors. Options are offered at two locations: the intersection of Grassmere Street, Main North Road and Sawyers Arms Road; and the intersection of Rutland Street and Hawkesbury Avenue. All feedback on all aspects of the project will be considered before final recommendations are also made to the Council's Infrastructure, Transport and Environment Committee in February 2016.

## What the work involves

The Council plans are aimed at providing a dedicated, safe, high quality cycle facility between Sawyers Arms Road (at the rail crossing) and the Central City (Bealey Avenue). The plans link the proposed Northern Line Cycleway to Northlands Mall, through St Albans and Edgeware Village to the Central City.

The 4.9 kilometre cycleway route will be separated from traffic along Sawyers Arms Road, Main North Road, Grassmere

Street, Rutland Street and St Albans Street. Trafalgar Street will be closed to through traffic, creating a low-speed neighbourhood slow zone, where people travelling on bikes and in vehicles will share the road. The route is separated from traffic along Edgeware Road and Colombo Street to Bealey Avenue, where it will eventually connect to the proposed *An Accessible City* cycleways through to the Central City.

## The proposed work includes:

- A new two-way cycleway on Sawyers Arms Road, Main North Road and Grassmere Street
- New traffic lights for pedestrians and cyclists to cross Main North Road
- New cycleways on Rutland Street
- Cul-de-sac option on Hawkesbury Avenue at Rutland Street
- New traffic lights at the intersection of Rutland Street and St Albans Street
- A new two-way cycleway on St Albans Street and Trafalgar Street
- Cul-de-sac on Trafalgar Street to the north of Dover Street
- New traffic lights at the intersection of Edgeware Road and Colombo Street
- New cycleways on Colombo Street

Details of each section of the route can be viewed alongside the relevant plan.

A newly constructed shared cycle and pedestrian path between Grassmere Street and Rutland Street connects the cycleways on these two streets to form a continuous route. It is already very popular. The remainder of the Papanui Parallel route is expected to be completed in 2017.

When completed, it is estimated that more than 1,000 people a day will use the facility at its northern end,

increasing to about 2,200 a day at the southern end closer to the Central City. It is likely that people heading to work will use much of the route, along with younger riders going to the schools around Paparoa Street, Rutland Street and Trafalgar Street/Sheppard Place. The route connects to Edgeware Village and local shops on Colombo Street and Rutland Street, as well as to Northlands Mall.

Final designs for the Edgeware Village cycleway work will be developed and consulted on in the implementation of the Edgeware Village Master Plan.

## Funding

The \$14 million cost of the Papanui Parallel route is being funded as part of the Government's Urban Cycleways Programme (UCP). This comprises shared investment from the Urban Cycleways Fund, the National Land Transport Fund and local councils. The UCP enables key high value urban cycling projects to get underway around the country over the next three years, while improving cycle safety and supporting more connected cycle networks.

## Have Your Say

We want your help to build the best routes possible so more people choose to travel by bike. You will find information on how to do this on Page 10, and a response form is on Page 51.



# Assessing the options

**Making changes to the roading network requires careful consideration. Below is a summary of the issues and criteria that helped shape the plans for Papanui Parallel.**

## Route selection

There are several factors that determine the best route for a cycleway. Among these is the location of schools, workplaces, shopping centres and recreation areas. Travel and accident data is analysed to assess what demand there is for safer facilities.

The route options considered on-street routes, potential routes through parks and laneways, as well as the option of purchasing private properties to form key links or to make routes more direct.

Four principal routes were identified and these were assessed against multiple criteria designed to provide a balance between the needs of people wanting to ride and the impacts of any facility on businesses, residents and the road network.

## Finding a preferred option

The four routes were compared using the following key criteria:

- *Cyclist level of service* – safety and comfort, directness and coherence, connectivity, social safety and attractiveness
- *Community and stakeholder interest* – impacts on businesses, impacts on local residents, operation and network effects
- *Costs and programme risks* – ease of construction

The route shown in this booklet provides the best connection to local amenities, schools and businesses while still maintaining a reasonably direct route for

people wishing to travel by bike to and from the Central City.

To read the detailed Papanui Parallel Scheme Assessment Report visit [ccc.govt.nz/cycleways](http://ccc.govt.nz/cycleways)

## Safety first

In order for the routes to be effective, and so people who have safety concerns will feel confident to use them, they must be built in a certain way. This means separating people on bikes from motor vehicle traffic in some areas, and slowing vehicles and reducing volumes in others. There is limited space and changes have been considered for their effect on other parts of the network.

## Network considerations

The Council developed the Major Cycle Routes in response to community demand for safer travel options for people who want to cycle to get around. The network of 13 Major Cycle Routes is part of the 30-year vision for transport in Christchurch, which picked up on themes from Share an Idea. Building safe cycle routes is one way to make the transport network more resilient, helping to keep our city moving.

Where there are significant changes, an assessment was done of the likely impact on the rest of the transport network. In some cases the plans for the route have been amended to avoid causing significant problems elsewhere. An example is at the intersection of Rutland Street and Innes Road (Sheet 9, Pages 30-33). From a safety perspective, the plans would include no left-turn access from Innes Road at this crossroads but that would have impacted on vehicle flows so an upgraded intersection was the preferred option.

## What about tree removal?

There are some areas where trees will

have to be removed to accommodate the cycleway and for safety reasons. This may be to create space for the cycleway or to allow greater visibility for people coming out of driveways or travelling along the road. Along the route, there are 48 trees identified for removal, although this may change as detailed designs are developed.

## Parking provision

The Council is aware of the need to try to balance the different travel needs of people, including providing parking. As it tries to meet the community's demand for safe, direct cycleways with limited available space, there will be times when parking for vehicles must be reduced. Careful consideration has been given to exploring other options. At the intersection of Grassmere Street, Main North Road and Sawyers Arms Road (Sheet 3, Pages 16-19) there are options: one that prioritises safety for people walking or riding, the other preserves vehicle parking outside the businesses. Along Rutland Street, near Hawkesbury Avenue, there are similar options to prioritise rider safety or parking outside the shopping area (refer Sheet 9, Pages 30-33). In residential areas on-street parking is significantly reduced from about 550 spaces to the about 230 proposed. In business areas, about 80 spaces reduces to about 35 if option A is chosen for the Grassmere Street, Main North Road, Sawyers Arms Road area (30 under option B).

## Connecting with the Central City

Transport network plans for the Central City are being developed as part of *An Accessible City*, the transport chapter of the Christchurch Central Recovery Plan. The plan includes lower speed limits and priority for people travelling on foot or by bike. How some of the remaining projects will be funded and delivered is still being determined.



# The Major Cycle Routes

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## What is the Council doing?

Christchurch City Council is building 13 new cycleways. We want your help to build the best routes possible so more people than ever choose to travel by bike.

## Why we are investing in cycleways

The city is changing. There will be thousands more people living and working in the Central City. Our roads cannot cope if they all choose to travel in vehicles so other methods need to be explored such as better public transport and support for people who walk and cycle.

Investment in the Major Cycle Routes (MCRs) is one of the key strategies that will lead to greater choice in travel options.

Building the network will provide better options for people and the benefits will transfer to everyone. This includes reduced building and maintenance of roads, less congestion, as well as health and well-being benefits.

'Quality of life' rankings of cities in the world consistently show bike-friendly cities always ranking at the top – cities where it's easy to bike to get around, are great places to live.

## About the Major Cycle Routes

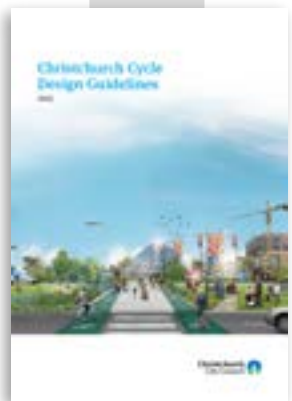
The MCR network will link the Central City to suburbs, education facilities, business and shopping areas as well as popular recreational destinations.

They will be different to what has previously been built and will be designed to enable a new group of people to try riding because they can see it is a safe, convenient option to get where they want to go. This is necessary to get the number of people to change the way they travel as outlined in the Christchurch Transport Strategic Plan, adopted in 2012.

**Find out more:** For information about the routes and their development visit the Council's website, [www.ccc.govt.nz/cycleways](http://www.ccc.govt.nz/cycleways)



# How the cycle network was developed



## May 2011

People said they wanted the Council to invest in cycle paths to provide more choice and safer routes for people travelling to work, study or play.

## November 2012

The Christchurch Transport Strategic Plan set out a 30-year vision for transport in the city, including a range of transport options to meet the needs of the community. It proposed a network of 13 cycleways to provide safe, convenient connections between the Central City, suburbs, business and shopping centres as well as popular recreational areas.

## April 2013

To help determine the look, feel and function of the new cycleways, Cycle Design Guidelines were developed.

## October 2014

Funding for the work was included as part of the Urban Cycleways Programme, a three-year shared investment from the Government's Urban Cycleways Fund, the National Land Transport Fund and local councils. The programme will help create a user-friendly cycleway network around New Zealand, encouraging more people to cycle more safely, more often.

Christchurch City Council committed to fund its share of the Major Cycle Routes in the Christchurch City 10 Year Plan 2015-25.



## The 13 Major Cycle Routes

### 1 Uni-Cycle: (Puari ki Pū-taringa-motu)

This runs from Canterbury University (and College of Education) to the Central City. The route is expected to attract many new cyclists to commute to work or education and for recreational purposes. The route passes near a number of major high schools and several intermediate schools in addition to the tertiary locations. This route connects with the Nor'West Arc at Ilam Road and the Northern Line Cycleway at Mona Vale. It is expected to be finished in 2017.

### 2 Papanui Parallel: (Puari ki Papanui)

Connecting Northlands and the Northern Line Cycleway to the Central City. A safer option for cyclists travelling into the city centre from Papanui and the northern suburbs, this cycleway offers a direct alternative to the arterial roads. It is expected to attract many new commuters, shoppers and recreational cyclists alongside those attracted to it for its level of service. There is also a connection to the Northern Line Cycleway at Papanui. It is expected to be finished in mid-2017.



### 3 Little River Link: (Puari ki Wairewa)

The Little River Link is in three sections. The first two are delivered within the Major Cycle Routes programme. The first will link the start of the Southern Motorway to the Central City via the south-east of South Hagley Park. People living in new developments in the south-west of the city will have a complete link into the Central City as well as the business areas at Middleton and Addington. The second section completes the Little River Rail Trail into the Little River township. There is a proposed connection to the Nor'West Arc at Middleton. The third section is part of the NZTA's Stage 2 Southern Motorway development. This first section is expected to be finished in 2017 with the whole route due to be completed in 2019.

### 4 Northern Line Cycleway: (Puari ki Pū-harakeke-nui)

From Belfast to South Hagley Park and the Central City. The extension of this route will provide a connection from Belfast Road in Belfast to South Hagley Park and the Central City. Expected to be finished in 2019, it will provide a facility for those living in the north, connecting with schools and local centres. There are connections to Papanui Parallel, Nor'West Arc, Wheels to Wings and Uni-Cycle routes.

### 5 Avon – Ōtakaro Route: (Puari ki Te Karoro)

New Brighton will be connected to the Central City via the Avon River corridor. A natural extension of the Central City river pathway, it will primarily provide a high-quality route for recreation and tourists and in sections, commuter cycling. It is expected to be finished in 2022.

### 6 Rapanui – Shag Rock Cycleway: (Puari ki Rapanui)

Starting at the Ferrymead Bridge, this route leads into the Central City via Linwood. It is expected to be finished in 2018. It is primarily aimed at attracting more commuter cyclists. It will also appeal to people accessing local destinations as well as weekend recreational cyclists heading to Sumner via the Coastal Pathway. There is a connection to the Ōpāwaho River Route at Ferrymead. The Coastal Pathway, which will run from Sumner to Ferrymead Bridge, is funded separately to the Major Cycle Routes programme.

### 7 Nor'West Arc: (Te Ara O-Rakipaoa)

From Hoon Hay through Middleton, Upper Riccarton, Bryndwr and Papanui. This route is expected to be used primarily by commuters and students. It is scheduled to be finished in 2018 and will help provide for post-earthquake travel patterns that have followed development and employment re-locations. The Nor'West Arc connects to a number of existing and proposed cycle routes. There are connections to Uni-Cycle, Little River Link, the Ōpāwaho River Route and the Northern Line Cycleway.





### 8 South Express: (Puari ki Niho-toto\*)

The edge of the city's western boundary in Templeton will connect through the suburbs of Hornby, Sockburn and Middleton to Riccarton and Addington finishing with a link to the Northern Line Cycleway, Nor'West Arc and the shared paths in South Hagley Park. It is expected the route will be completed in 2019.

\* Niho-toto is a name for Rolleston

### 9 Quarryman's Trail: (Puari ki Otūmatua\*)

The route will help support the residential growth areas around the south-west of the city by offering another attractive transport option for commuters and for utility cyclists to access the many local roadside shops and businesses. It will connect the Halswell suburb to the existing shared pathways in South Hagley Park and the Central City via Hoon Hay and Somerfield. There is a connection to Southern Lights and Nor'West Arc. The route is expected to be finished during 2018.

\* Otūmatua (a peak on the Port Hills) is the outstanding feature of the south-west

### 10 Ōpāwaho River Route: (Ōpāwaho ki Ihutai)

Following the Heathcote River from Princess Margaret Hospital to the estuary at Ferrymead, this route will provide an ideal option for local trips to shops and libraries as well as schools, such as Cashmere High School. It will also be popular with recreational riders. Due for completion in 2022, it will also provide useful links for local commuter cyclists as it connects with the Nor'West Arc and the Rapanui – Shag Rock Cycleway.

### 11 Southern Lights: (Puari ki Waimōkihi)

This route will connect the southern suburbs around Beckenham to the Central City. It is due for completion in 2019. It will appeal for commuting and utility purposes as well as recreational cyclists because of the increased comfort and separation from motor vehicles. It connects with Quarryman's Trail at Milton Street.

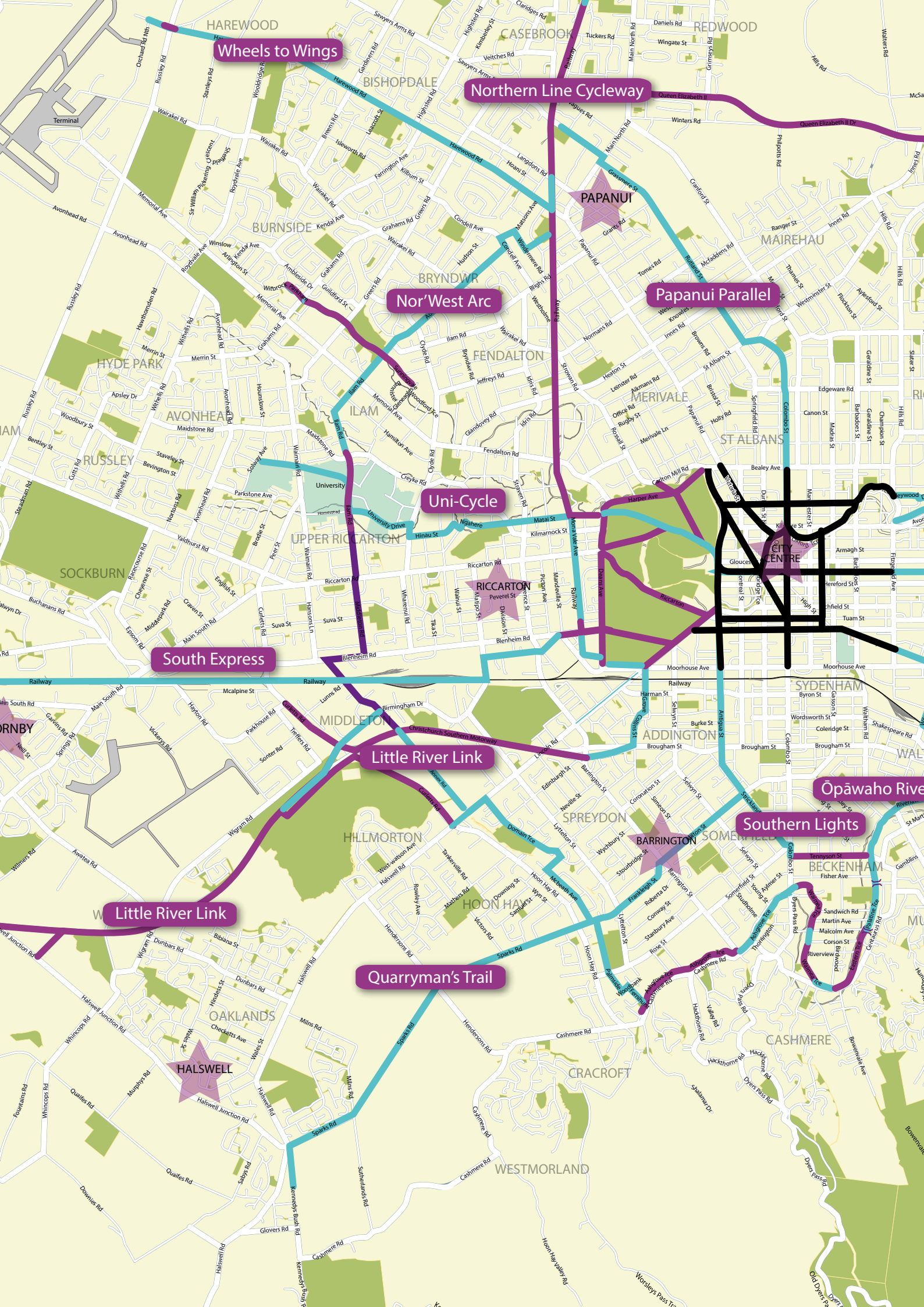
### 12 Heathcote Expressway: (Puari ki Kahukura)

From Heathcote through Woolston, Opawa, Waltham and Sydenham into the Central City along large sections of the rail corridor. With an expected completion date of 2018, it will be both a commuter and recreational route with connections to Ōpāwaho River Route and therefore the Rapanui – Shag Rock Cycleway and Coastal Pathway.

### 13 Wheels to Wings: (Papanui ki Waiwhetū)

Wheels to Wings connects with the Northern Line Cycleway at Papanui. While mainly residential, there are several schools on or near the route and it is predicted to attract students along with shoppers to Bishopdale Mall and Papanui. Expected to be completed in 2022, this route will utilise the New Zealand Transport Agency's planned major crossing facilities under Russley Road.





Wheels to Wings

Northern Line Cycleway

Nor'West Arc

Papanui Parallel

Uni-Cycle

South Express

Little River Link

Little River Link

Quarryman's Trail

PAPANUI

RICCARTON

BARRINGTON

HALSWELL

Opāwaho River

Southern Lights

BECKENHAM

CRACROFT

WESTMORLAND

CASHMERE

BISHOPDALE

BURNSIDE

BRYNDWR

FENDALTON

UPPER RICCARTON

MIDDLETON

HILLMORTON

HOON HALL

OAKLANDS

CASEBROOK

REDWOOD

MAIREHAU

MERIVALE

ST ALBANS

CITY CENTRE

SYDENHAM

ADDINGTON

SOMERVELD

BECKENHAM

CASHMERE

CRACROFT

WESTMORLAND

CASHMERE

HAREWOOD

BISHOPDALE

CASEBROOK

REDWOOD

BURNSIDE

BRYNDWR

FENDALTON

UPPER RICCARTON

MIDDLETON

HILLMORTON

HOON HALL

OAKLANDS

HALSWELL

BECKENHAM

CASHMERE

CRACROFT

WESTMORLAND

Wheels to Wings

Northern Line Cycleway

Nor'West Arc

Papanui Parallel

Uni-Cycle

South Express

Little River Link

Little River Link

Quarryman's Trail

PAPANUI

RICCARTON

BARRINGTON

HALSWELL

Opāwaho River

Southern Lights

BECKENHAM

CRACROFT

WESTMORLAND

CASHMERE

# Major Cycleways Network

**Key**

-  Completed
-  Major Cycle Routes/Recreational Routes
-  Central City - CERA led
-  Coastal Pathway - funded separately
-  Key Activity Areas



**Avon - Ōtākaro Route**

**Rapanui - Shag Rock Cycleway**

**Heathcote Expressway**

Coastal Pathway  
Funded separately  
to MCR network

SHIRLEY

NEW BRIGHTON

LINWOOD

SOUTHSHORE

er Route

HUNTSBURY

MONCKSPUR

SCARBOROUGH

LYTTELTON

Mt Vernon 462m

The Tors 453m

Mt Cavendish 445m

Mt Pleasant 499m

Sumner

MARSHLAND

BURWOOD

NORTH NEW BRIGHTON

NEW BRIGHTON

AVONDALE

ARANUI

BEXLEY

NORTH LINWOOD

SOUTH NEW BRIGHTON

PHILLIPSTOWN

BROMLEY

OPAWA

ST MARTINS

MURRAY AYNLEY

HILLSBOROUGH

FERRYMEAD

ST ANDREWS HILL

REDCLIFFS

HEATHCOTE

MT PLEASANT

BALMORAL HILL

MONCKSBAY

RICHMOND HILL

SUMNER

SCARBOROUGH

HUNTSBURY TRACK

Sumner Rd

Sumner Rd

Sumner Rd

Mt Vernon 462m

The Tors 453m

Mt Cavendish 445m

Mt Pleasant 499m

Sumner

MARSHLAND

BURWOOD

NORTH NEW BRIGHTON

NEW BRIGHTON

AVONDALE

ARANUI

BEXLEY

NORTH LINWOOD

SOUTH NEW BRIGHTON

PHILLIPSTOWN

BROMLEY

OPAWA

ST MARTINS

MURRAY AYNLEY

HILLSBOROUGH

FERRYMEAD

ST ANDREWS HILL

REDCLIFFS

HEATHCOTE

MT PLEASANT

BALMORAL HILL

MONCKSBAY

RICHMOND HILL

SUMNER

SCARBOROUGH

HUNTSBURY TRACK

Sumner Rd

Sumner Rd

Sumner Rd

## How to give us your feedback

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

**Online:**

Fill out the submission form at [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

**Email:**

Send your feedback and any attachments to [cycleways@ccc.govt.nz](mailto:cycleways@ccc.govt.nz) with Papanui Parallel in the subject line. Please make sure you include your full name and address with your submission.

**Mail:**

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

Freepost 178  
Attn: Jennie Hamilton or Ann Campbell  
Major Cycle Routes: Papanui Parallel consultation  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73013  
Christchurch 8154

**Deliver to:**

Civic Offices, 53 Hereford Street; or at the drop-in session in the next column.

*Submissions must reach the Council before consultation closes at 5pm on Monday 14 December 2015.*

**Drop-in session:**

**Thursday 3 December**  
4.30pm–6.30pm  
St Albans Community Centre  
1047 Colombo Street  
St Albans

**Friday 4 December**  
11.30am–1.30pm  
Scottish Society Hall  
134 Edgeware Road  
St Albans

**Consultation Leader contact details:**

Jennie Hamilton  
**Phone:** (03) 941 5207  
Ann Campbell  
**Phone:** (03) 941 8717  
**Email:** [cycleways@ccc.govt.nz](mailto:cycleways@ccc.govt.nz)  
*Please include name of project.*



# Overview map



This map shows the location of the sheet plans outlining design details along the Papanui Parallel Major Cycle Route.



# Sawyers Arms Road, Main North Road and Grassmere Street

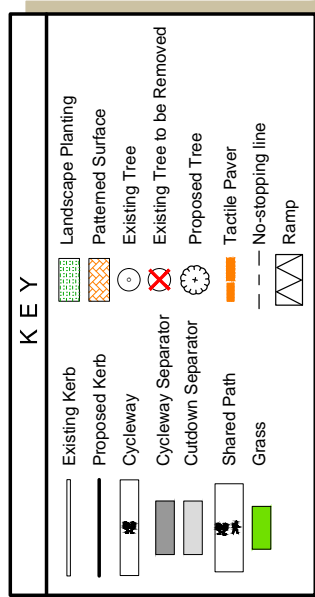
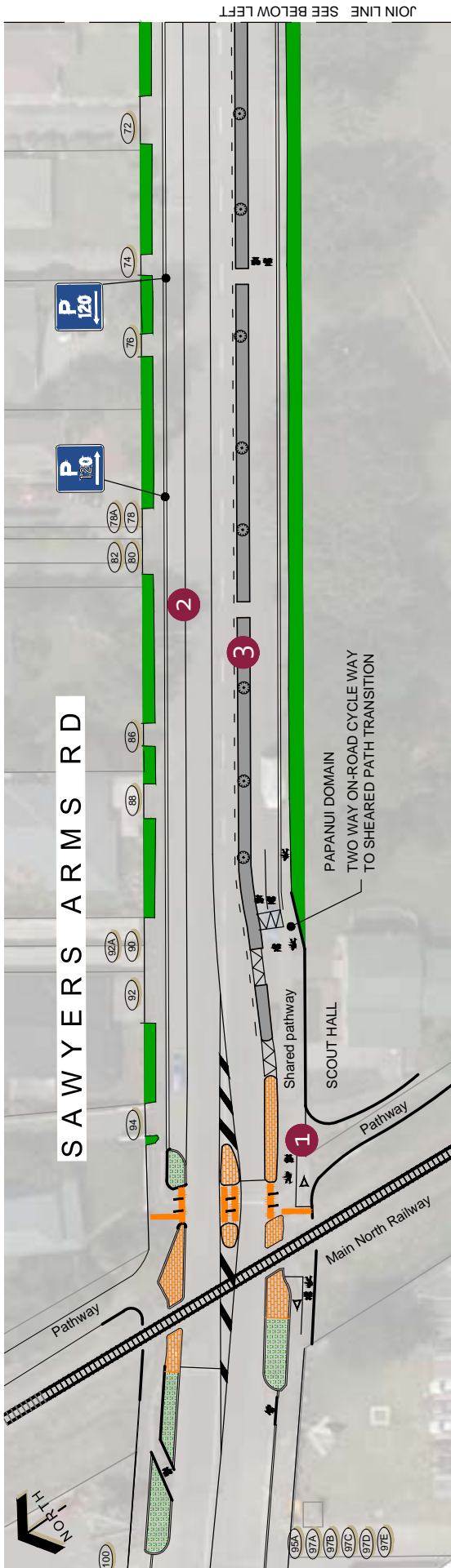
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## Features of the new cycle facilities on Sawyers Arms Road, from the Main North Railway to Papanui Domain

### Sawyers Arms Road

- 1 The Sawyers Arms Road separated cycle lane will connect to the pathway running parallel to the Main North Railway, via a shared pedestrian/cycle area. The railway path is proposed to be upgraded in the future as part of the Northern Line Cycleway.
- 2 To make space for the cycle lane, parking needs to be removed from one side of the road. Parking will be removed on the southern side of Sawyers Arms Road. It is retained on the northern side of Sawyers Arms Road outside the residential properties. The retained parking includes most of the existing P120 parking.
- 3 Plantings are proposed in the 1.6 m wide island separating the cycle lane from the traffic lanes.
- 4 A new right-turn bay and pedestrian refuge island will be provided at the intersection of Sawyers Arms Road and Nyoli Street. This necessitates the removal of some parking on Sawyers Arms Road around the intersection.





Sheet 1



## Sawyers Arms Road, Main North Road and Grassmere Street (Continued)

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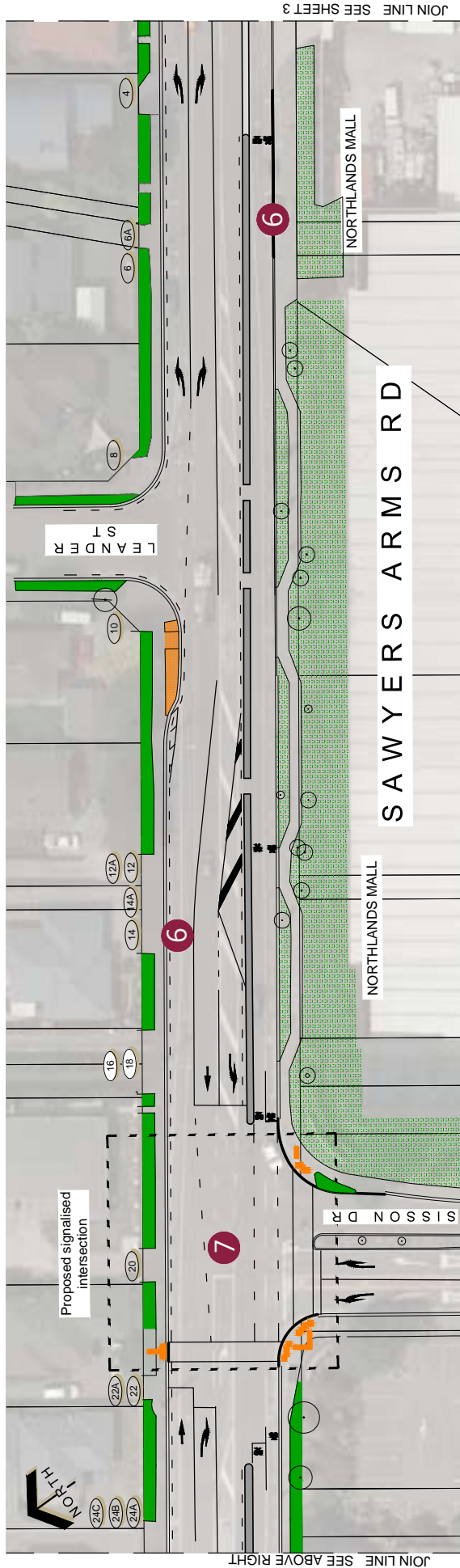
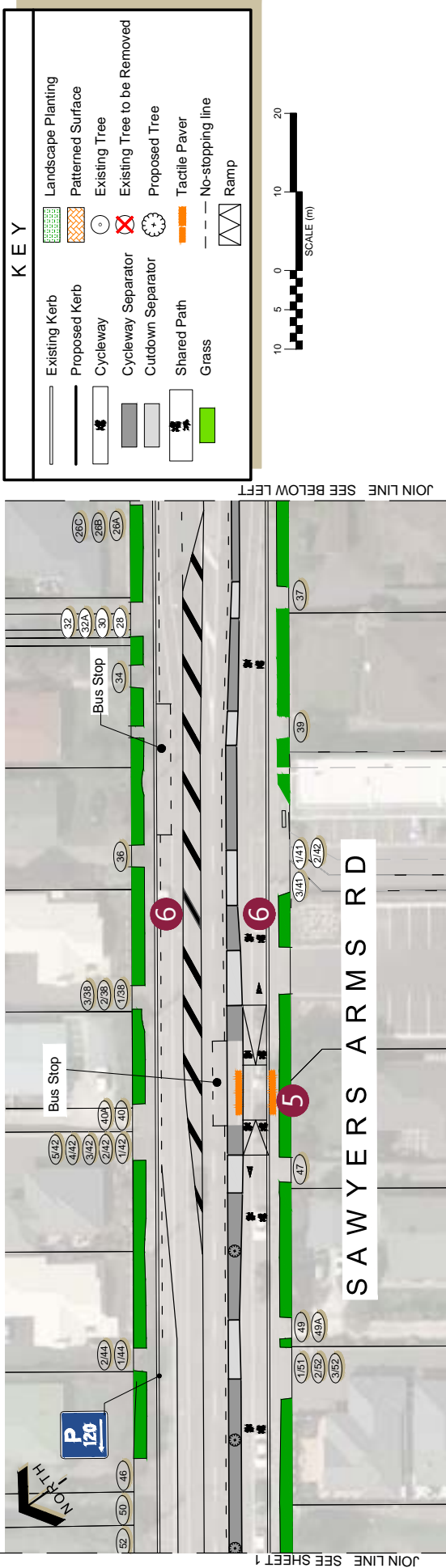
### Features of the new cycle facilities on Sawyers Arms Road, from the Papanui Domain to Northlands Mall

#### Sawyers Arms Road

- 5 The Sawyers Arms Road separated cycle lane will include raised platforms adjacent to bus stops, where pedestrians will have right of way over cyclists.
- 6 The existing parallel parks on the southern side of Sawyers Arms Road adjacent to the cycle lane are to be removed to make room for the cycle lane, along with a number of parks on the northern side to accommodate the lanes for traffic to queue at the signalised intersections. Due to the road width it is not possible to retain parking on both sides and install a separated cycleway.
- 7 The intersection of Sisson Drive with Sawyers Arms Road will be signalised, with pedestrian crossings on two sides. This will improve traffic movements from Sisson Drive as well as providing safer crossing facilities for pedestrians.







Sheet 2



# Sawyers Arms Road, Main North Road and Grassmere Street (Continued)

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## Option A

### Features of the new cycle facilities on Sawyers Arms Road, Main North Road and Grassmere Street

#### Sawyers Arms Road

- 8 The two existing parallel parks on the southern side of Sawyers Arms Road adjacent to Couplands are retained. The footpath becomes a shared zone that cyclists and pedestrians share.

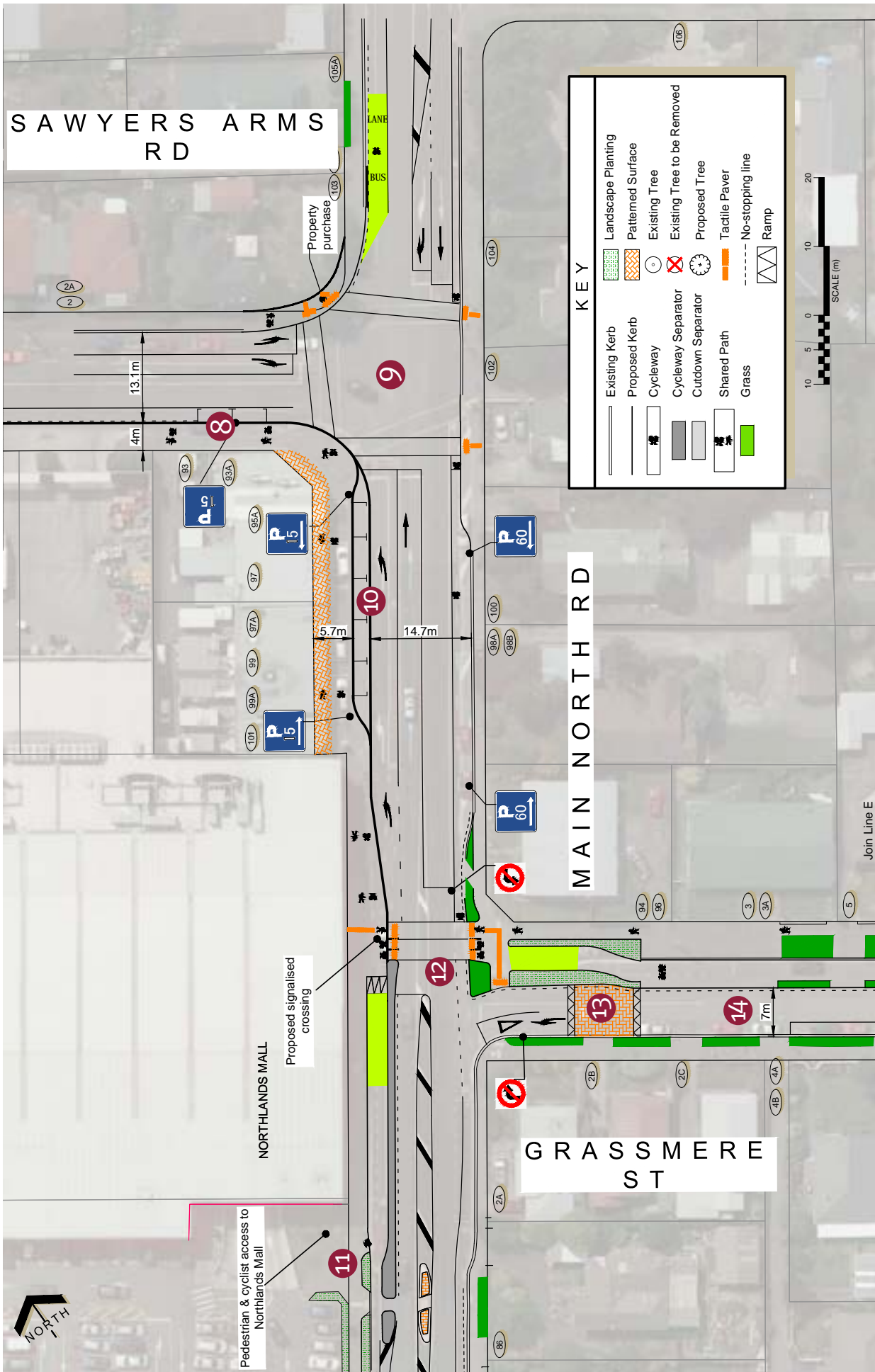
#### Main North Road

- 9 The intersection of Sawyers Arms Road and Main North Road will be modified to accommodate the separate cycle facilities. This includes creating a zebra pedestrian crossing over the cycleway to a new raised pedestrian island. All existing traffic movements will remain.
- 10 The footpath outside the businesses on the north side of the road becomes a shared space with cyclists and pedestrians both able to use the area, with cyclists slowed to improve safety. This allows retention of five of the current six parks.
- 11 A connection will be provided for cyclists to access Northlands Mall, with the two-way cycle lane continuing to a cycle ramp by the existing pedestrian entrance by Countdown.
- 12 A new signalised pedestrian and cycle crossing will be provided across Main North Road. Right turn in/left turn out only turning restrictions will be put in place at the intersection of Grassmere Street with Main North Road. This is necessary to allow room for the cycle and pedestrian facilities, and accommodate their movements safely.

#### Grassmere Street

- 13 A raised platform will be constructed at the Main North Road end of Grassmere Street to slow traffic and signal the change in road environment from Main North Road to a slow, local street.
- 14 Grassmere Street will be narrowed to accommodate the cycle lane and shared path. Parking will be retained on the southern side of Grassmere Street, south of No. 4 only. Parking on the northern side is removed.





Sheet 3A



# Sawyers Arms Road, Main North Road and Grassmere Street (Continued)

---

## Option B

### Features of the new cycle facilities on Sawyers Arms Road, Main North Road and Grassmere Street

#### Sawyers Arms Road

- 8 The two existing parallel parks on the southern side of Sawyers Arms Road adjacent to the cycle lane are to be removed to provide sufficient room for the cycle lane and to separate cyclists and pedestrians.

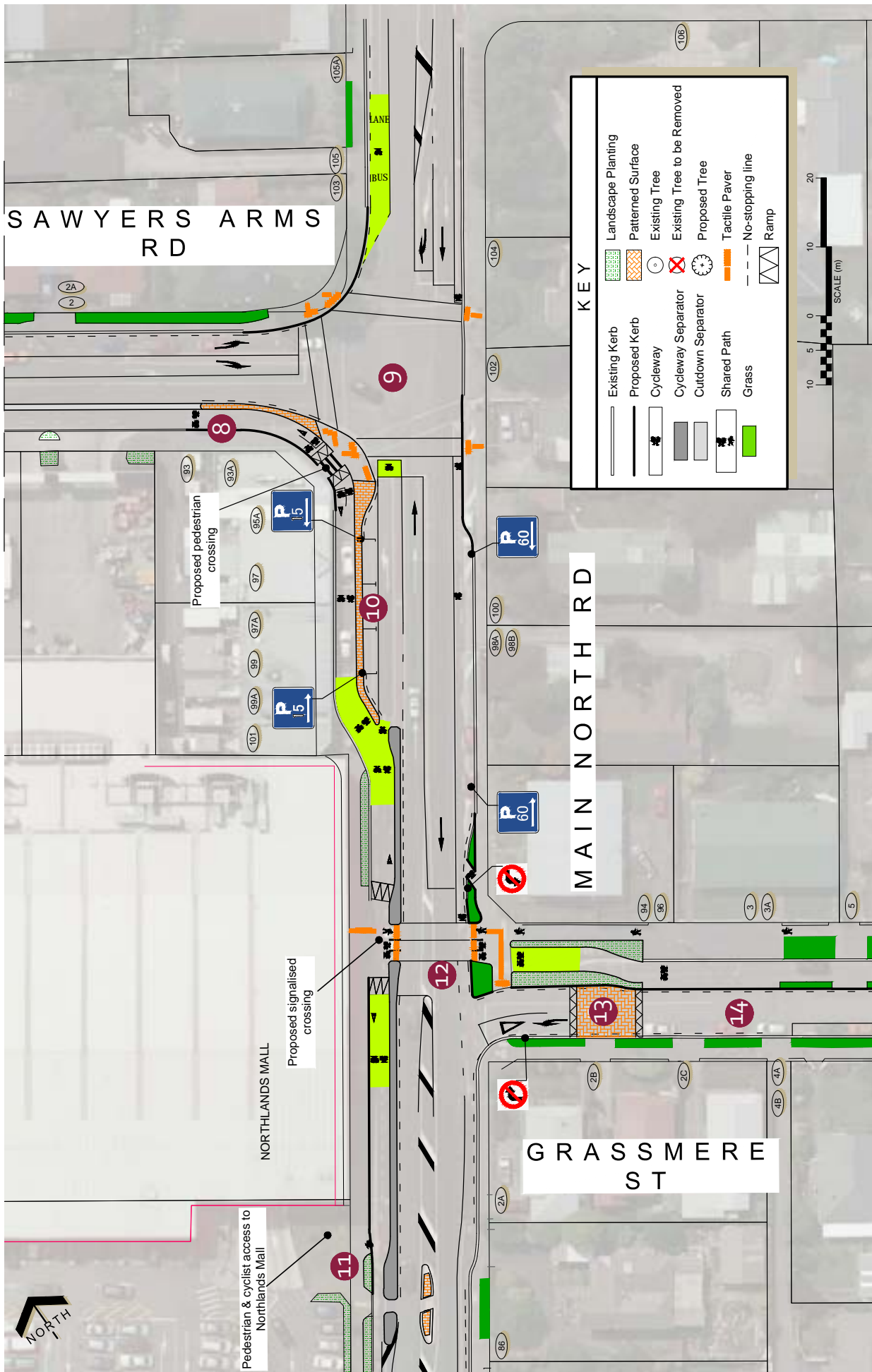
#### Main North Road

- 9 The intersection of Sawyers Arms Road and Main North Road will be modified to accommodate the separate cycle facilities. This includes creating a zebra pedestrian crossing over the cycleway to a new raised pedestrian island. All existing traffic movements will remain.
- 10 To make space for the separated cycle lane, three of the six P15 parks outside the Main North Road Shops need to be removed to provide separate areas for cyclists and pedestrians. This wider width reduces the space for parking which cuts the number to three. The P60 parks opposite will remain.
- 11 A connection will be provided for cyclists to access Northlands Mall, with the two-way cycle lane continuing to a cycle ramp by the existing pedestrian entrance by Countdown.
- 12 A new signalised pedestrian and cycle crossing will be provided across Main North Road. Right turn in/left turn out only turning restrictions will be put in place at the intersection of Grassmere Street with Main North Road. This is necessary to allow room for the cycle and pedestrian facilities, and accommodate their movements safely.

#### Grassmere Street

- 13 A raised platform will be constructed at the Main North Road end of Grassmere Street to slow traffic and signal the change in road environment from Main North Road to a slow, local street.
- 14 Grassmere Street will be narrowed to accommodate the cycle lane and shared path. Parking will be retained on the southern side of Grassmere Street, south of No. 4 only. Parking on the northern side is removed.





Sheet 3B



## Sawyers Arms Road, Main North Road and Grassmere Street (Continued)

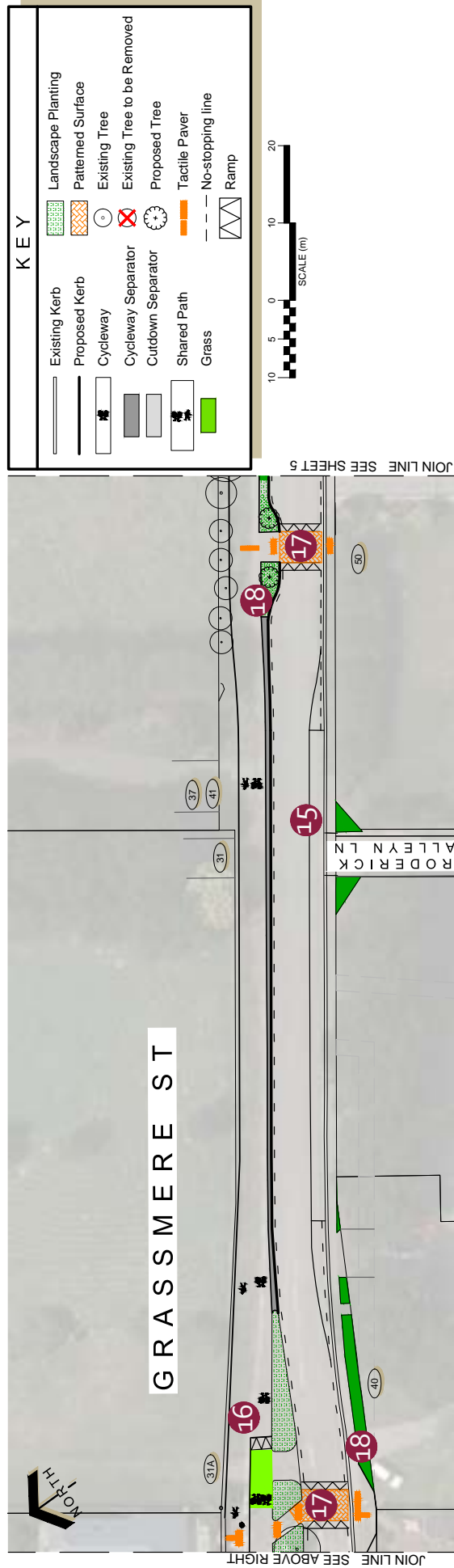
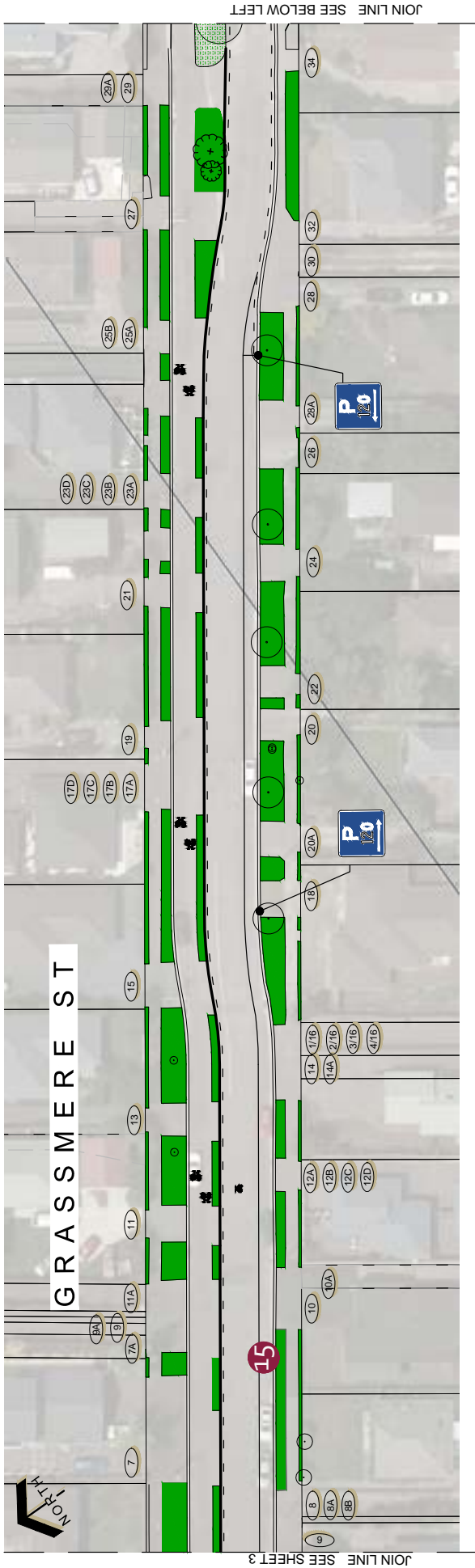
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### Features of the new cycle facilities on Grassmere Street

#### Grassmere Street

- 15 Grassmere Street will be narrowed to accommodate the cycle lane and shared path. This will help to slow traffic using Grassmere Street. Parking will be retained on the southern side of Grassmere Street only.
- 16 The Grassmere Street separated cycle lane transitions to a 4 m wide shared path as the road reserve narrows.
- 17 Raised platforms are proposed to further reduce traffic speeds and provide safe crossing opportunities for pedestrians.
- 18 Existing trees will be retained, with new landscaped areas and street trees provided around the raised platforms.





**KEY**

	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



Sheet 4



## Sawyers Arms Road, Main North Road and Grassmere Street (Continued)

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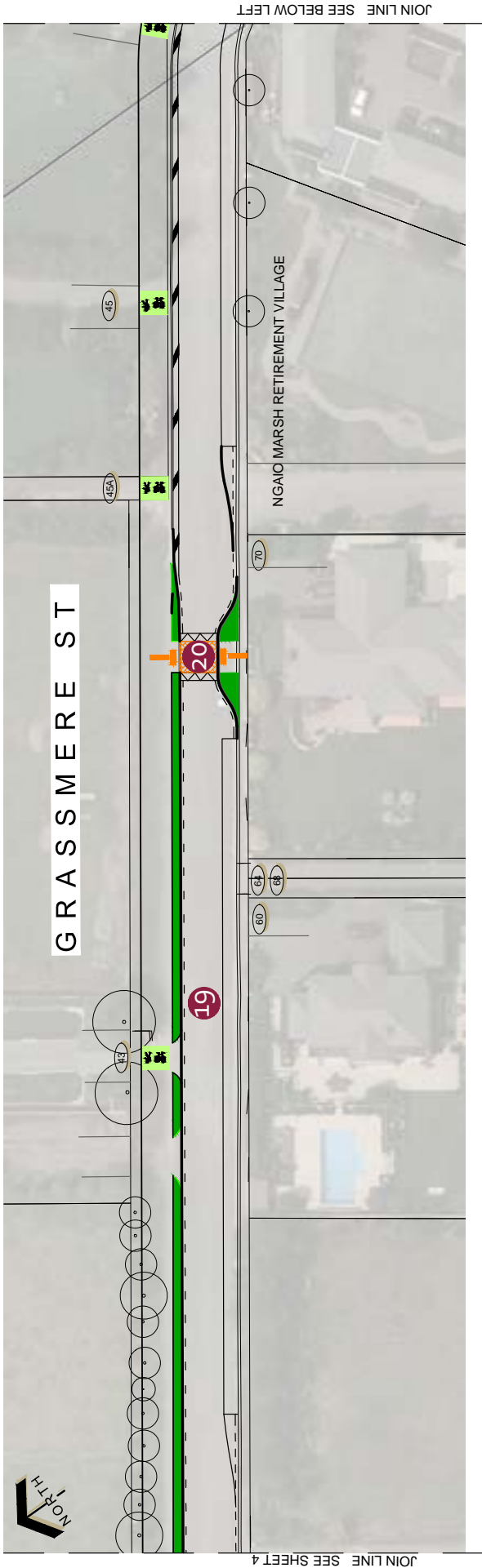
### Features of the new cycle facilities on Grassmere Street

#### Grassmere Street

- 19 Grassmere Street will be narrowed to accommodate the cycle lane and shared path. Parking will be retained on the southern side of Grassmere Street only. Land purchase will be required at 45a and 45 Grassmere Street to accommodate the new cycleway.
- 20 Raised platforms are proposed to further reduce traffic speeds and provide safe crossing opportunities for pedestrians and cyclists.
- 21 The shared path continues straight ahead at the end of Grassmere Street, connecting into the recently built pathway through to Rutland Street.

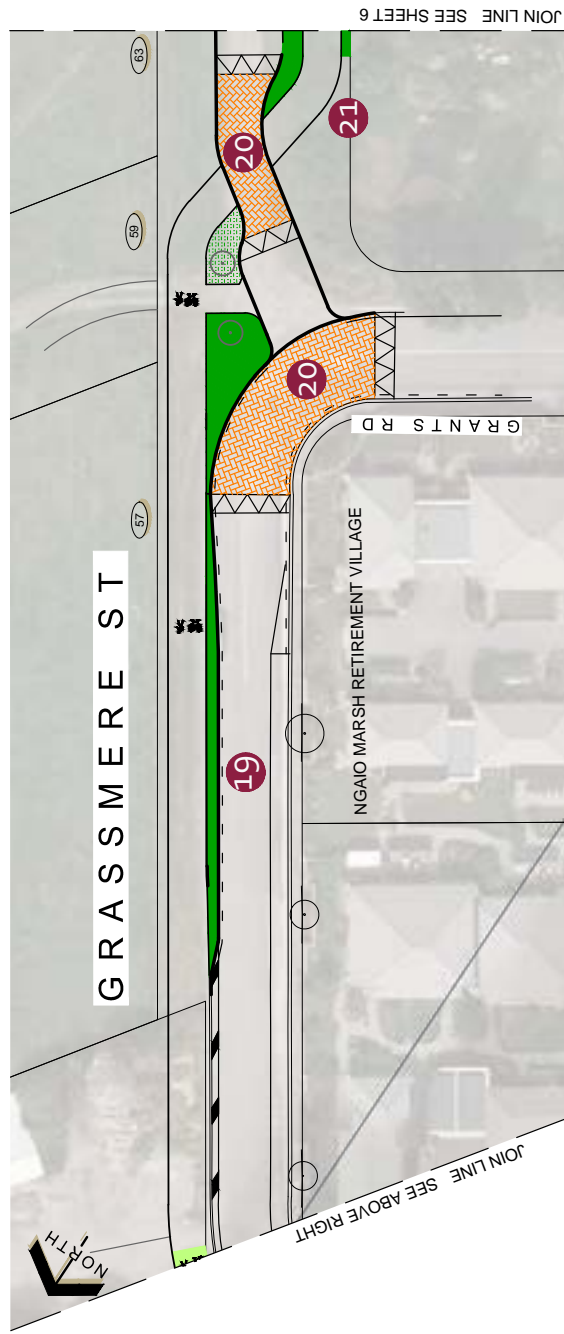






**KEY**

	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



Sheet 5



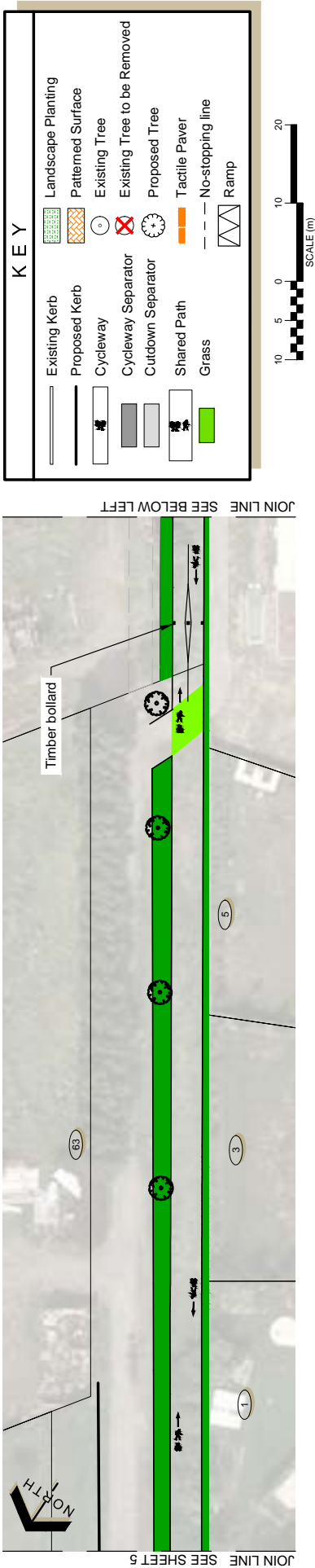
## Sawyers Arms Road, Main North Road and Grassmere Street (Continued)

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### Grassmere Street/Rutland Street shared path

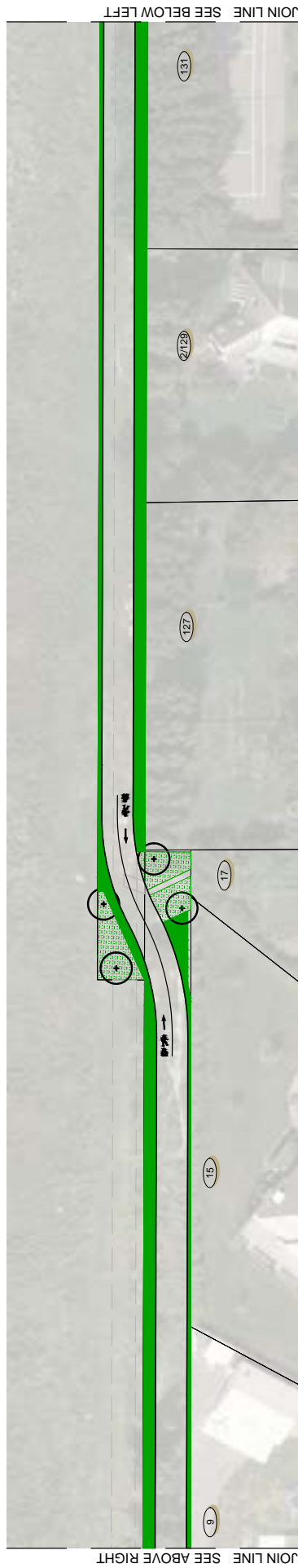
The cycle route continues along the recently constructed 4 m wide shared cycle/pedestrian path between Grassmere Street and Rutland Street. No new construction is proposed in this area.





**KEY**

Existing Kerb	Proposed Kerb	Cycleway	Cycleway Separator	Cutdown Separator	Shared Path	Grass	Landscape Planting	Patterned Surface	Existing Tree	Existing Tree to be Removed	Proposed Tree	Tactile Paver	No-stopping line	Ramp



Sheet 6



## Rutland Street

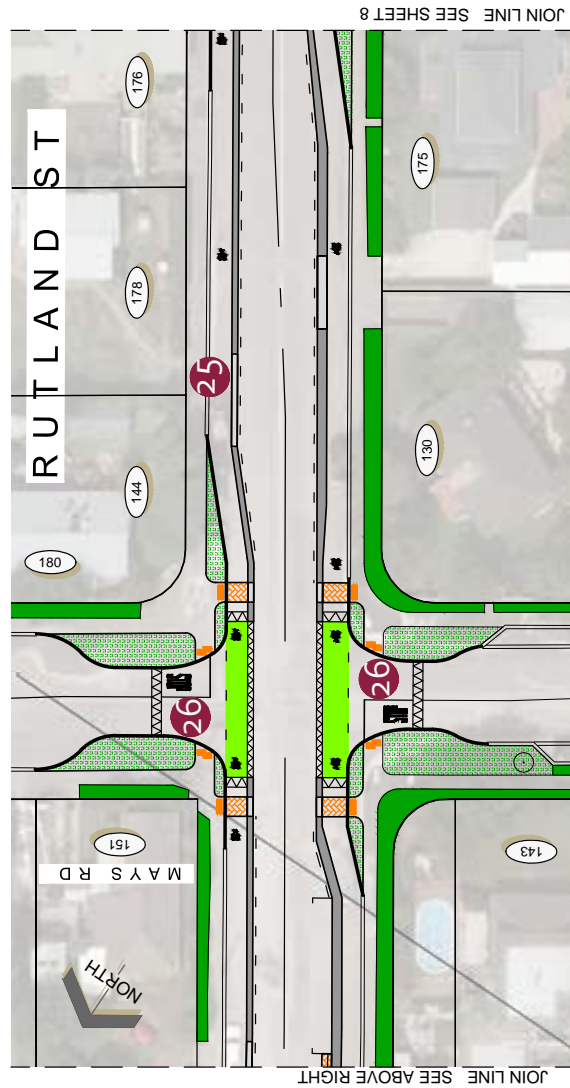
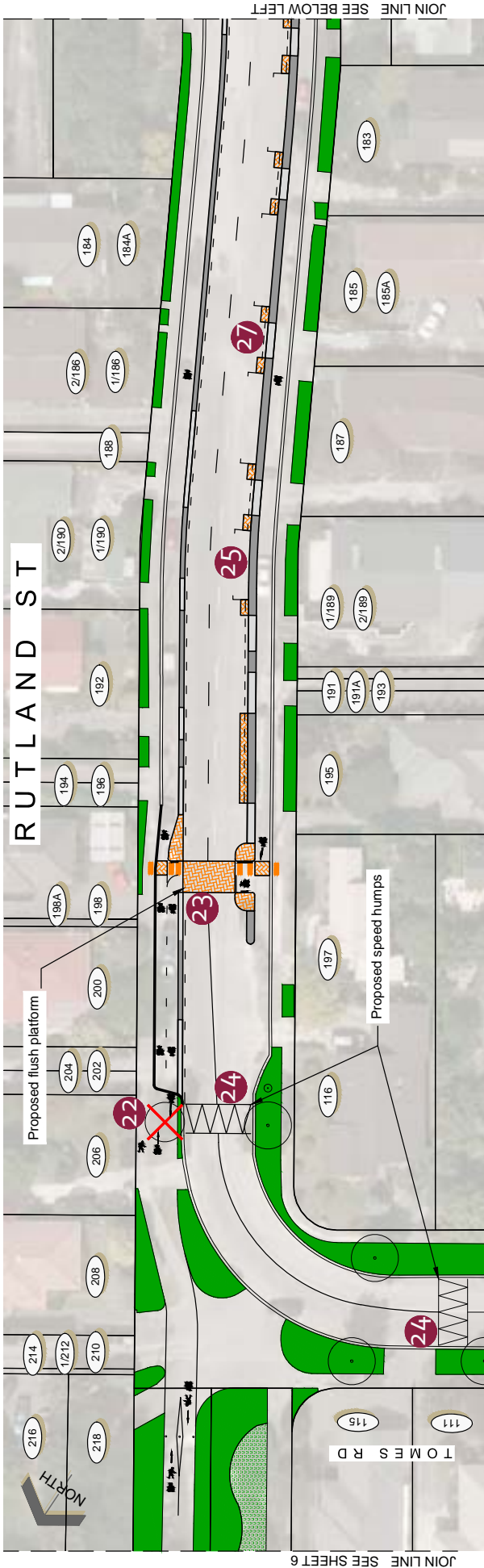
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### Features of the new cycle facilities on Rutland Street, from Tomes Road to Mays Road

#### Rutland Street

- 22 The shared path from Grassmere Street through to Rutland Street transitions to a 3 m wide two-way cycle lane on Rutland Street. An existing tree will need to be removed to accommodate this.
- 23 The two-way cycle lane splits into 2.2 m wide one-way cycle lanes on each side of the road outside 198 Rutland Street. Northbound cyclists, as well as pedestrians, can cross Rutland Street at a designated crossing point. The location is designed to provide good visibility for vehicles and cyclists to allow safe crossing.
- 24 Speed humps on both sides of the Tomes Road/Rutland Street corner are proposed to signify the change in road environment and reduce vehicle speeds approaching the cycle and pedestrian crossing point.
- 25 To allow space for the cycle lanes, parking to the north of Mays Road will be retained on the western side of Rutland Street only. For safety, parking adjacent to the cycle lanes will be restricted around driveways and intersections to provide good visibility of approaching cyclists for cars turning into driveways. Due to road alignment and safety considerations, parking cannot be provided between Mays Road and McFaddens Road.
- 26 Raised platforms at the Mays Road intersection are being installed to reduce traffic turning speeds, making crossings safer for both pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles at side roads
- 27 Paved wheelie bin set-down pads will be provided on the western side of Rutland Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road, clear of the cycleway.





## Rutland Street (Continued)

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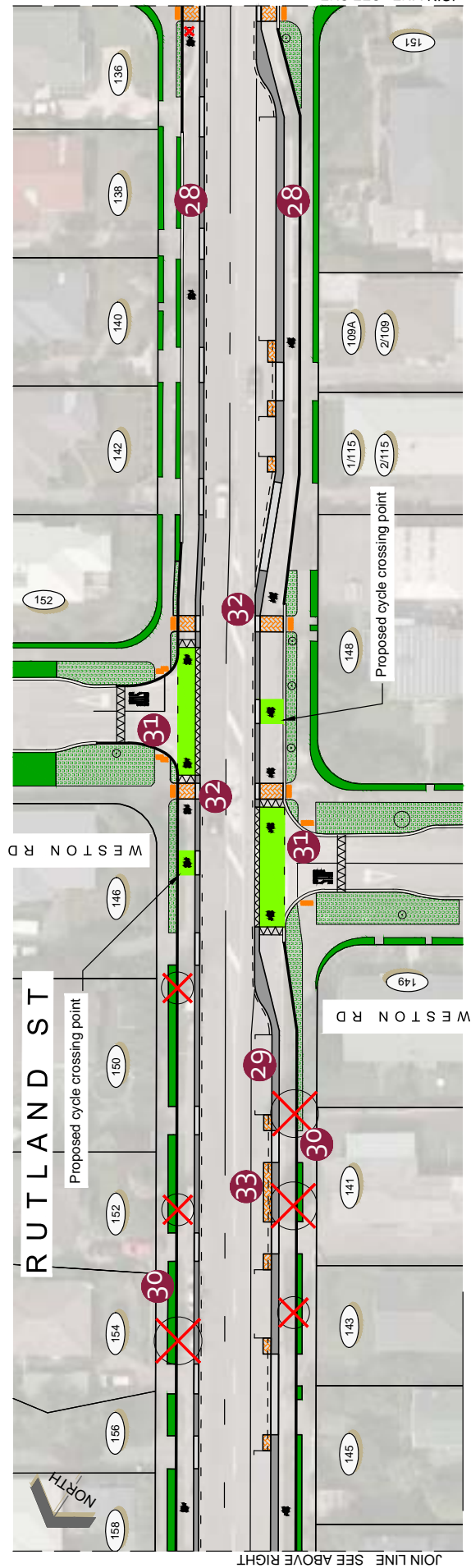
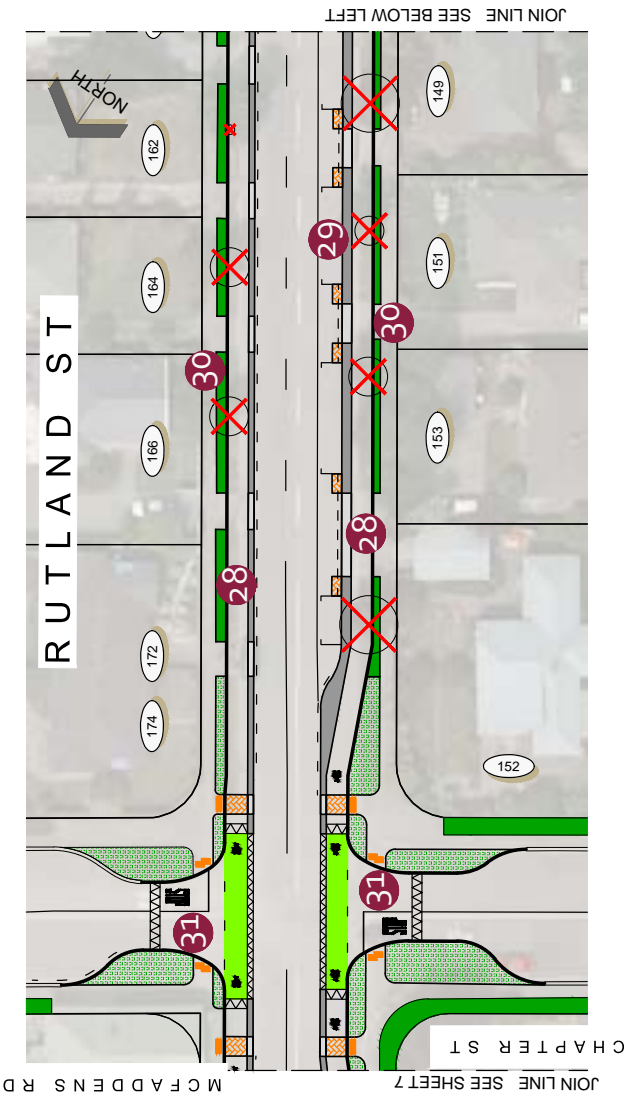
### Features of the new cycle facilities on Rutland Street, from Chapter Street / Mc Faddens Road to Knowles Street

#### Rutland Street

- 28 The Rutland Street separated cycle lanes will typically be 2.2 m wide, with a physical separator from the traffic of 0.6 m to 1 m wide. This separator allows for car doors to be opened for parked cars without them opening across the cycleway.
- 29 To allow space for the cycle lanes, parking between Chapter Street and Knowles Street will be retained on the western side of Rutland Street only. For safety, parking adjacent to the cycle lanes will be restricted around driveways and intersections to improve visibility for cars turning into the driveways.
- 30 To accommodate both the cycle lanes and parking, street trees will need to be removed to allow for the widening of the road. Trees marked with a red cross are proposed to be removed.
- 31 Raised platforms at the McFaddens Road, Chapter Street and Weston Road intersections will be installed to reduce traffic turning speeds, making crossings safer for both pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles at the side roads.
- 32 Crossing points opposite the two Weston Road approaches to Rutland Street will allow cyclists to cross directly between Weston Road and the cycle lanes.
- 33 Paved wheelie bin set-down pads will be provided on the western side of Rutland Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road.



KEY	
	Existing Kerb
	Proposed Kerb
	Cycleway
	Cycleway Separator
	Cutdown Separator
	Shared Path
	Grass
	Landscape Planting
	Patterned Surface
	Existing Tree
	Existing Tree to be Removed
	Proposed Tree
	Tactile Paver
	No-stopping line
	Ramp



Sheet 8



## Rutland Street (Continued)

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### Option A

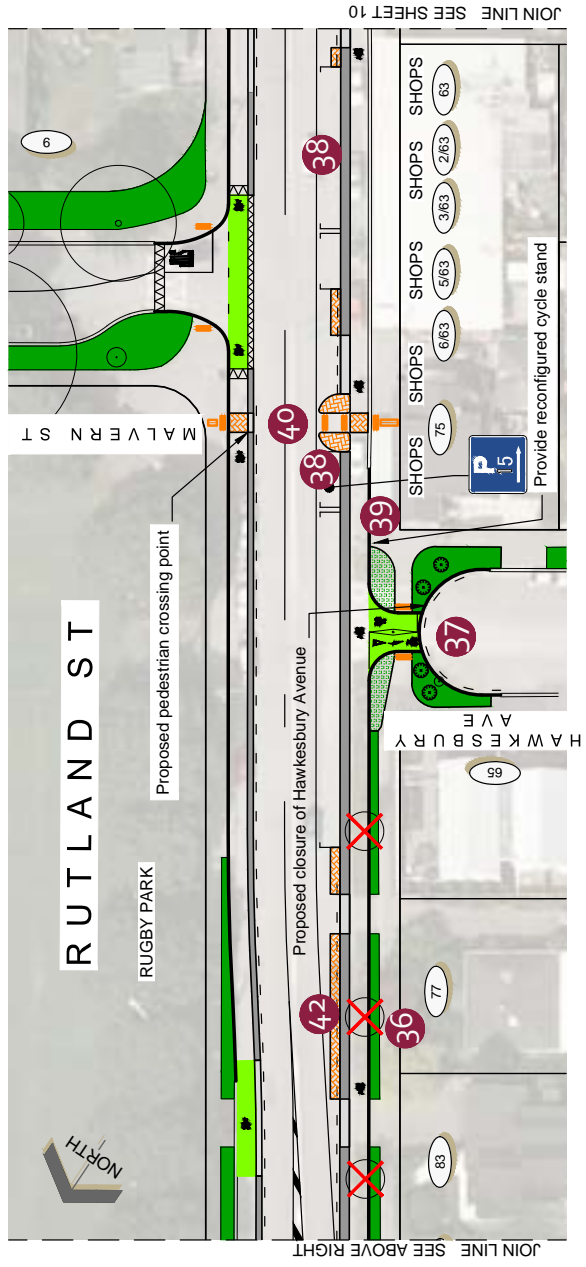
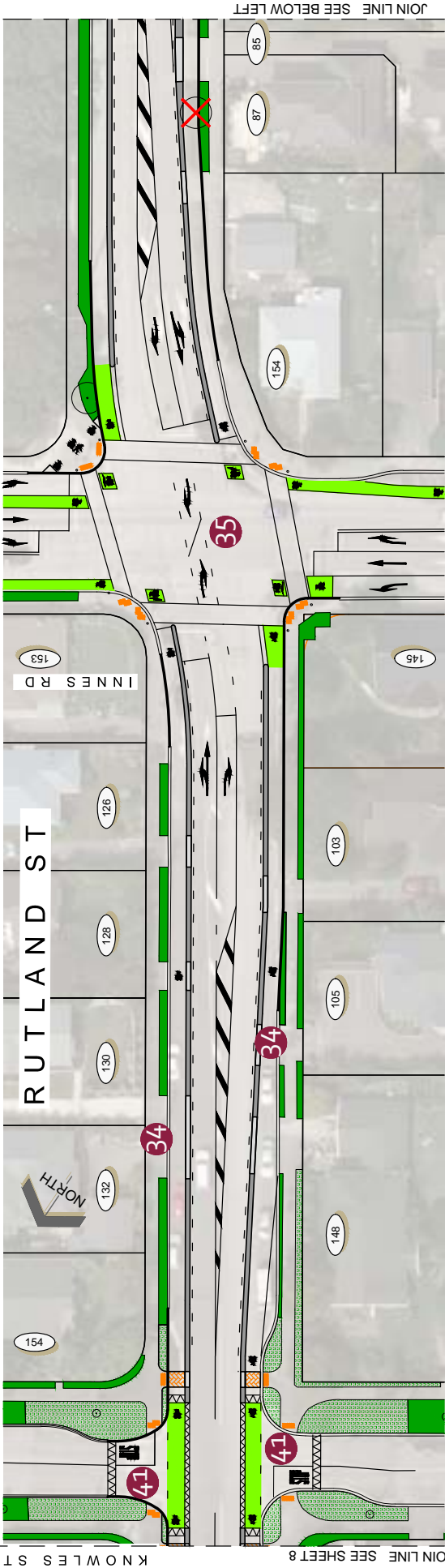
#### Features of the new cycle facilities on Rutland Street, Knowles Street to Malvern Street

##### Rutland Street

- 34 The Rutland Street separated cycle lanes will typically be 2.0 m wide, with a physical separator from the traffic of 0.6 m to 1 m wide.
- 35 The Rutland Street/Innes Road intersection layout will be modified to accommodate the cycle lanes. This includes cycle hook turn boxes for right-turns, and a cycle slip lane from Innes Road left into Rutland Street, heading south. The signal phasing will be modified to provide a protected phase for cyclists and pedestrians only to proceed prior to vehicles being able to move. This avoids conflict between left-turning vehicles and cyclists, but will reduce the green signal time for vehicles travelling on Rutland Street.
- 36 Several street trees will need to be removed to accommodate the cycle lanes as shown by the red crosses.
- 37 Hawkesbury Avenue is proposed to be closed to allow for additional parking around the Rutland Street Shops and Rugby Park on Rutland Street. The Hawkesbury Avenue cul-de-sac will also improve cyclist safety by removing a potential conflict between turning cars and cyclists. The area may be landscaped, including planting street trees, to create an attractive streetscape environment.
- 38 The existing number of P15 spaces will be retained outside the Rutland Street Shops. For safety, parking adjacent to the cycle lanes will be restricted around driveways to maintain visibility.
- 39 A cycle stand will be provided outside the shops.
- 40 A pedestrian crossing point across Rutland Street between the shops and Rugby Park/Malvern Street will be constructed to help pedestrian access to and from the shopping area.
- 41 Raised platforms at the Knowles Street and Malvern Street intersections will reduce traffic turning speeds, making crossings safer for both pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles at side roads.
- 42 Paved wheelie bin set-down pads will be provided on the western side of Rutland Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road.







**KEY**

	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



Sheet 9A



## Rutland Street (Continued)

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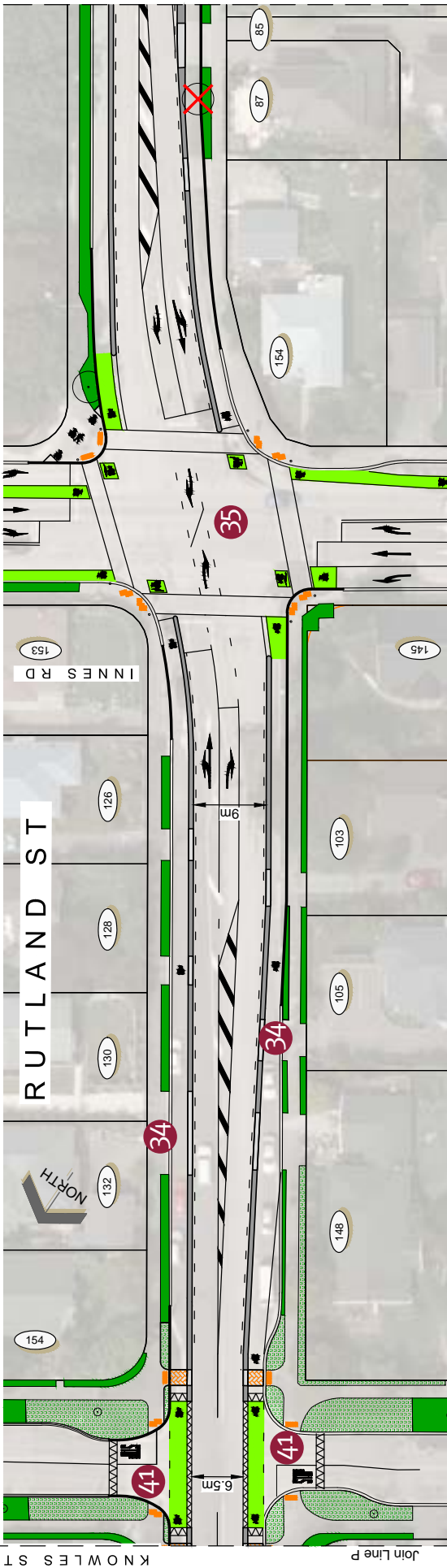
### Option B

#### Features of the new cycle facilities on Rutland Street, Knowles Street to Malvern Street

##### Rutland Street

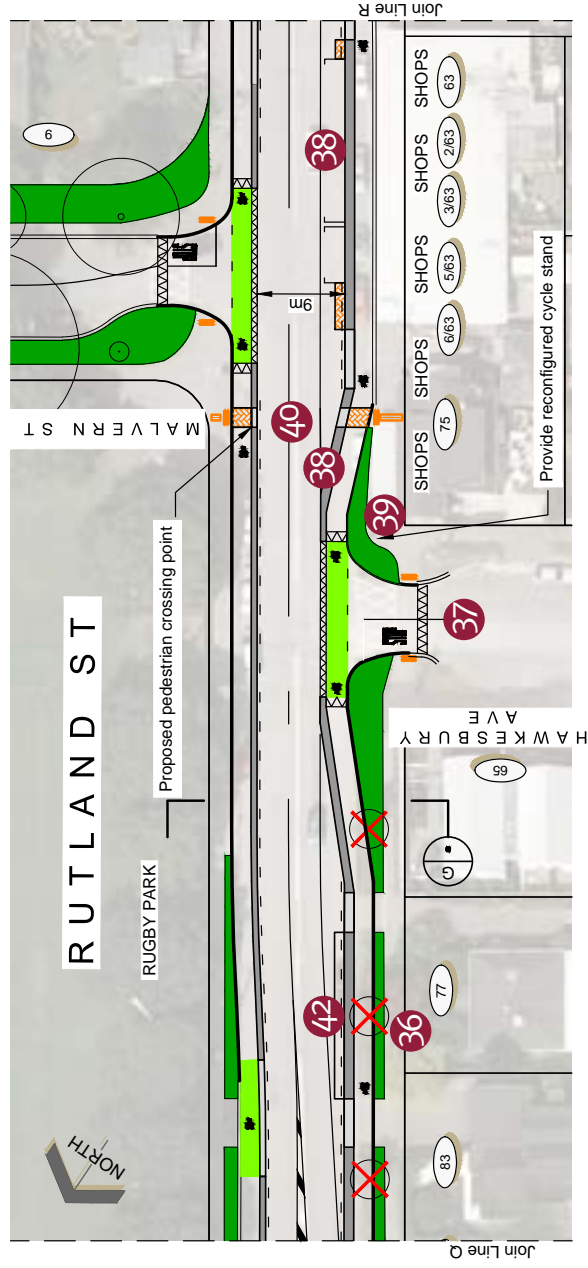
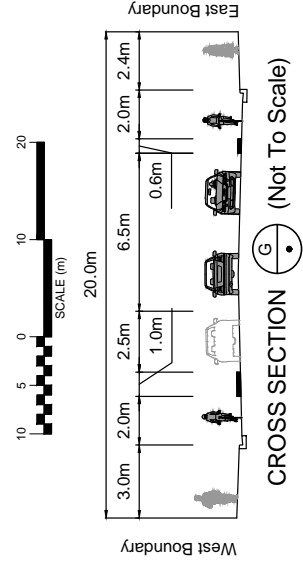
- 34 The Rutland Street separated cycle lanes will typically be 2.0 m wide, with a physical separator from the traffic of 0.6 m to 1 m wide.
- 35 The Rutland Street/Innes Road intersection layout will be modified to accommodate the cycle lanes. This includes cycle hook turn boxes for right-turns, and a cycle slip lane from Innes Road left into Rutland Street, heading south. The signal phasing will be modified to provide a protected phase for cyclists and pedestrians only to proceed prior to vehicles being able to move. This avoids conflict between left-turning vehicles and cyclists, but will reduce the green signal time for vehicles travelling on Rutland Street.
- 36 Several street trees will need to be removed to accommodate the cycle lanes as shown by the red crosses.
- 37 Hawkesbury Avenue remains open for vehicular traffic. This removes five carparks that could have been provided outside the businesses on Rutland Street.
- 38 The existing number of P15 spaces will be retained outside the Rutland Street Shops. For safety, parking adjacent to the cycle lanes will be restricted around driveways to maintain visibility.
- 39 A cycle stand will be provided outside the shops.
- 40 A pedestrian crossing point across Rutland Street between the shops and Rugby Park/Malvern Street will be constructed to help pedestrian access to and from the shopping area.
- 41 Raised platforms at the Knowles Street and Malvern Street intersections will reduce traffic turning speeds, making crossings safer for both pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles at side roads.
- 42 Paved wheelie bin set-down pads will be provided on the western side of Rutland Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road.





**KEY**

	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



**Sheet 9B**



## Rutland Street (Continued)

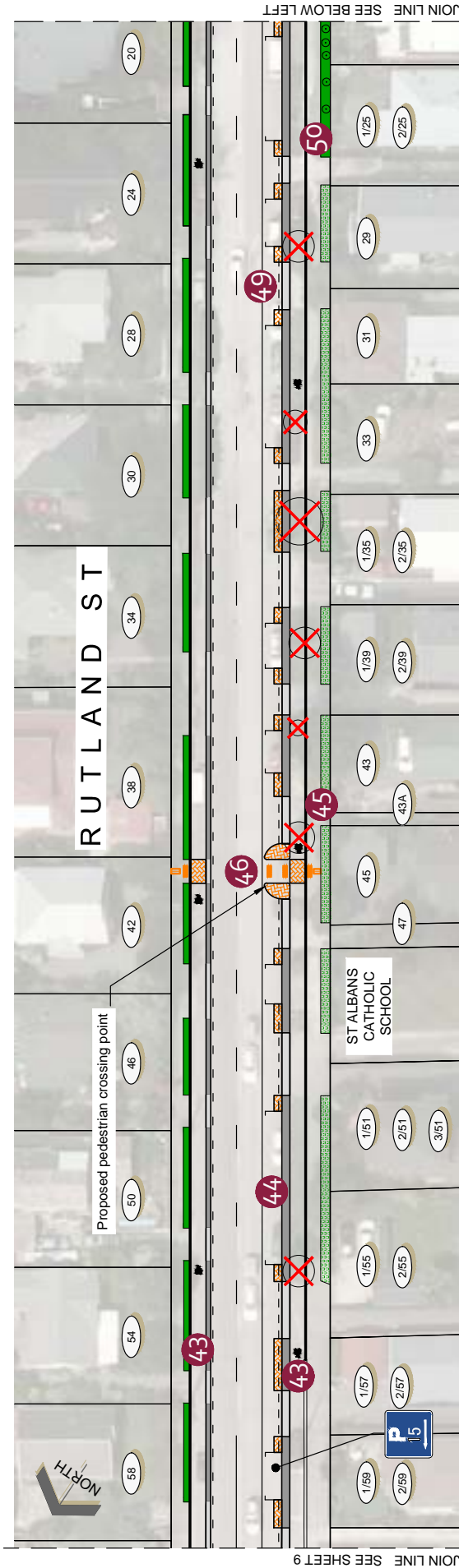
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### Features of the new cycle facilities on Rutland Street, Knowles Street to Malvern Street

#### Rutland Street

- 43 The Rutland Street separated cycle lanes will typically be 2.0 m wide, with a physical separator from the traffic of 0.6 m to 1 m wide.
- 44 To allow space for the cycle lanes, parking will be retained on the western side of Rutland Street only. For safety, parking adjacent to the cycle lanes will be restricted around driveways.
- 45 To accommodate both the cycle lanes and parking, street trees will need to be removed to allow for the widening of the road.
- 46 A pedestrian crossing point across Rutland Street close to the entrance to St Albans Catholic School will be constructed to help pedestrian access to and from the school
- 47 Right turns are proposed to be banned at the intersection of Westminster Street and Rutland. This will improve cyclist safety, as cyclists can sometimes be hidden behind queued traffic, which may occur with the signals at St Albans Street (see Sheet 11). Westminster Street will be left in/left out.
- 48 A raised platform in Westminster Street will reduce left-turning traffic speeds, making crossings safer for pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles turning from Westminster Street.
- 49 Paved wheelie bin set-down pads will be provided on the western side of Rutland Street adjacent to the cycleway separator island, where the combination of parking and the cycle lane prevent refuse collection trucks from carrying out conventional kerbside collection.
- 50 The existing plantings at property frontages on the west side of Rutland Street will mostly be retained, along with the trees and bushes opposite Westminster Street.





**KEY**

Existing Kerb	Proposed Kerb	Cycleway	Cycleway Separator	Cutdown Separator	Shared Path	Grass	Landscape Planting	Patterned Surface	Existing Tree	Existing Tree to be Removed	Proposed Tree	Tactile Paver	No-stopping line	Ramp
[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]



Sheet 10



## Rutland Street (Continued)

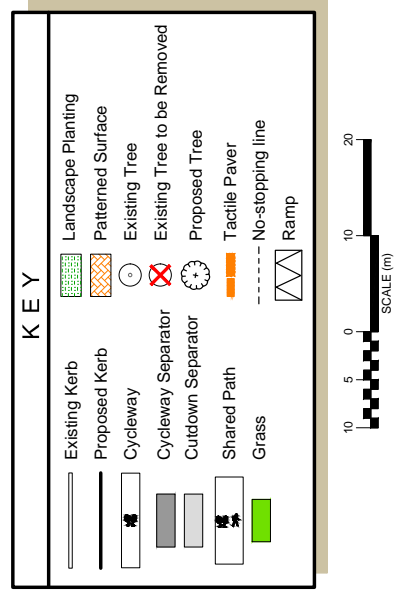
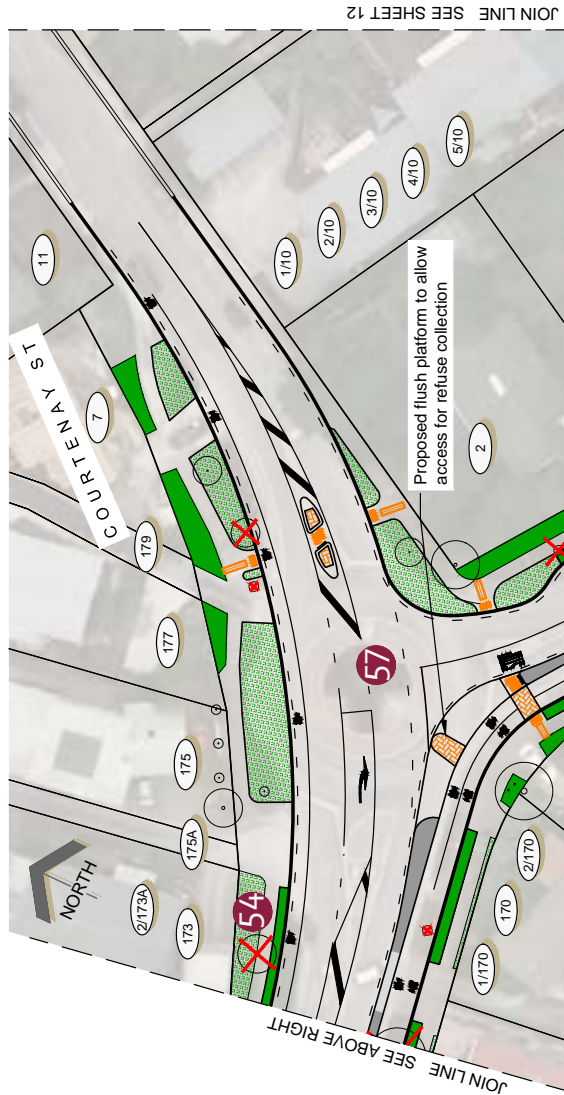
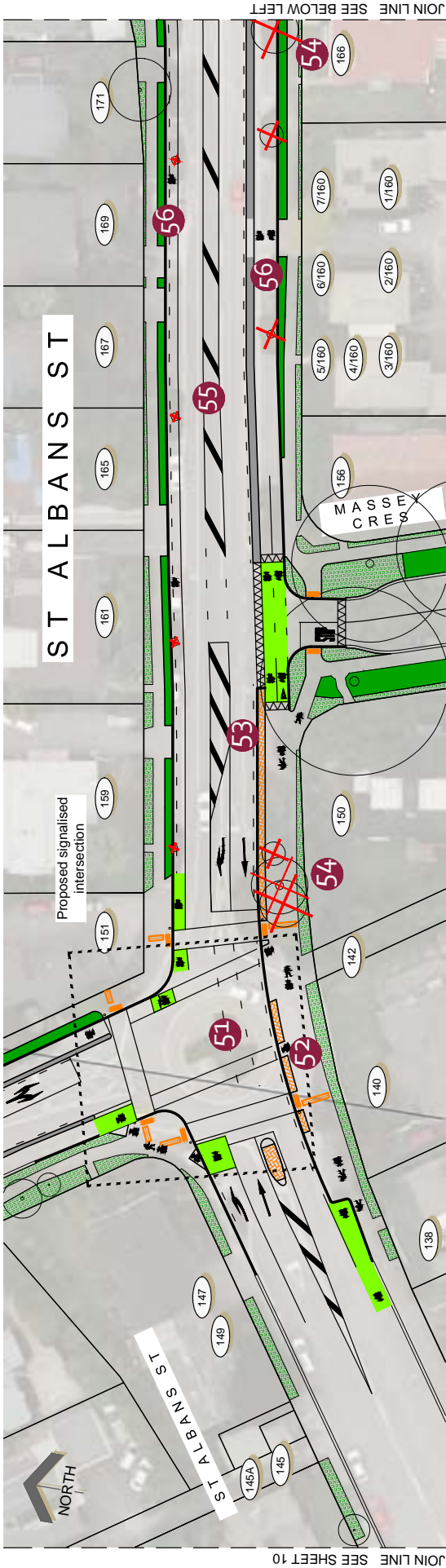
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### Features of the new cycle facilities on Rutland Street at this southern end, to St Albans Street, from Rutland Street to Trafalgar Street

#### St Albans Street

- 51 The intersection of Rutland Street and St Albans Street will be signalised to provide safe and efficient crossings for cyclists, as well as improving the safety of crossings for pedestrians. The existing roundabout will be removed. The signals will be coordinated with the Innes Road traffic signals, to ensure smooth operation and minimise delays along Rutland Street and St Albans Street.
- 52 The Major Cycle Route crosses St Albans Street from the Rutland Street cycle lanes to a 4 m wide shared path on the southern side of St Albans Street. In shared paths, cyclists and pedestrians share the space with equal priority. Cyclists can connect to and from other destinations on St Albans Street and beyond via on-road cycle lanes.
- 53 The shared path transitions to a separated, 3 m wide two-way cycle lane on the southern side of St Albans Street, giving cyclists right-of way over traffic turning into and out of Massey Crescent. A raised platform will also be provided at this location.
- 54 A number of trees and some existing landscape planting areas will need to be removed to accommodate the shared path and cycle lane on St Albans Street
- 55 A flush median will be installed on St Albans Street to make it safer and easier for drivers to turn into and out of Massey Crescent and private dwellings by providing a space to wait for a gap in traffic.
- 56 To allow space for the cycle lane and the flush median, parking will need to be removed from both sides of St Albans Street, east of Rutland Street.
- 57 The intersection of St Albans Street with Courtenay Street and Trafalgar Street will be converted to a traditional 'T' intersection, with pedestrian crossing points on the Courtenay Street and Trafalgar Street legs. The existing roundabout will be removed and a 'stop' control installed on Trafalgar Street. Trafalgar Street will be stopped to through traffic via a double cul-de-sac (sheet 13).





Sheet 11



# Trafalgar Street

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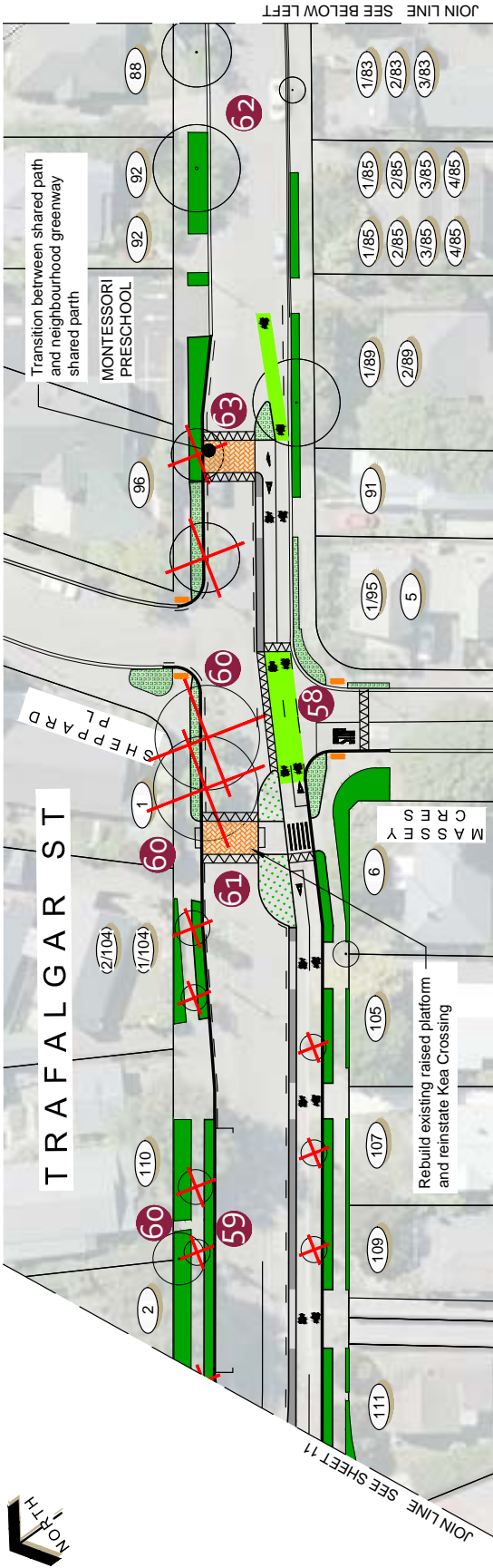
## Features of the new cycle facilities on Trafalgar Street, from St Albans Street to south of Sheppard Place

### Trafalgar Street

- 58 The 3 m wide, two-way separated cycle lane from St Albans Street continues along the west side of Trafalgar Street, with cyclists having right of way over vehicles turning into and out of Massey Crescent. A raised platform will also be provided at this location.
- 59 To allow space for the cycle lane, parking to the north of Sheppard Place will be retained on the eastern side of Trafalgar Street only. Parking will be removed immediately south of Massey Crescent to allow for the crossing point.
- 60 To accommodate the cycle lane and parking, street trees will need to be removed to allow for the widening of the road.
- 61 The existing school crossing to the north of Sheppard Place will be retained but changes will be made to increase its visibility for motorists. Pedestrians will have right of way over cyclists by way of a 'zebra' pedestrian crossing over the cycle lane. Cyclists will need to stop for pedestrians.
- 62 Trafalgar Street will become a low-speed, low traffic volume, neighbourhood shared street, created by the closure of Trafalgar Street to motor vehicles to the north of Dover Street (see Sheet 13). In a shared street, the motorists and cyclists share the road space with vehicle volumes kept below 1500 vehicles per day (vpd) to maintain a safe environment. This will prevent Trafalgar Street from being used as a through-route, making it a safer environment for cycling. Other options were considered including separated cycleways. Separated cycleways required substantial parking removal and the cul-de-sac option was considered a better compromise and created a more attractive and safer residential environment.
- 63 Cyclists will transition between the two-way separated cycle lane and the neighbourhood greenway at a crossing point to the south of Sheppard Place.
- 64 South of Coles Place, Trafalgar Street will retain its existing configuration.







JOIN LINE SEE BELOW LEFT



JOIN LINE SEE ABOVE RIGHT

KEY			
	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



Sheet 12



## Trafalgar Street (Continued)

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### Features of the new cycle facilities on Trafalgar Street, from north of Dover Street to north of Edgeware Road

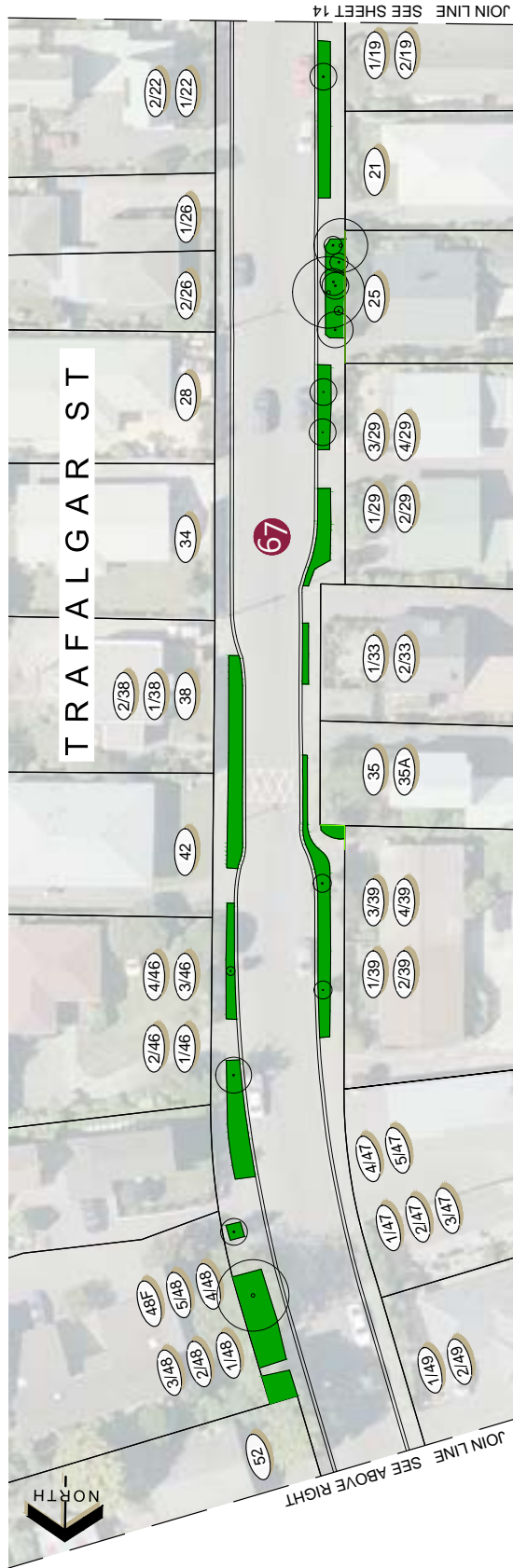
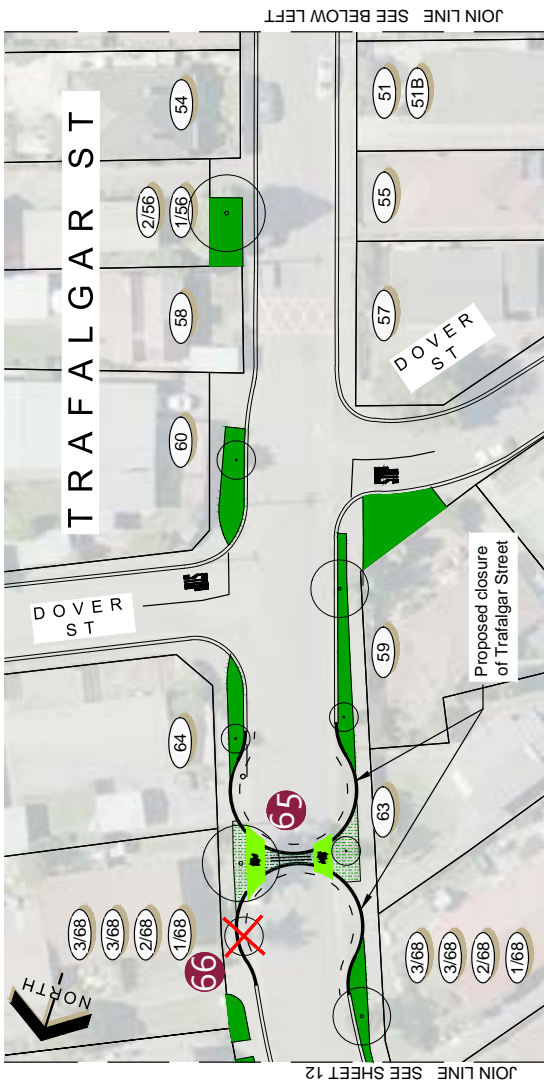
#### Trafalgar Street

- 65 Trafalgar Street will become a low-speed, low traffic volume, neighbourhood shared street, created by the closure of Trafalgar Street to motor vehicles to the north of Dover Street (see Sheet 13). In a shared street, the motorists and cyclists share the road space with vehicle volumes kept below 1500 vehicles per day (vpd) to maintain a safe environment. This will prevent Trafalgar Street from being used as a through-route, making it a safer environment for cycling. Other options were considered including separated cycleways. Separated cycleways required substantial parking removal and the cul-de-sac option was considered a better compromise and created a more attractive and safer residential environment.
- 66 Existing trees and plantings on Trafalgar Street will mostly remain, with the opportunity for new landscaping afforded by its closure.
- 67 Apart from the proposed new culs-de-sac and cycle facilities at each end, Trafalgar Street will retain its existing configuration, with no other work proposed in this section. The culs-de-sac location was chosen to provide alternative routes for vehicles via Dover Street back to Edgeware Road. The proposed change allows cyclists to continue along Trafalgar Street, but vehicles cannot.



**KEY**

	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



Sheet 13



## Edgware Road and Colombo Street

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### Features of the new cycle facilities on Trafalgar Street, Edgware Road and Colombo Street

#### Trafalgar Street

- 68 Cyclists will transition between the neighbourhood shared slow zone and a 3 m wide shared path at a designated crossing point, with a raised platform to slow traffic. The shared path starts at this point due to the higher traffic volumes associated with the retail area. This requires the removal of an existing tree.

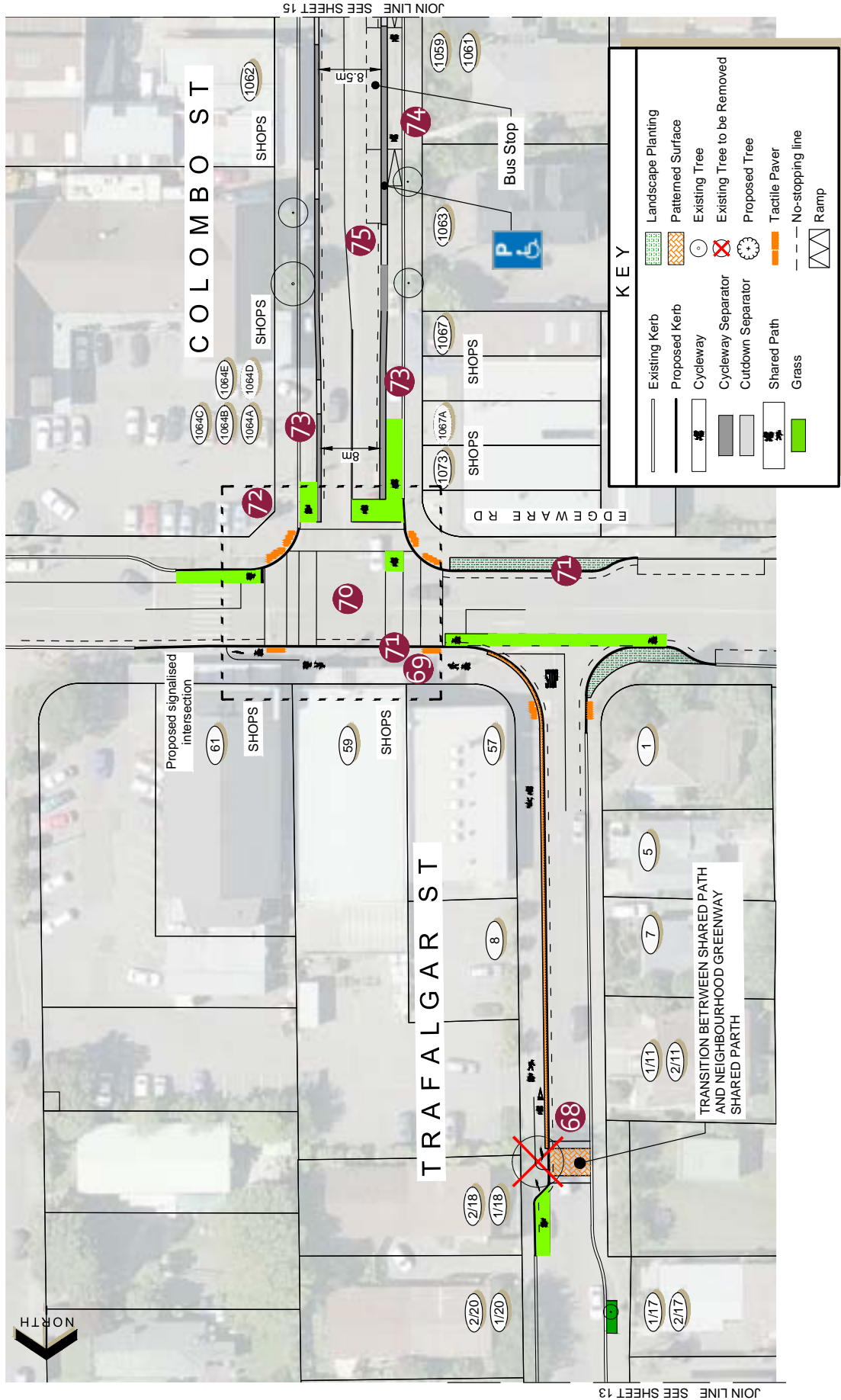
#### Edgware Road

- 69 A 5 m wide shared path will be constructed on Edgware Road, connecting with the shared path on Trafalgar Street.
- 70 The intersection of Edgware Road and Colombo Street will be signalised to provide a crossing of the Major Cycle Route across Edgware Road, and improve the connection between the parts of Edgware Village on either side of Edgware Road and Colombo Street.
- 71 Some parking on Edgware Road will be removed to accommodate the shared path and traffic signals. The taxi stand on the north side of Edgware Road will be shortened, and will have space for three taxis.
- 72 The Major Cycle Route will be incorporated with the streetscape improvements as part of Edgware Village Master Plan development, also being undertaken by the Council.

#### Colombo Street

- 73 To the south of Edgware Road, the cycleway will take the form of a pair of new, 2 m wide, separated cycle lanes, with physical separation from the traffic of 0.6 m to 0.85 m wide.
- 74 The cycle lanes will include raised platforms adjacent to bus stops, where pedestrians will have right of way over cyclists.
- 75 To allow space for the cycle lanes, parking will be retained on the western side of Colombo Street only. For safety, parking adjacent to the cycle lanes will be restricted around driveways and intersections. All parking will be removed around the intersection with Edgware Road to allow space for turning vehicles.





Sheet 14



## Edgware Road and Colombo Street (Continued)

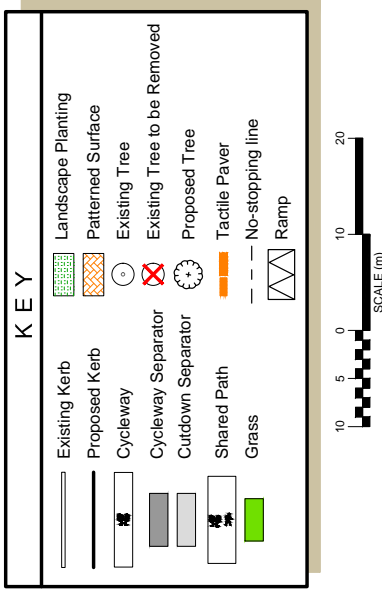
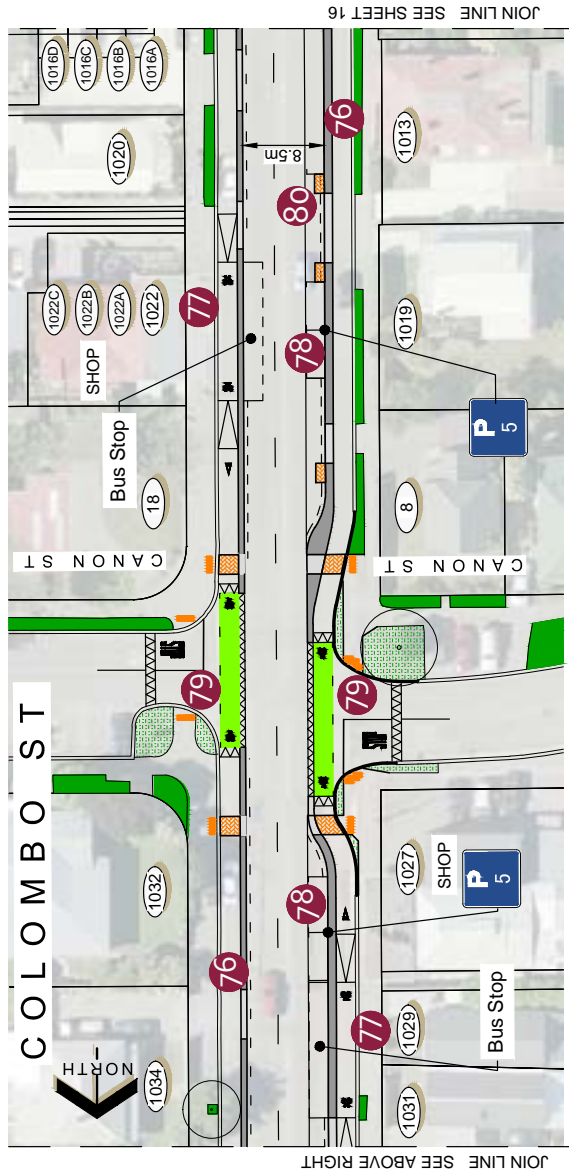
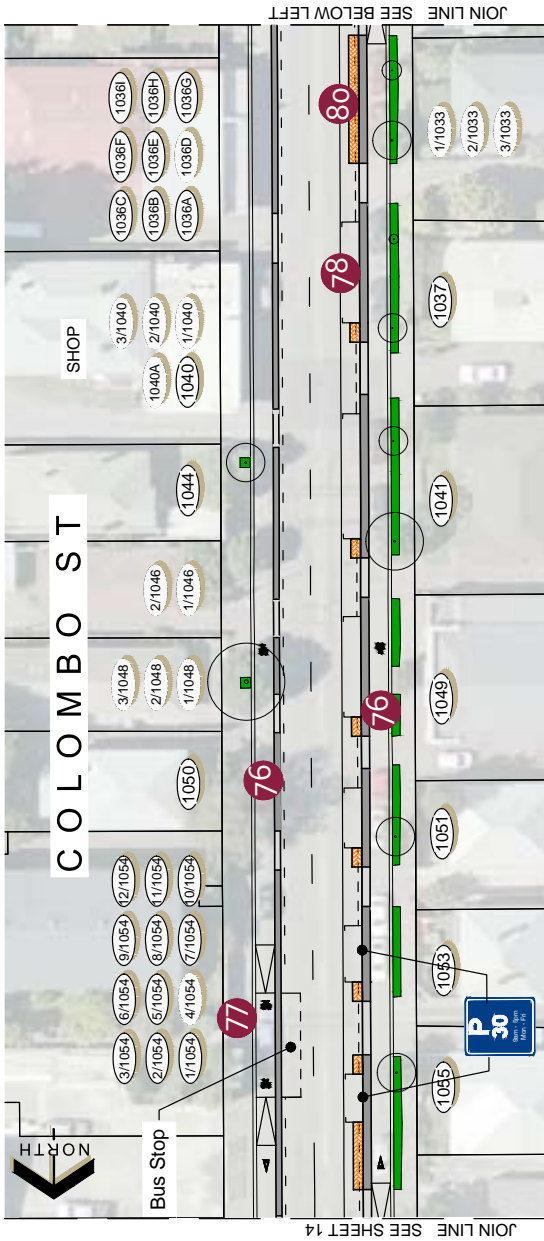
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### Features of the new cycle facilities on Colombo Street, from south of Edgware Road to south of Canon Street

#### Colombo Street

- 76 The Colombo Street separated cycle lanes will be 2 m wide, with physical separation from the traffic of 0.6 m to 0.85 m wide.
- 77 The cycle lanes will include raised platforms adjacent to bus stops, where pedestrians will have right of way over cyclists. The buses will stop in the traffic lane, so vehicles will need to wait while they pick up and drop off passengers, or wait for a gap in oncoming traffic to pass the bus.
- 78 To allow space for the cycle lanes, parking will be retained on the western side of Colombo Street only, with short-term, P5 parking spaces provided outside or opposite the shops around Canon Street.
- 79 Raised platforms at the Canon Street intersection will reduce traffic turning speeds, making crossings safer for both pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles at the side roads.
- 80 Paved wheelie bin set-down pads will be provided on the western side of Colombo Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road.





Sheet 15



## Edgware Road and Colombo Street (Continued)

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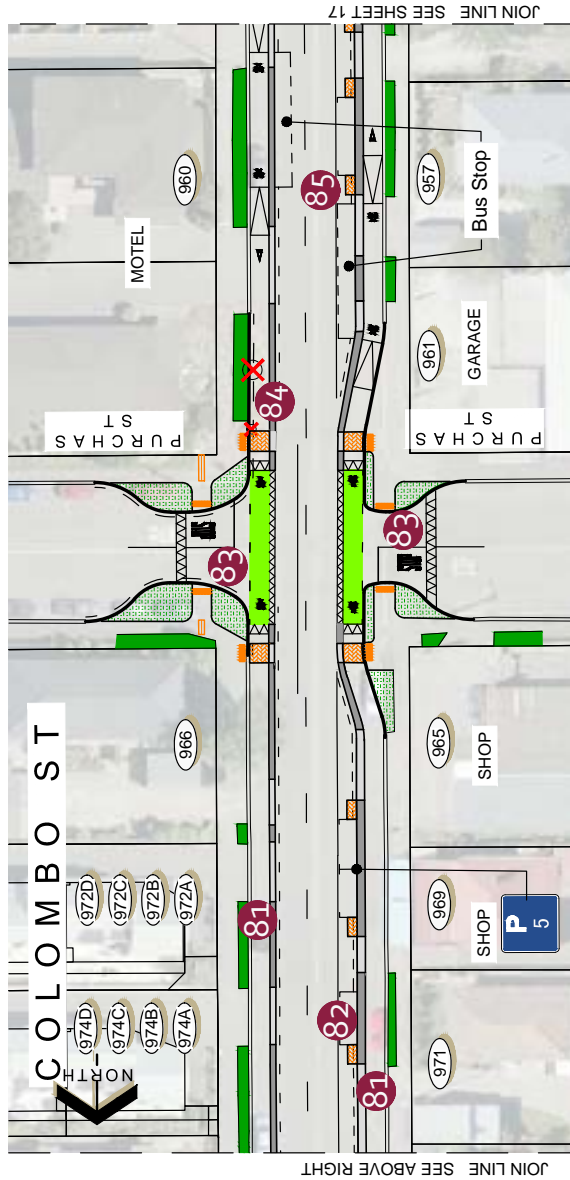
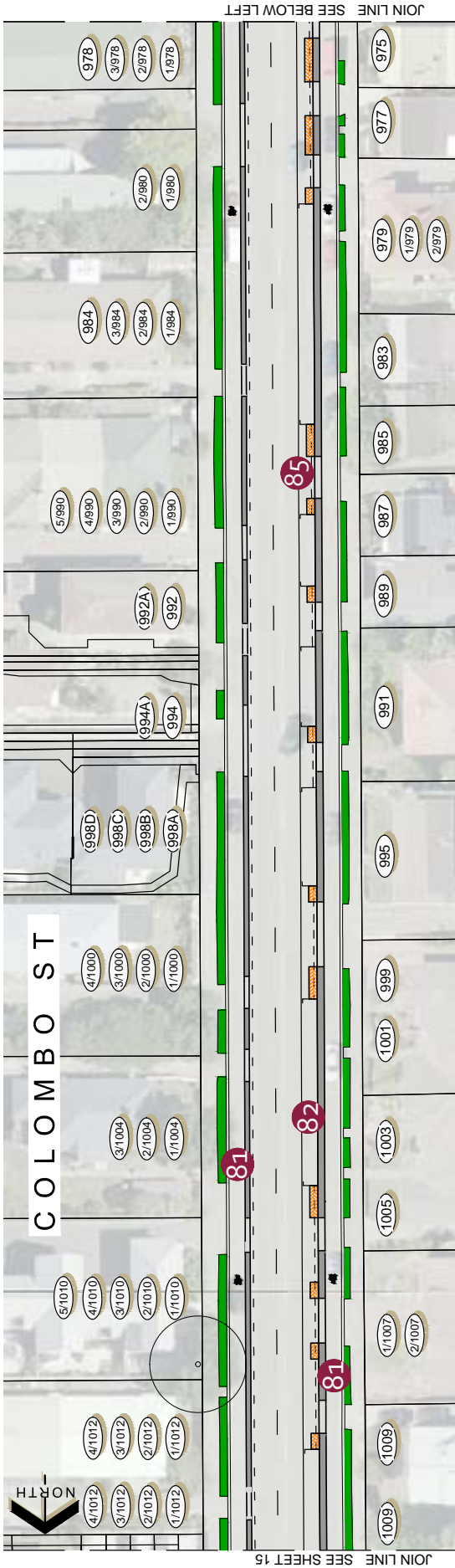
### Features of the new cycle facilities on Colombo Street, from south of Canon Street to south of Purchas Street

#### Colombo Street

- 81 The Colombo Street separated cycle lanes will be 2 m wide, with physical separation from the traffic of 0.6 m to 0.85 m wide.
- 82 To allow space for the cycle lanes, parking will be retained on the western side of Colombo Street only. For safety, parking adjacent to the cycle lanes will be restricted around driveways and intersections.
- 83 Raised platforms at the Purchas Street intersection will reduce traffic turning speeds, making crossings safer for both pedestrians and cyclists. Straight-through travelling cyclists will have right of way over vehicles at the side roads.
- 84 Two existing trees will need to be removed to make space for the cycle lanes.
- 85 Paved wheelie bin set-down pads will be provided on the western side of Colombo Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road.







Sheet 16



## Edgware Road and Colombo Street (Continued)

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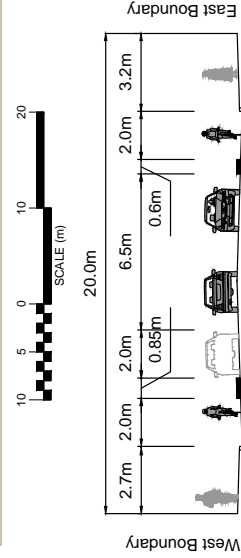
### Features of the new cycle facilities on Colombo Street, from South of Purchas Street to Bealey Avenue

#### Colombo Street

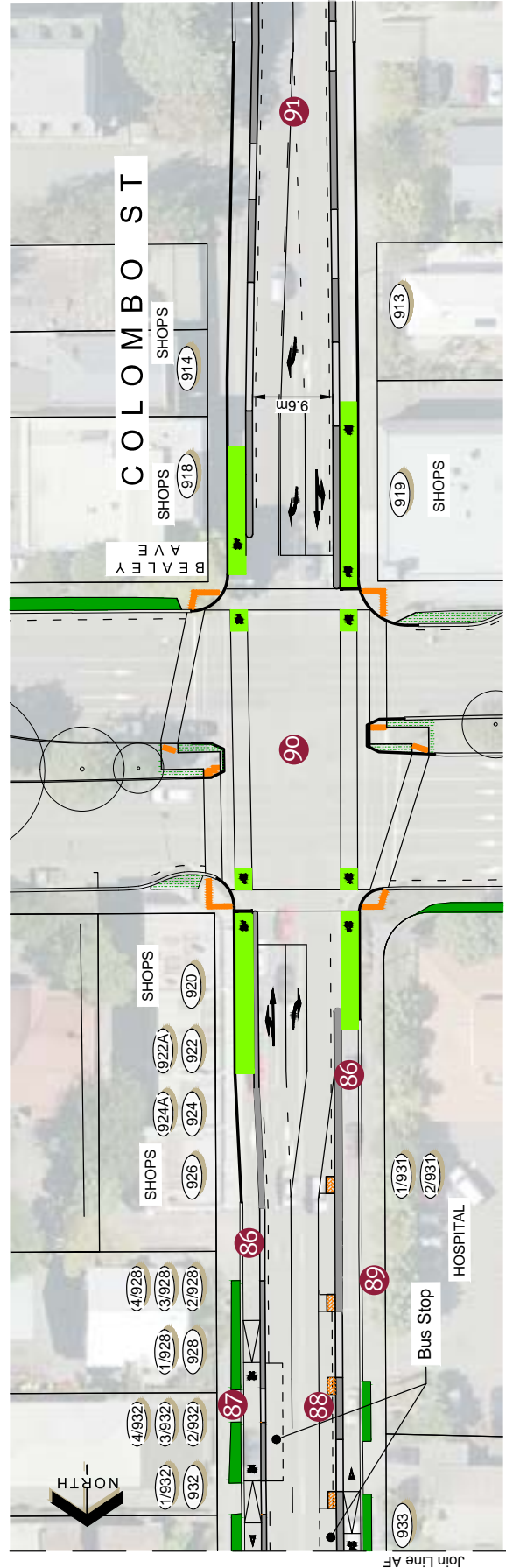
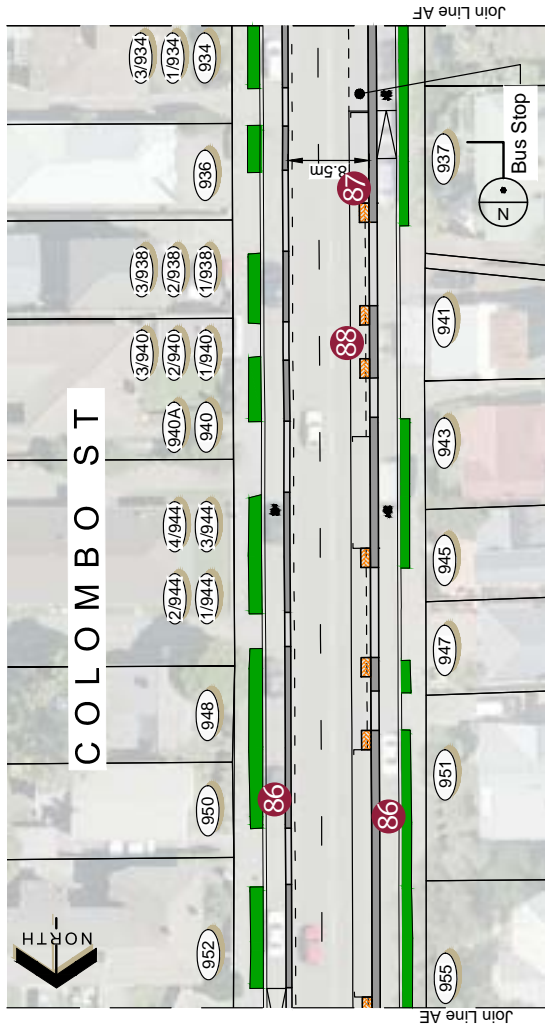
- 86 The Colombo Street separated cycle lanes will be 2 m wide, with physical separation from the traffic of 0.6 m to 0.85 m wide.
- 87 The cycle lanes will include raised platforms adjacent to bus stops, where pedestrians will have right of way over cyclists.
- 88 Paved wheelie bin set-down pads will be provided on the western side of Colombo Street adjacent to the cycleway separator strip. The combination of parking and the cycle lane would normally prevent refuse collection trucks from carrying out conventional kerbside collection, as the bins would be too far away. The set-down pads allow bins to be placed closer to the road.
- 89 To allow space for the cycle lanes, parking will be retained on the western side of Colombo Street only. For safety, parking adjacent to the cycle lanes will be restricted around driveways and intersections. All parking will be removed around the intersection with Bealey Avenue to provide adequate space for the vehicle queues and turning movements.
- 90 The intersection of Colombo Street and Bealey Avenue will be modified to accommodate the cycle lanes, which includes providing a cyclist phase where vehicle turning movements are not permitted. A two-stage protected pedestrian crossing over Bealey Avenue will also be provided, making the crossing safer for pedestrians.
- 91 The cycle lanes will continue south on Colombo Street beyond Bealey Avenue, however these will be constructed as part of the *An Accessible City* project at a later stage.



KEY			
	Existing Kerb		Landscape Planting
	Proposed Kerb		Patterned Surface
	Cycleway		Existing Tree
	Cycleway Separator		Existing Tree to be Removed
	Cutdown Separator		Proposed Tree
	Shared Path		Tactile Paver
	Grass		No-stopping line
			Ramp



CROSS SECTION (Not To Scale)



Sheet 17







# Response form

## *Papanui Parallel – Puari ki Papanui*

Christchurch City Council is seeking your views on its plans for improved cycling facilities making up the Papanui Parallel, one of a network of 13 planned Major Cycle Routes in the city.

Feedback and comments are being sought before 5pm **Monday 14 December 2015**.

### **Please indicate your views on the following questions:**

Do you support the Council’s investment in better facilities for people who want to cycle? Yes      No

Do you agree in principle with the proposals outlined for Papanui Parallel? Yes      No

To help give an idea of what matters most to people, consider the following statements and give each a score based on how important or unimportant you think they are:

#### **RESPONSES**

- 1 = extremely important
- 2 = important
- 3 = no opinion either way
- 4 = unimportant
- 5 = not important at all

People being safe when travelling

The transport network’s impact on the environment

Reducing vehicle congestion on roads

Health effects of different transport options

Parking for vehicles

Parking for bicycles

### **For each of the areas below, please indicate which of the two options you prefer.**

#### **Main North Road options (pages 16–19)**

**Option A:** The cycleway crosses Main North Road and continues along the north side of the street past the shops via a shared footpath area. Five parking spaces would be retained outside businesses on the north side of the street and two in Sawyers Arms Road.

**Option B:** The cycleway crosses Main North Road and continues along the north of the street, past the shops, via a separated facility. Three parking spaces would be retained outside businesses on the north side of the street and two spaces in Sawyers Arms Road would be removed.

#### **Rutland Street/Hawkesbury Avenue intersection options (pages 30–33)**

**Option A:** Hawkesbury Avenue becomes a cul-de-sac at the Rutland Street intersection. Four marked parking spaces are created at the shops across the closed intersection.

**Option B:** Vehicles can still enter and exit Hawkesbury Avenue from Rutland Street. This option has four less parking spaces near the shops than Option A.

Please enclose any additional comments on *Papanui Parallel – Puari ki Papanui* on a separate piece of paper.

*Thank you for taking the time to respond. Please include your contact details over the page.*

## Contact details

Name: \_\_\_\_\_

Organisation (if representing): \_\_\_\_\_

Organisation role: \_\_\_\_\_

Postal address: \_\_\_\_\_

Post code: \_\_\_\_\_ Phone (home/work/mobile): \_\_\_\_\_

Email (if applicable): \_\_\_\_\_

Date: \_\_\_\_\_

*Note: No anonymous feedback will be accepted.*

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*Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact the Council's Principal Adviser Engagement, telephone 941 8999 or 0800 800 169.*

### Discuss the plans with staff

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

#### Thursday 3 December

4.30pm–6.30pm

St Albans Community Centre

1047 Colombo Street

St Albans

#### Friday 4 December

11.30am–1.30pm

Scottish Society Hall

134 Edgeware Road

St Albans

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FREEPOST Authority No.178



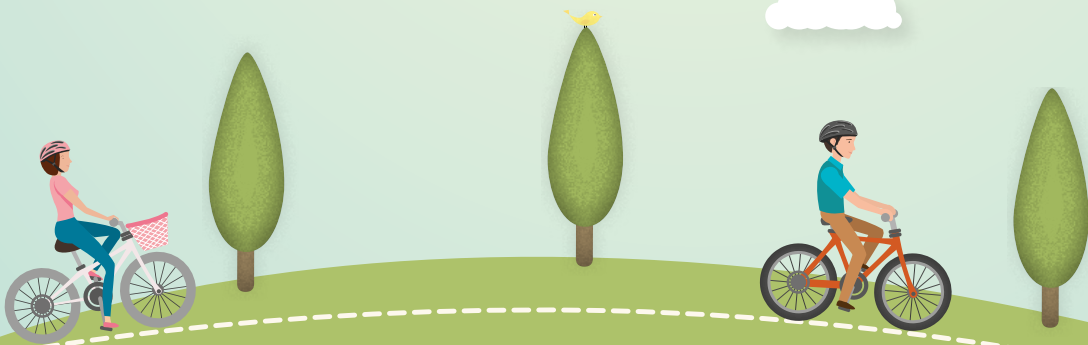
Attn: Jennie Hamilton or Ann Campbell  
Major Cycle Routes: Papanui Parallel consultation  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73013  
Christchurch 8154

tape here

tape here







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



**NETransport**  
**AGENCY**  
2010-2013

**Christchurch**  
City Council

