

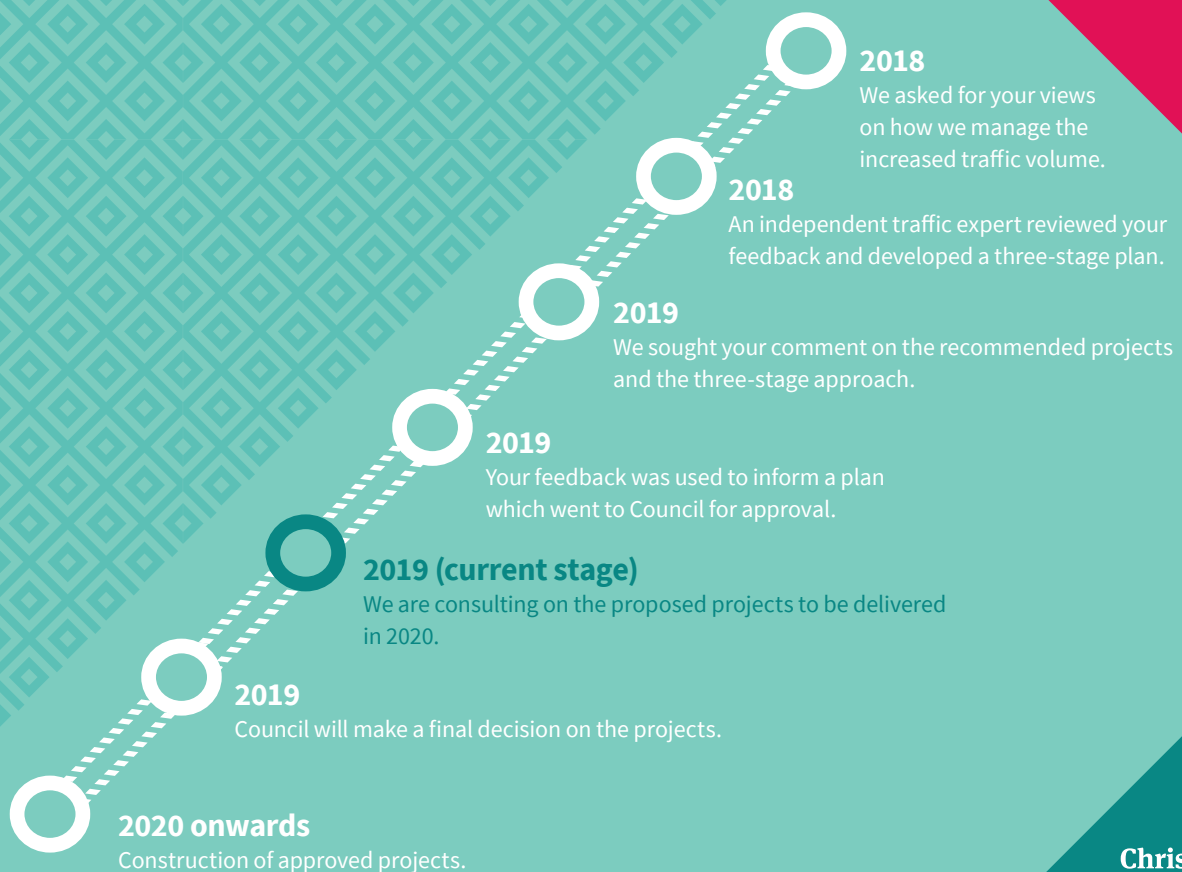
HAVE YOUR SAY

On transport projects in your area

These projects are planned to mitigate the effects of the Christchurch Northern Corridor opening.

Consultation open until Monday 19 August 2019

ccc.govt.nz/haveyoursay





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Submissions must reach the Council before
consultation closes on Monday 19 August 2019.



Information sessions

Come talk to us about the proposal

Tuesday 6 August 2019
5pm to 7pm

St Albans School Hall, 17 Sheppard Place, St Albans

Thursday 8 August 2019
5pm to 7pm

St Albans School Hall, 17 Sheppard Place, St Albans

Introduction

We would like to thank everyone who has taken the time to give us feedback so far. Your input has helped to shape the work we have done to date. There is still a lot of work to do and we would appreciate your continued feedback in the next stages.

The Christchurch Northern Corridor is due to open in mid-2020. We are working with our partner organisations to develop a plan for mitigating the expected increase in traffic on Cranford Street and other streets in a way that keeps everyone safe, encourages walking and cycling, use of public transport, and keeps people moving through the area.

Councillors have prioritised the first part of this plan and it needs to be done before the Christchurch Northern Corridor opens. They also instructed staff to investigate several other projects that are important to the community. Updates on these projects are provided below.

Community feedback

Three themes have emerged from feedback we received during consultation in mid-2018 and early in 2019. These themes are:

- People, not cars
- Retaining a sense of community
- Safety, particularly for people walking, biking and accessing local schools

Transport projects

Main road and intersection upgrades – work along Cranford and Sherborne streets and at the intersections of Warrington and Forfar streets and Warrington and Barbadoes streets.

Traffic calming and turning restrictions – a range of approaches to discourage people from taking short-cuts through side streets.

Cycle routes – East-west connections across Cranford Street to the Papanui Parallel cycleway and two local north-south cycle routes to the east of Cranford Street.

Slow speed zone – a 40km/h speed zone between Rutland Street in the west and Hills Road in the east and an extension of the 30km/h speed zone in Edgeware.

Traffic and environmental monitoring – We will continue to monitor traffic volumes in the area and to work with specialists to develop an environmental monitoring programme.

What else is happening?

We heard your feedback that we need to work to reduce the amount of traffic on the roads. We agree, and this is a focus for the Council moving forward.

This consultation focuses on the work in the St Albans, Edgware and Mairehau areas. We are working with our partners NZ Transport Agency, Waimakariri District Council and Environment Canterbury (ECan), on a package of projects that sit alongside the Christchurch Northern Corridor. The projects include park-and-ride facilities, additional bus services and a high-occupancy vehicle lane.

These projects are updated below, but we are not seeking feedback on them.

High-occupancy vehicle lane – the NZ Transport Agency will install a lane for vehicles with more than one person in them on State Highway One and the new Christchurch Northern Corridor motorway to encourage carpooling. This lane ends just before the Cranford Street roundabout. We are investigating whether this could extend along Cranford Street.

Park-and-ride facilities – the Waimakariri District Council and NZ Transport Agency have agreed to co-fund park-and-ride facilities in the district and are currently investigating suitable locations. We are also investigating a park-and-ride facility near QEII Drive.

Bus services – ECan has agreed to consider express bus services from Christchurch north that would travel along the Christchurch Northern Corridor and Cranford Street. They will consult with the Waimakariri community on any proposed changes. We are assessing the impact of bus lanes along Cranford Street and Sherborne Street that would complement an express bus services.

Pricing strategies to manage future traffic demand – pricing strategies work best when applied across a road network and not just to a single road corridor. We are exploring different methods that could be used to implement congestion charges across the city.



How are we responding to your feedback?

People,
not cars

Retaining a sense
of community

Safety, particularly
for people walking,
biking and accessing
local schools

Bus and ride-share services

With additional traffic from the Christchurch Northern Corridor, it is important to the community that we mitigate the effects of, and manage the number of, cars travelling through the area:

- We propose providing better bus services and connecting these to park-and-ride facilities. The high-occupancy vehicle lane on the Christchurch Northern Corridor will reduce congestion because people are using buses or ride-sharing.
- We are assessing how a high-occupancy vehicle lane or bus lane might work along Cranford and Sherborne streets. The changes we propose for these roads will allow either a high-occupancy vehicle lane or bus lane to be installed in the future.

Community access

With several local shopping areas, schools and parks in the area, it is important to the community that access to these places is retained and, if possible, improved. We propose:

- Improving pedestrian access to shopping areas through a traffic light upgrade at the intersection of Westminster and Cranford streets, an intersection upgrade at Cranford Street/ Edgeware Road, and new traffic lights at the intersection of Warrington and Barbadoes streets.
- Improving pedestrian access to English Park and St Albans School by installing a new pedestrian signal crossing outside English Park.
- Changing the intersection of Warrington and Forfar streets to improve pedestrian and cycle access to St Albans Park.
- Traffic calming and restricted turning to discourage people from taking short-cuts through local streets and encouraging vehicles to stay on main roads that are designed for that traffic.

Safety for people walking and biking

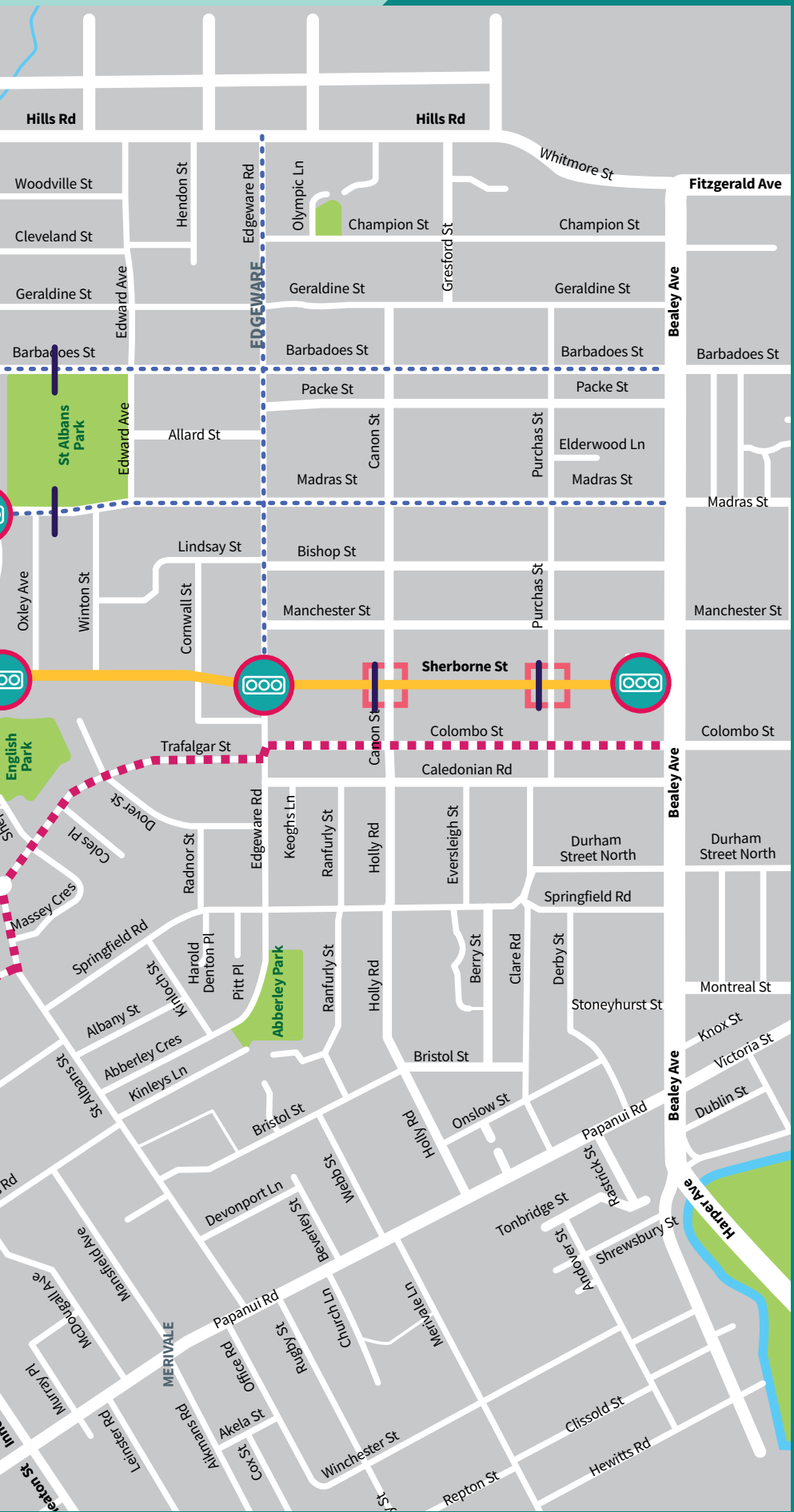
With additional vehicles coming into the area, it is important to the community that we ensure safety for all other road users is maintained:

- Slow speed zones to make local streets safer for people to get around. This area has been extended to include Mairehau School.
- We propose improving the cycle network in the area by providing painted cycle lanes on some roads and greenways on quiet residential streets where cyclists share the road with residential traffic. Two north-south routes are proposed along with east-west connections that also link to the Papanui Parallel cycleway.
- There will also be signage to direct people to existing safe cycling routes.
- Pedestrian crossing islands will be installed between intersections to allow people to safely get across the following roads:
 - Innes Road
 - Westminster Street
 - Sherborne Street
 - Forfar Street
 - Barbadoes Street














Overview Map





Map key

-  Existing Papanui Parallel cycleway
-  Major road upgrades
-  Greenway
-  Cycle lanes
-  Traffic calming
-  New pedestrian crossing point
-  Intersection upgrades/new traffic signals
-  New signalised pedestrian crossing
-  School
-  Turning restrictions
-  Christchurch Northern Corridor connection

Major road upgrades

Cranford Street and Sherborne Street will be the primary route for people driving to and from the Christchurch Northern Corridor. It provides the best option for providing bus and high-occupancy vehicle lanes in the future and, with some changes, will help to reduce short-cutting through residential streets.

As part of the Christchurch Northern Corridor project, Cranford Street will become four lanes to the north of Innes Road.

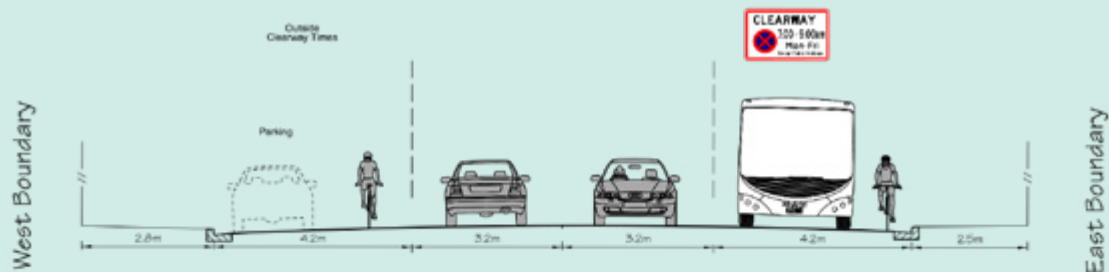
Cranford Street between Innes Road and Berwick Street

Clearways are proposed along this section of Cranford Street. This means that the kerbside lanes will be used to move vehicles during peak hours and will be available for car parking and cycling at other times. The southbound clearway will operate between 7am and 9am in the morning and the northbound clearway will operate between 3.30pm and 7pm in the afternoon.

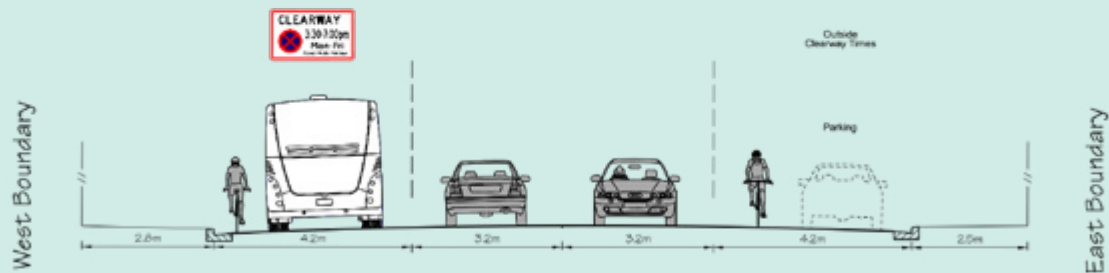
The road will be widened slightly in this section to allow enough space for the clearway lanes to operate as bus lanes or high-occupancy vehicle lanes in the future. It also allows enough space for cyclists and vehicles in the kerbside lane.

A signalised pedestrian crossing will be provided outside English Park to allow better access to St Albans School.

See plans on pages 30-32.



Cranford Street - Morning clearway (7-9am)
Innes Road - Berwick Street



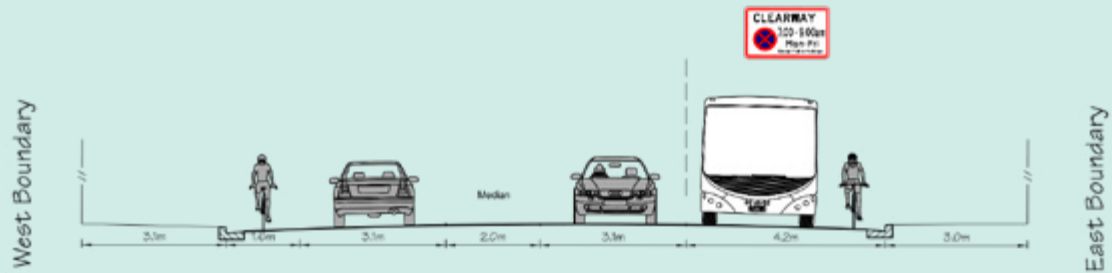
Cranford Street - Afternoon clearway (3.30-7pm)
Berwick Street - Innes Road

Cranford Street and Sherborne Street between Berwick Street and Bealey Avenue

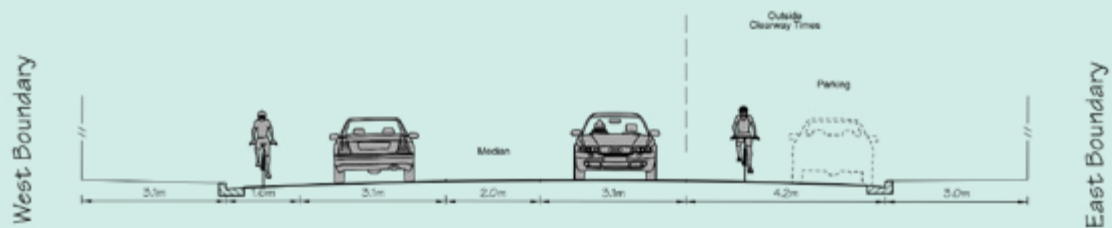
South of Berwick Street the same layout is provided on the southbound side of the road. On the northbound side of the road one vehicle lane is provided along with a cycle lane. This allows for a painted median along the centre of the road. The painted median will allow residents in the area to turn into their driveways more easily and will provide space for pedestrian crossing islands to make it safer for people to cross the road.

On-street parking is proposed to be removed along the western or northbound side of the road along this section.

See plans on pages 28-30.



Cranford Street/Sherborne Street - Morning clearway (7-9am)
Berwick Street - Bealey Avenue



Cranford Street/Sherborne Street - Layout outside of clearway hours
No northbound clearway on this section

A clearway on Cranford Street from Innes Road to Bealey Avenue between 7-9am, heading into the city.

A clearway on Cranford Street from Berwick Street to Innes Road between 3.30-7pm, heading north.

On-street parking will be available outside of these times.

All on-street parking on the west side of Sherborne Street and Cranford Street, between Bealey Avenue and Berwick Street, is proposed to be removed.

Intersection upgrades

The intersections along Cranford Street and Sherborne Street are all proposed to be upgraded to accommodate the new road layout. Traffic lights will also be installed at the intersections of Warrington Street and Forfar Street, and Warrington Street and Barbadoes Street, to improve the safety of the intersections. Some parking will be lost around the intersections.

Plans for the intersections are on page 27.

- **Cranford Street and Westminster Street** – a separate right-turning lane will be provided for people turning onto Westminster Street heading east. The right turn west into Westminster Street will be banned during the morning peak period.
- **Cranford Street and Berwick Street** – the intersection will be widened slightly to allow for two lanes going straight through in both directions on Cranford Street. Two lanes will be provided turning right from Berwick Street into Cranford Street, but the left turn will be banned. Cycle lanes are provided on Berwick Street and cycle crossing lights onto Cranford Street.
- **Cranford/Sherborne Street and Edgeware Road** – the intersection is widened slightly to allow for the southbound clearway. Cycle lanes are provided on Edgeware Road.
- **Sherborne Street and Bealey Avenue** – there will be two right-turning lanes into Bealey Avenue to help people heading south to connect to Durham Street. A pedestrian crossing phase on the eastern side of Sherborne Street will be added.
- **Warrington Street and Forfar Street** – the roundabout will be replaced by traffic lights, and Forfar Street north of Warrington Street will become a cul-de-sac, making this a ‘t’ intersection. Pedestrian and cycle crossings will be added.
- **Warrington Street and Barbadoes Street** – traffic lights are installed to improve safety at this intersection. This will also make it easier for pedestrians to cross.

Warrington Street and Forfar Street intersection



Turning restrictions and landscaping

Turning restrictions are proposed at several side roads where they intersect with Cranford Street. This is to prevent short-cutting through the residential neighbourhoods.

Access to the following streets will change to **left in only on the west side of Cranford Street** and **left out only on the east side of Cranford Street**:

- McFaddens Road
- Knowles Street
- Weston Street
- Malvern Street
- Dee Street

Left out only on both sides of Cranford Street:

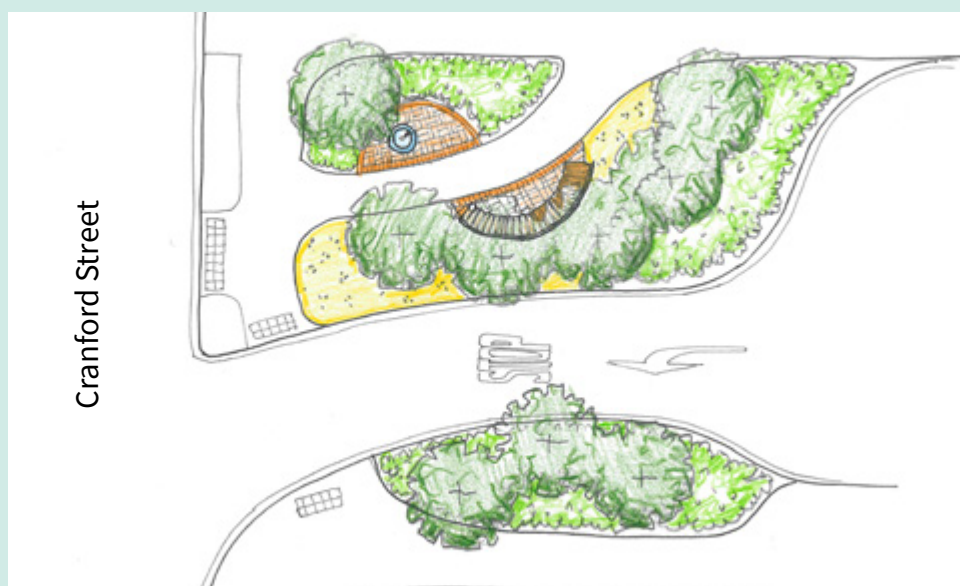
- Canon Street
- Purchas Street

Landscaping opportunities

Restricting turning movements at the above intersections creates an opportunity to provide new landscaping areas and at Canon Street and Purchas Street. We will include pedestrian crossing facilities to connect these areas.

The proposed widening of Cranford Street will require the removal of six existing street trees. These landscaped areas will include new trees.

The sketch below shows how planting, seating and other features may be added.



Drinking fountain or features

New seating and paved spaces

Grass and open space

Mix of native and exotic plantings

Opportunities for fruit trees

Cycle connections

The Christchurch Northern Corridor will have a shared path for pedestrians and cyclists running alongside it. We are proposing a connection to the Papanui Parallel cycleway from that shared path, running alongside Cranford Street before heading west and connecting at the Rutland Reserve.

We are proposing two north-south routes to the east of Cranford Street. These use a mixture of quiet residential streets where people driving and biking can share the road north of Warrington Street, with painted cycle lanes on Madras Street/Forfar Street and Barbadoes Street south of Warrington Street. These north-south routes feed into the one-way system south of Bealey Avenue.

Painted cycle lanes running east-west are proposed on Innes Road, Westminster Street, Warrington Street, Berwick Street and Edgeware Road. These will connect the north-south routes proposed to the east of Cranford Street to the existing Papanui Parallel cycleway to the west of Cranford Street.

Some parking will be removed to accommodate these cycle lanes. The full list of parking changes are on page 22.

To view detailed cycle plans, visit ccc.govt.nz/haveyoursay

Example of neighbourhood greenway








Example of painted cycle lanes



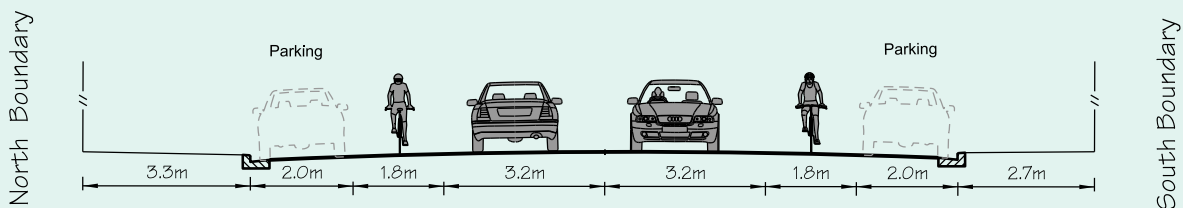
Neighbourhood greenways	Mahars Rd (between Westminster St and Innes Rd) Kensington Ave Thames St Severn St Jameson Ave McFaddens Rd (between Cranford St and Croziers Rd) Ranger St	Kellys Rd Philpotts Rd (between Kellys Rd and Innes Rd) Flockton St Forfar St (between Westminster St and Warrington St) Westminster St (west of Cranford St) Courtenay St
Painted cycle lanes	Innes Rd (between Hills Rd and Rutland St) Westminster St (between Hills Rd and Cranford St) Berwick St/Warrington St (between Cranford St and Hills Rd) Madras St (north of Bealey Ave)	Forfar St (between Warrington St and Winton St) Barbadoes St (north of Bealey Ave) Edgeware Rd (between Sherborne St and Hills Rd)



Map key

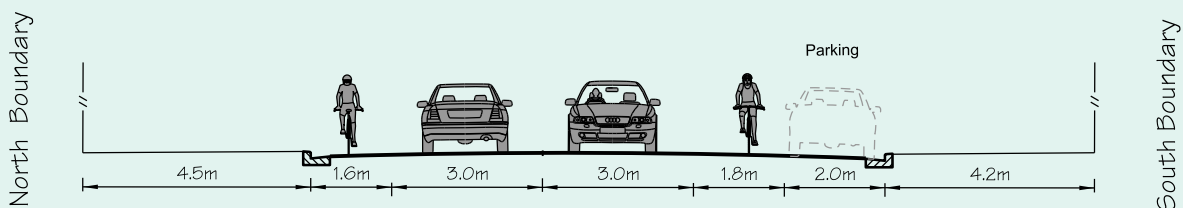
 Greenway	 Cycle lanes	 School
 Existing Papanui Parallel cycleway	 Christchurch Northern Corridor connection	

Cycle lane cross sections



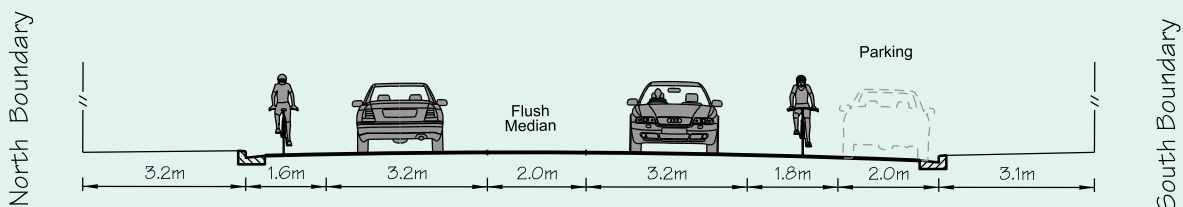
Proposed cross section for:

- Innes Road (Hills Road – Thames Street)
- Westminster Street (Kensington Avenue - Cranford Street)
- Barbadoes Street (Bealey Avenue - Warrington Street)
- Madras Street (Bealey Avenue - Warrington Street)
- Edgware Road (Hills Road - Madras Street)



Proposed cross section for:

- Westminster Street (Hills Road - Kensington Avenue)
- Edgware Road (Madras Street - Cranford Street)



Proposed cross section for:

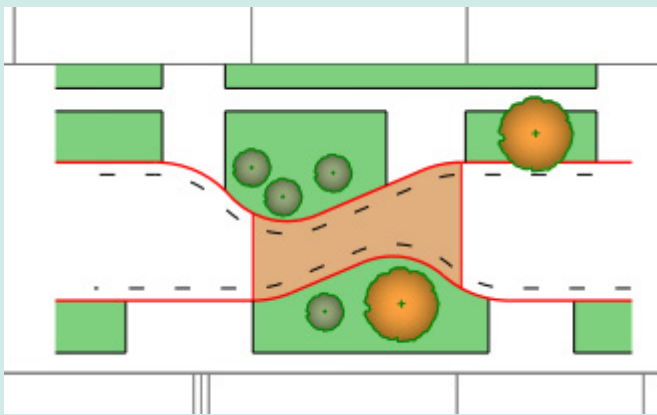
- Warrington Street (Barbadoes Street - Cranford Street)

Traffic calming

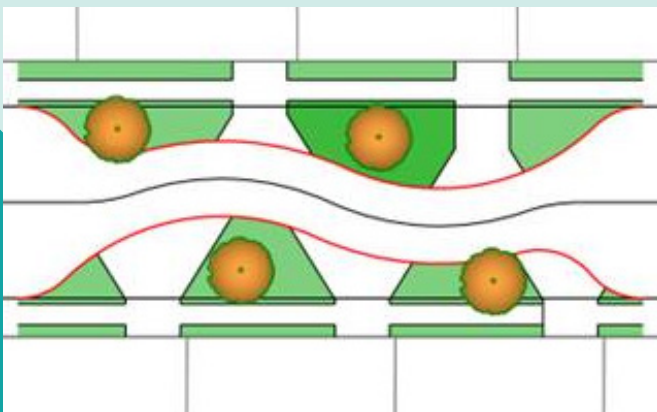
Traffic calming is proposed on streets that could be impacted by an increase in traffic.

There are several traffic calming options available and views of the residents of the affected streets will help inform the design process. Designs will be produced after residents have had their say and we will get back in touch with those people who live on these streets in early 2020 to confirm the final option.

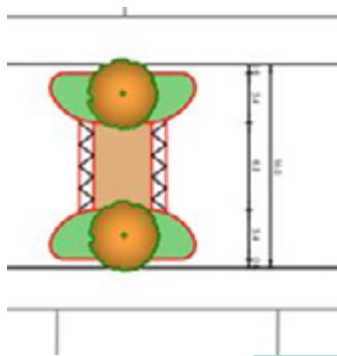
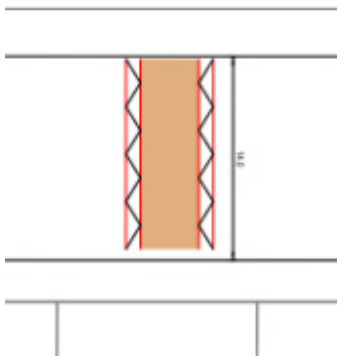
One-way chicanes



Two-way chicanes



Raised tables



West of Cranford

East of Cranford

Roads to be traffic calmed
(to reduce short-cutting)

McFaddens Road
Weston Road
Knowles Street

Mersey Street

Roads with Greenways
(includes traffic calming)

Westminster Street
Courtenay Street

McFaddens Road
Ranger Street
Kellys Road
Jameson Avenue
Phillpotts Road
Severn Street
Thames Street
Kensington Avenue
Mahars Road
Flockton Street
Forfar Street (north of Warrington)

Several ideas have been provided, however the project team are open to suggestions and willing to try new ideas. We will discuss possible solutions with residents at the information sessions or through feedback received.

Speed zones

We are proposing a 40km/h zone on residential roads between Rutland Street, Springfield Road and Durham Street North in the west, Hills Road in the east, Walter Park in the north, and Bealey Avenue in the south.

Slower speeds result in fewer crashes and less serious crashes if they do occur. The safe speed zone will make it safer for cyclists and pedestrians and discourage short cutting through residential side streets.

The main roads in this area will remain 50km/h. They are Cranford Street, Sherborne Street, Innes Road, Warrington Street, Madras Street, the southern part of Forfar Street, and Barbadoes Street.

Reduced speed zone number and zone boundary	Streets included in the reduced speed zone		
Zone 1a Cranford St, Innes Rd and Philpotts Rd	Bronwyn St Croziers Rd Esperance St Frome Pl Glenfield Cres Jameson Ave	Kew Pl Knowles St Magnolia Ln Nancy Ave Pamir St	Philpotts Rd (btwn Innes Rd and Glenfield Cres) Ranger St Roslyn Ave Weston Rd
Zone 1b Philpotts Rd, Innes Rd, Diana Isaac Retirement Home	Cavan Pl Chilton Dr Fortune St Greenfield Pl	Heather Pl Hawea Pl Kellys Rd Payling Ln	Philpotts Rd (btwn Innes Rd and Glenfield Cres) Wanaka Pl
Zone 2 Cranford St, Innes Rd, Rutland St	Carnaby Cl Kelton Pl Kenwyn Ave	Knowles St Lewisham Park Mays Rd	McFaddens Rd Weston Rd
Zone 3 Cranford St, Westminster St, Kensington Ave, Innes Rd	Dee St Ethne St Francis Ave Kensington Ave	Malvern St Mersey St Nancy Ave Pascoe Ave	Severn St Thames St Westminster St
Zone 4 Westminster St, Hills Rd, Kensington Ave, Innes Rd	Erin Cres Fergusson Greenwood Cl	Kensington Ave Mahars Rd Manuka St	Patrick St Westminster St
Zone 5 Westminster St, Hills Rd, Aylesford St	Aylesford St Crosby St Fernbrook Pl	Marlin Pl Minaret St Westminster St	Whitehall St
Zone 6 Aylesford St, Berwick St, Warrington St, Hills Rd, Westminster St	Archer St Aylesford St Berwick St Carrick St Flockton St	Forfar St Francis Ave Harrison St Mayfield Ave Mersey St	Speight St Squire St Thornton St Westminster St
Zone 7 Innes Rd, Rutland St, St Albans St, Springfield Rd, Edgeware Rd	Carrington St Coles Pl Cornwall St Courtney St Dee St	Gosset St Jacobs St Malvern St Massey Cres Radnor St	Roosevelt Ave Trafalgar St Westminster St

Zone 8 Cranford St, Berwick St, Warrington St, Madras St, Forfar St, Edgeware Rd	Cornwall St Lindsay St Oxley Ave	Winton St	
Zone 9 Edgeware Rd, Sherborne St, Springfield Rd, Durham St Nth, Bealey Ave, Sherborne St	Caledonian Rd Canon St Colombo St	Durham St Nth (between numbers 487 and 511 only) Eversleigh St	Keoghs Ln Holly Rd Purchas St Ranfurly St
Zone 10 Edgeware Rd, Madras St, Sherborne St, Bealey Ave	Bishop St Canon St	Manchester St Purchas St	
Zone 11 Edgeware Rd, Madras St, Barbadoes St, Warrington St	Allard St Edward Ave		
Zone 12 Edgeware Rd, Hills Rd, Barbadoes St, Warrington St	Cleveland St Edward Ave	Geraldine St Hendon St	Woodville St
Zone 13 Edgeware Rd, Barbadoes St, Madras St, Bealey Ave	Canon St Elderwood Ln	Packe St Purchas St	
Zone 14 Edgeware Rd, Hills Rd, Barbadoes St, Whitmore St, Bealey Ave	Canon St Champion St Geraldine St	Gresford St Purchas St Olympic Ln	Trist Pl
Arterials excluded from the reduced speed zones	Cranford St, Sherborne St, Innes Rd, Berwick St, Warrington St, Rutland St, St Albans St, Madras St,	Barbadoes St, Edgeware Rd, Hills Rd, Whitmore St, Springfield Rd, Cul de sacs off Hills Rd	(Spurway Pl, Friel Ln), Dover St, Radnor St, Edgeware Rd (btwn Dover St and Springfield Rd
Edgeware 30km/h zone	Coles Pl Colombo St (between Edgeware Rd and in-line with Ranfurly St)	Cornwall St (between Edgeware Rd and Cranford St) Dover St (cul de sac)	Edgeware Rd (between Dover St and Sherborne St) Sheppard Pl Trafalgar St



Map of speed zone areas



Map key

- Proposed 40km/h
- Proposed 30km/h
- Existing 30km/h
- Existing 10km/h
- Ⓢ School

Parking and bus stop changes

The majority of the parking changes are along Cranford Street and Sherborne Street, as well as where cycle lanes are proposed.

Where clearways are proposed on Cranford Street and Sherborne Street, parking will only be available outside of the clearway times. On the west side of Cranford Street and Sherborne Street between Berwick Street and Bealey Avenue, all on-street parking is removed. See detailed plans on pages 28-33.

There are also significant parking changes on Berwick Street and Warrington Street where painted cycle lanes and a painted central median are provided. See detailed plans on pages 34-35.

Other areas affected by parking changes:

- Innes Road
- Westminster Street
- Edgeware Road
- Madras Street
- Forfar Street
- Barbadoes Street
- McFaddens Road (east of Cranford)
- Weston Road (east of Cranford)
- Weston Road (west of Cranford)
- Knowles Street (east of Cranford)
- Knowles Street (west of Cranford)
- Malvern Street (east of Cranford)
- Malvern Street (west of Cranford)
- Dee Street (east of Cranford)
- Dee Street (west of Cranford)
- Winton Street (east of Cranford)
- Canon Street (east of Sherborne)
- Canon Street (west of Sherborne)
- Purchas Street (east of Sherborne)
- Purchas Street (west of Sherborne)

To view detailed plans and further information on these streets, visit

ccc.govt.nz/haveyoursay

Bus stop changes

We are proposing to move some bus stops as part of this work:

- Bus stop outside 59 Cranford Street will move to 67 Cranford Street
- Bus stop outside 64 Cranford Street will move to 2 Winton Street (but still on Cranford Street)
- Bus stop outside 213 Cranford Street will move to 87 Malvern Street (but still on Cranford Street)
- Bus stop outside 470 Innes Road will move to 462 and 464 Innes Road
- Bus stop outside 526 Barbadoes Street will move to 516 Barbadoes Street
- Bus stop outside 135 Edgeware Road will move to 151 Edgeware Road
- Bus stop outside 122 Edgeware Road will move to 132 Edgeware Road
- Bus stop outside 182 Edgeware Road is removed, as there is a bus stop close by on Barbadoes Street



How to give feedback

You can provide your feedback in a number of ways:

Fill out the submission form at:

ccc.govt.nz/haveyoursay

Mail to:

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

Freepost 178
Attention: Ann Campbell
Public Information & Participation Unit
Christchurch City Council
PO Box 73016, Christchurch 8154

Email:

Send your feedback and any attachments to ann.campbell@ccc.govt.nz
Please make sure you include your full name and address with your submission.

Deliver to:

Civic Offices, 53 Hereford Street,
or at information sessions.

Submissions must reach the Council before consultation closes on Monday 19 August 2019.



Information sessions

Come talk to us about the proposal

Tuesday 6 August 2019

Anytime between 5-7pm

St Albans School Hall, 17 Sheppard Place, St Albans

Thursday 8 August 2019

Anytime between 5-7pm

St Albans School Hall, 17 Sheppard Place, St Albans



Have your say

Make sure your comments get to us before Monday 19 August 2019.

ccc.govt.nz/haveyoursay

Would you like the opportunity to speak to the Community Boards about your feedback? *(please provide a contact phone number)*

Yes No

Please provide your comments on:

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Cranford Street and Sherborne Street upgrades

Any of the intersection upgrades (please note which intersection you are providing comment on)

Turning restrictions and landscaping

fold

fold

Traffic calming

Street:

Preferred option (if any):

Reduced speed zones (please note which zone you are providing comment on)



Name*

Address*

.....

Postcode

Phone

Email

* required fields

Please note:

We require your contact details as part of your submission – it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision. Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

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Bus stop relocations

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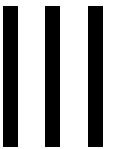
Cycle connections

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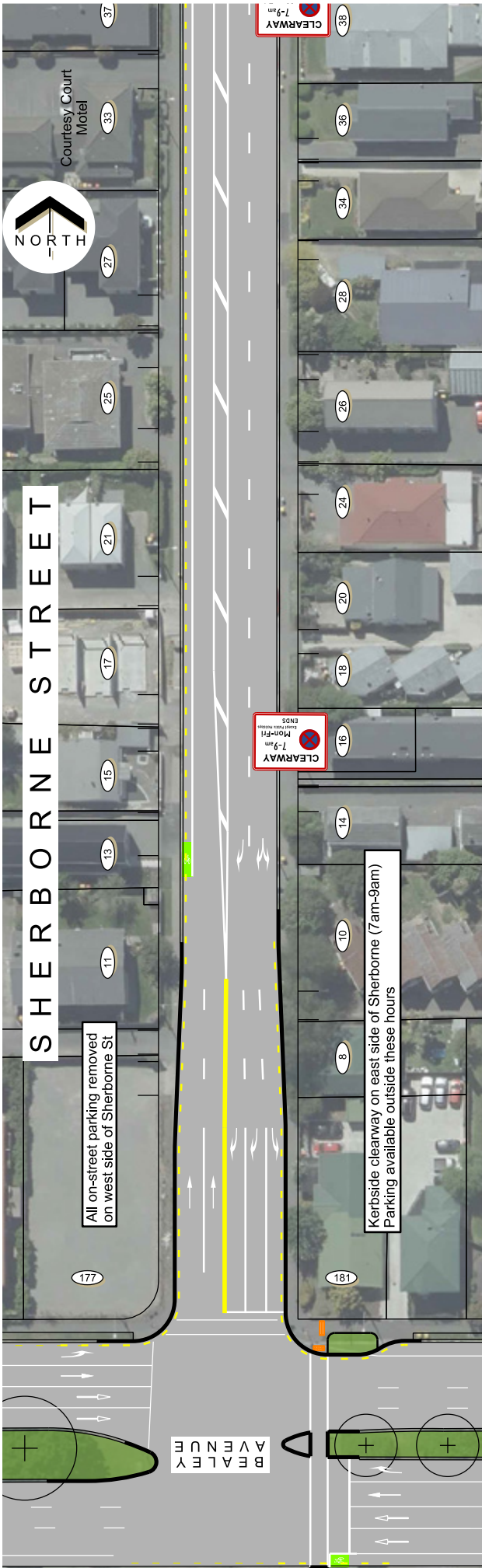


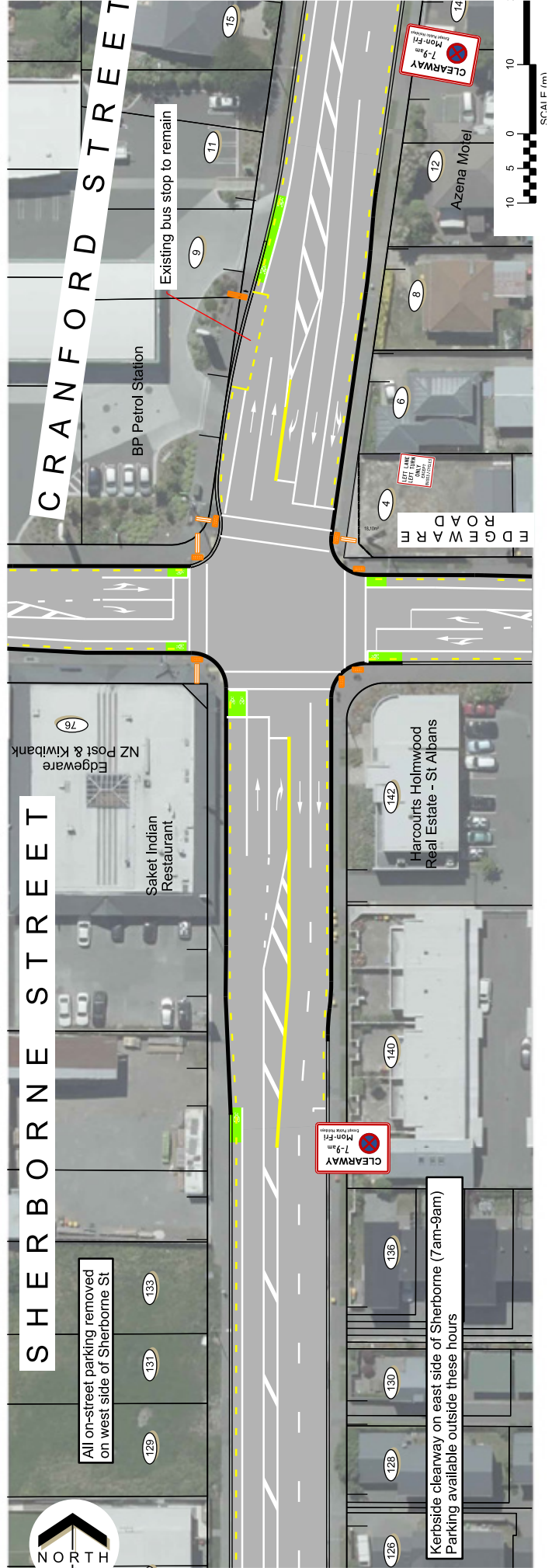
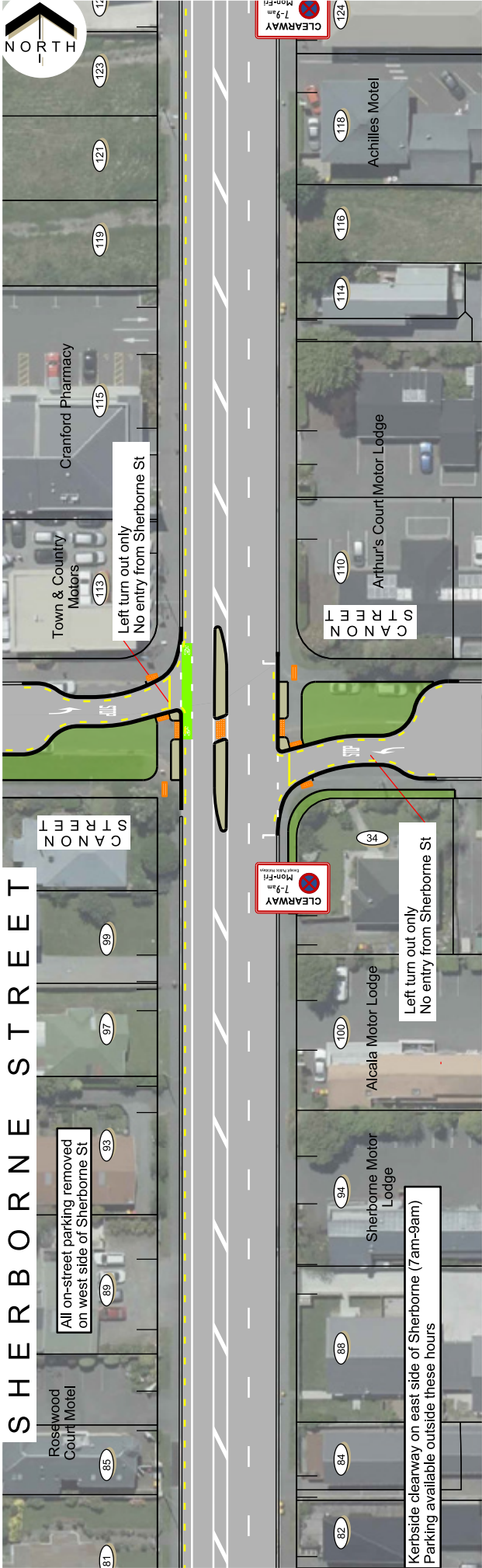
Attention: Ann Campbell
Engagement Team
Public Information and Participation Unit
Christchurch City Council
PO Box 73016
Christchurch 8154

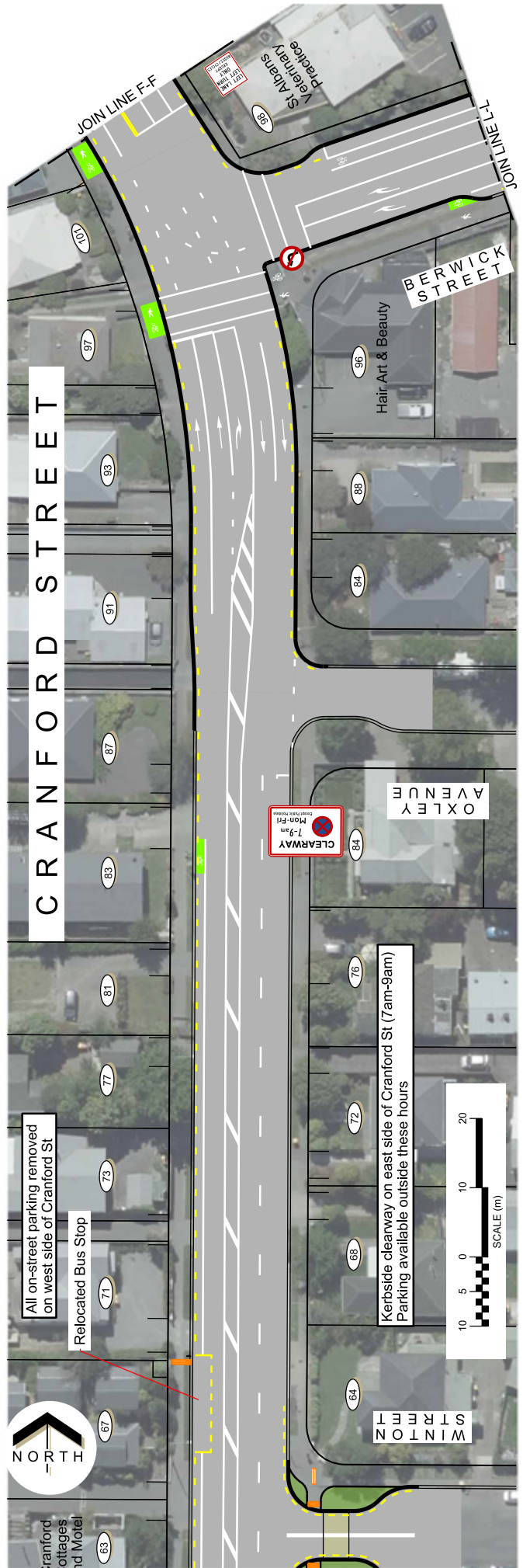
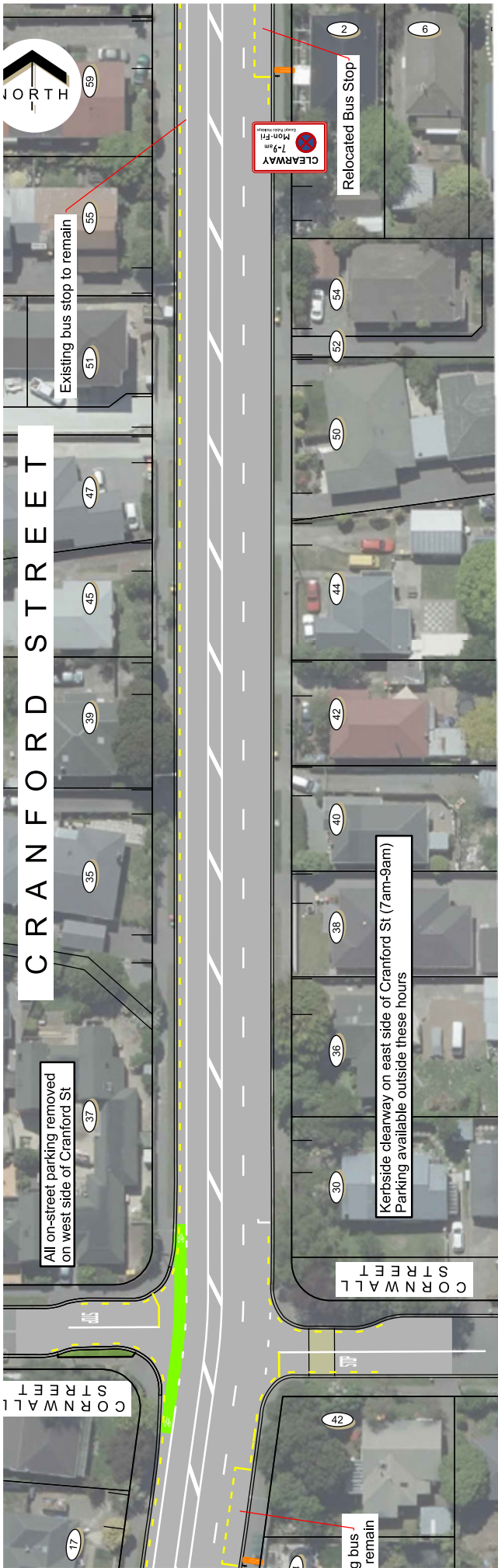
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Plans

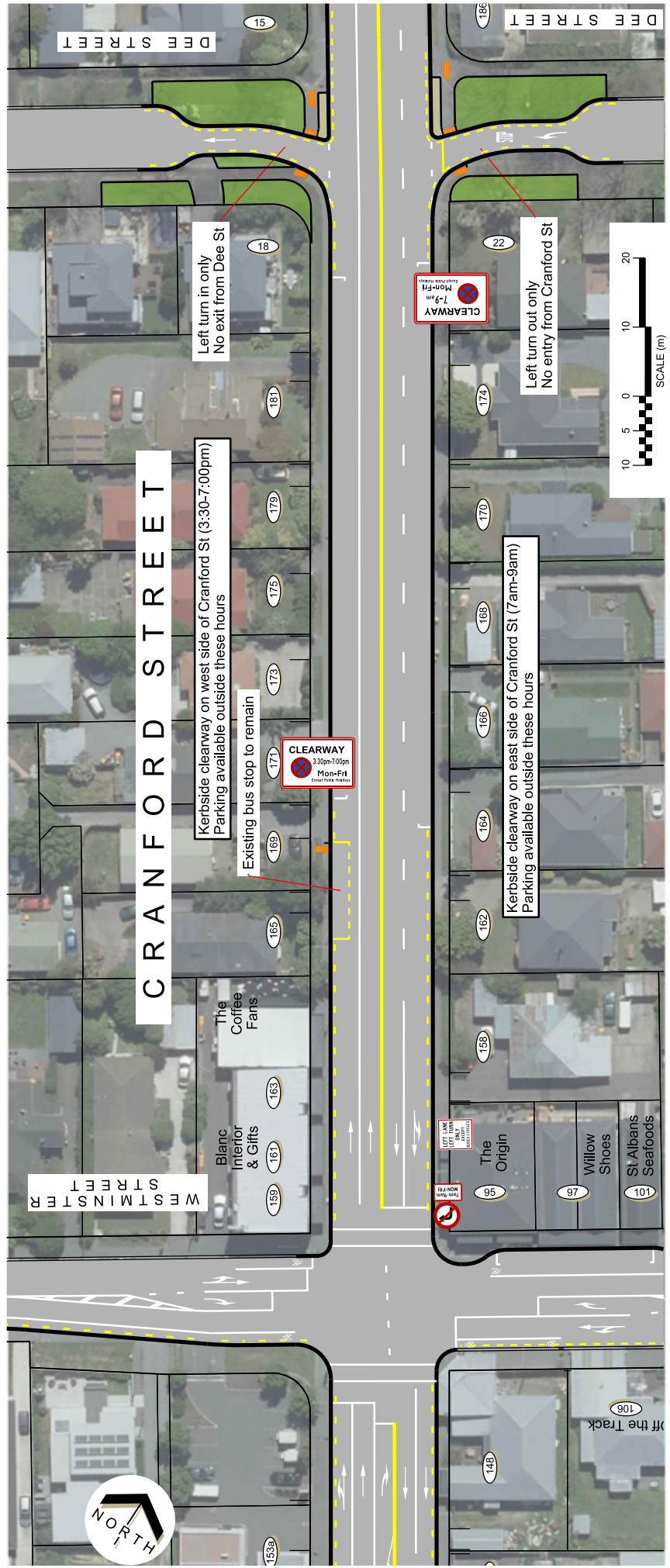
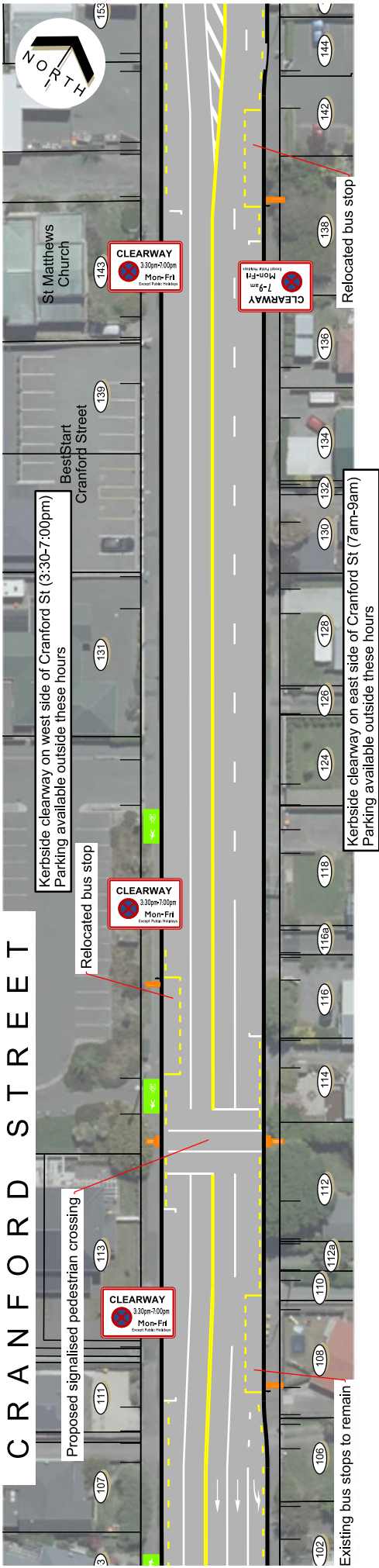


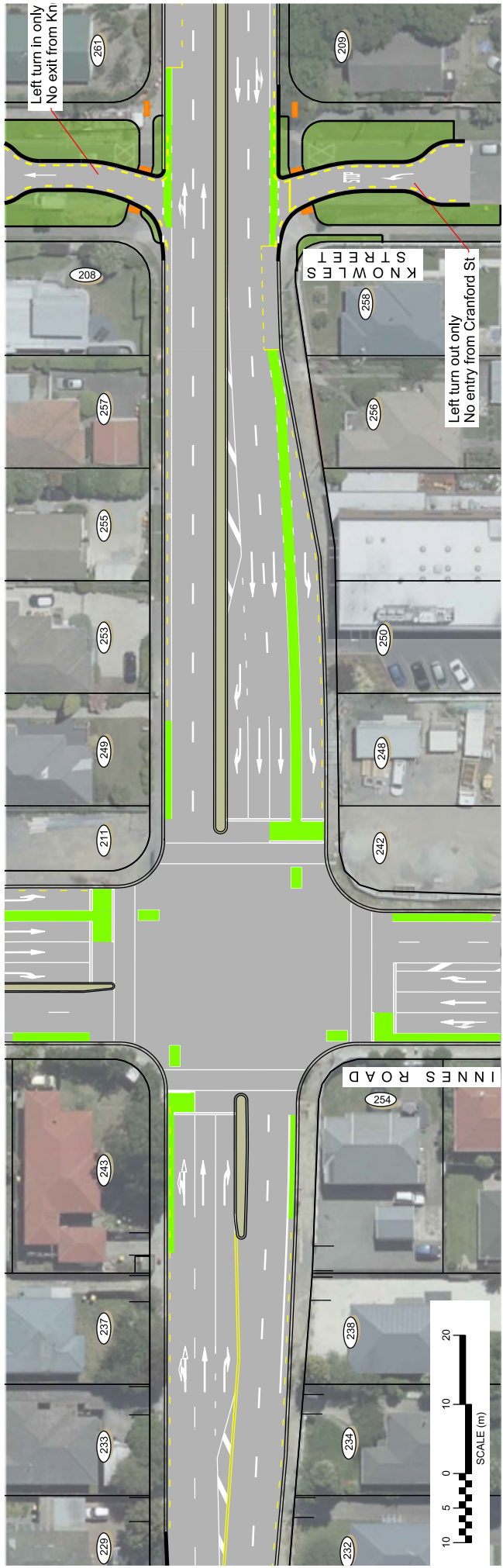
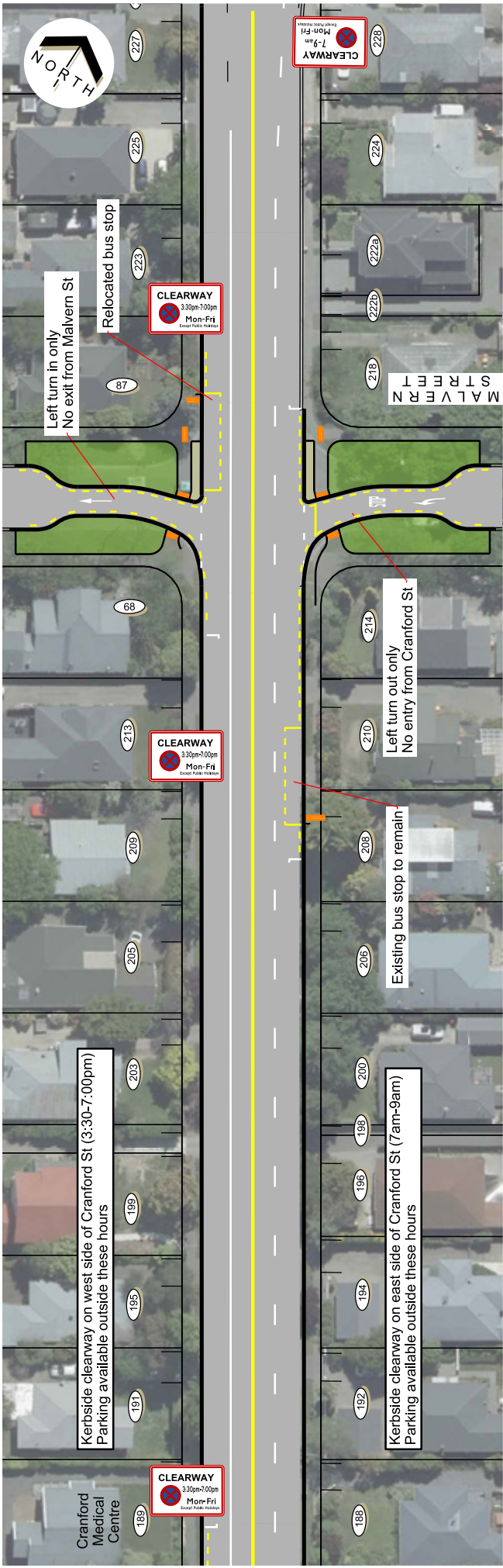


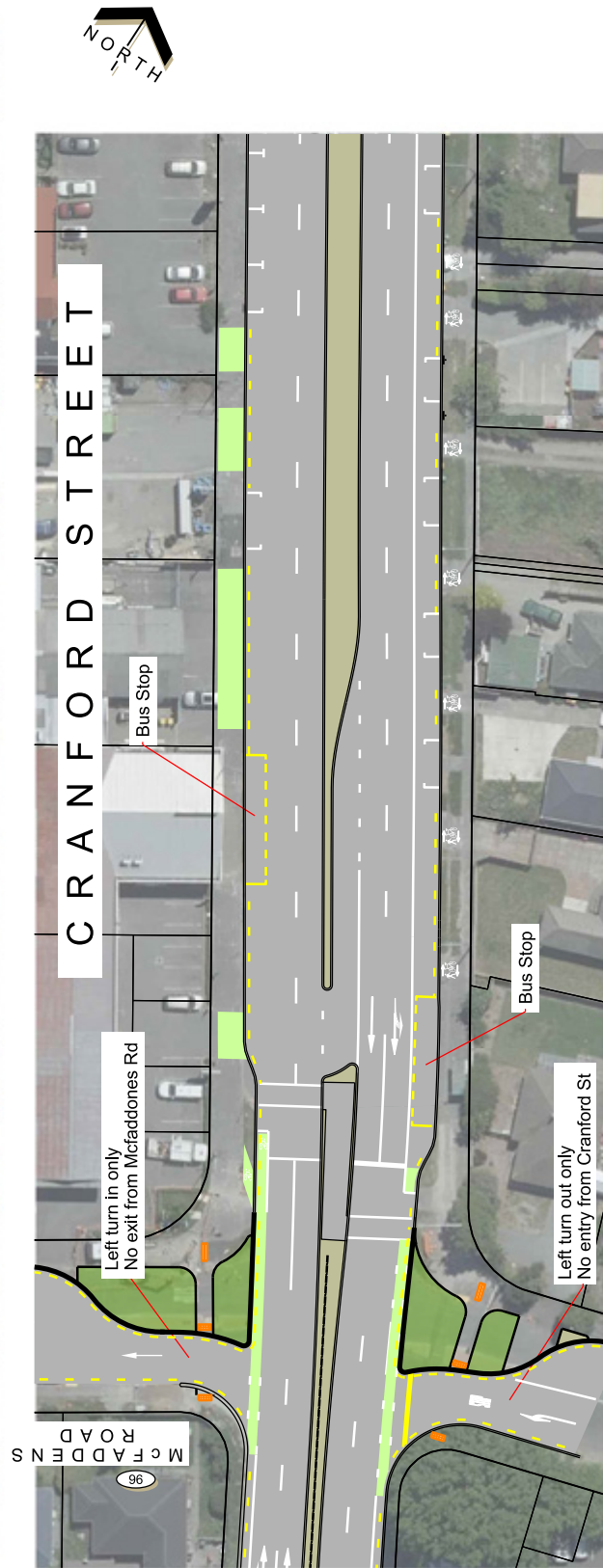
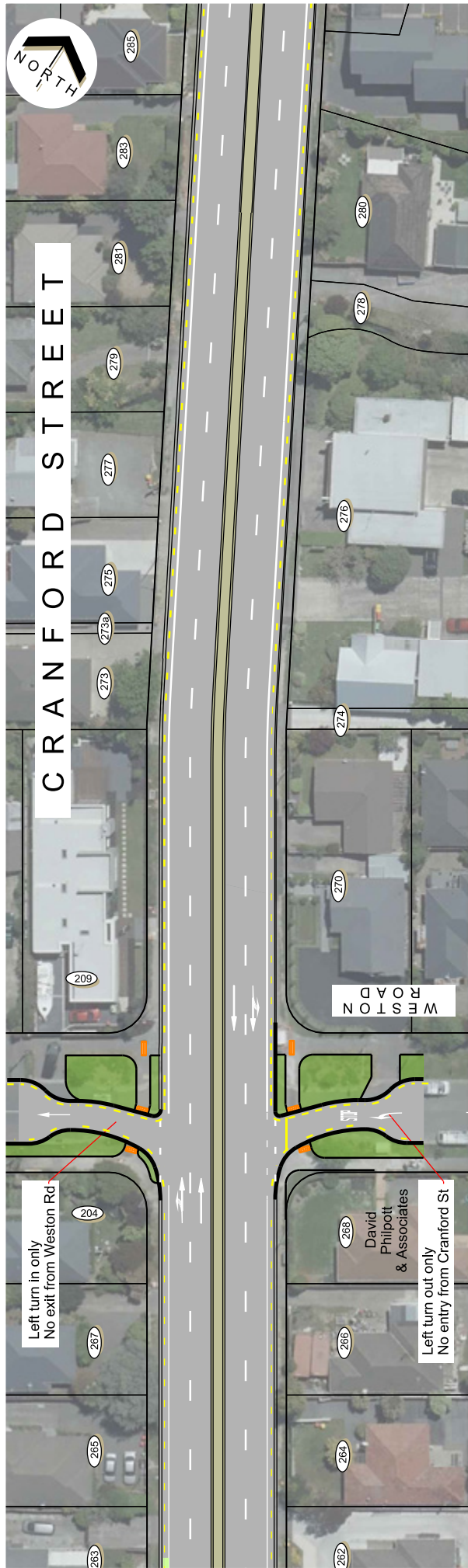


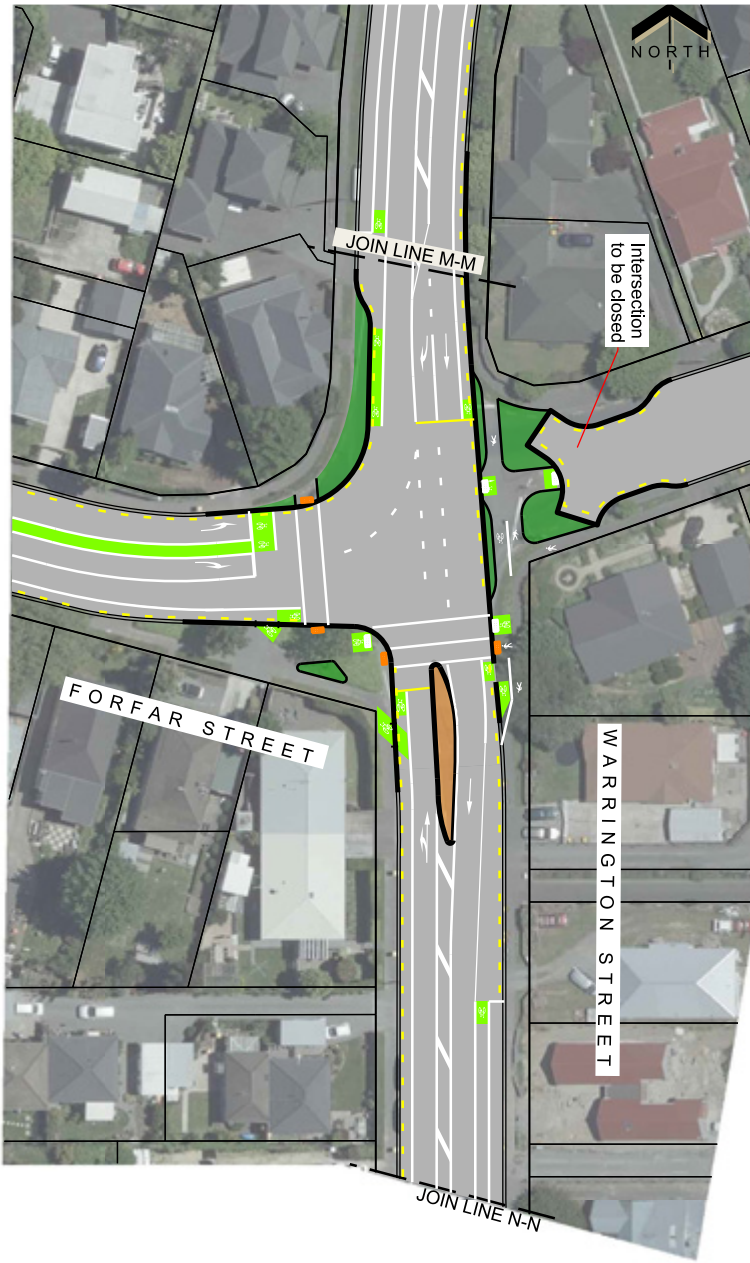


CRANFORD STREET







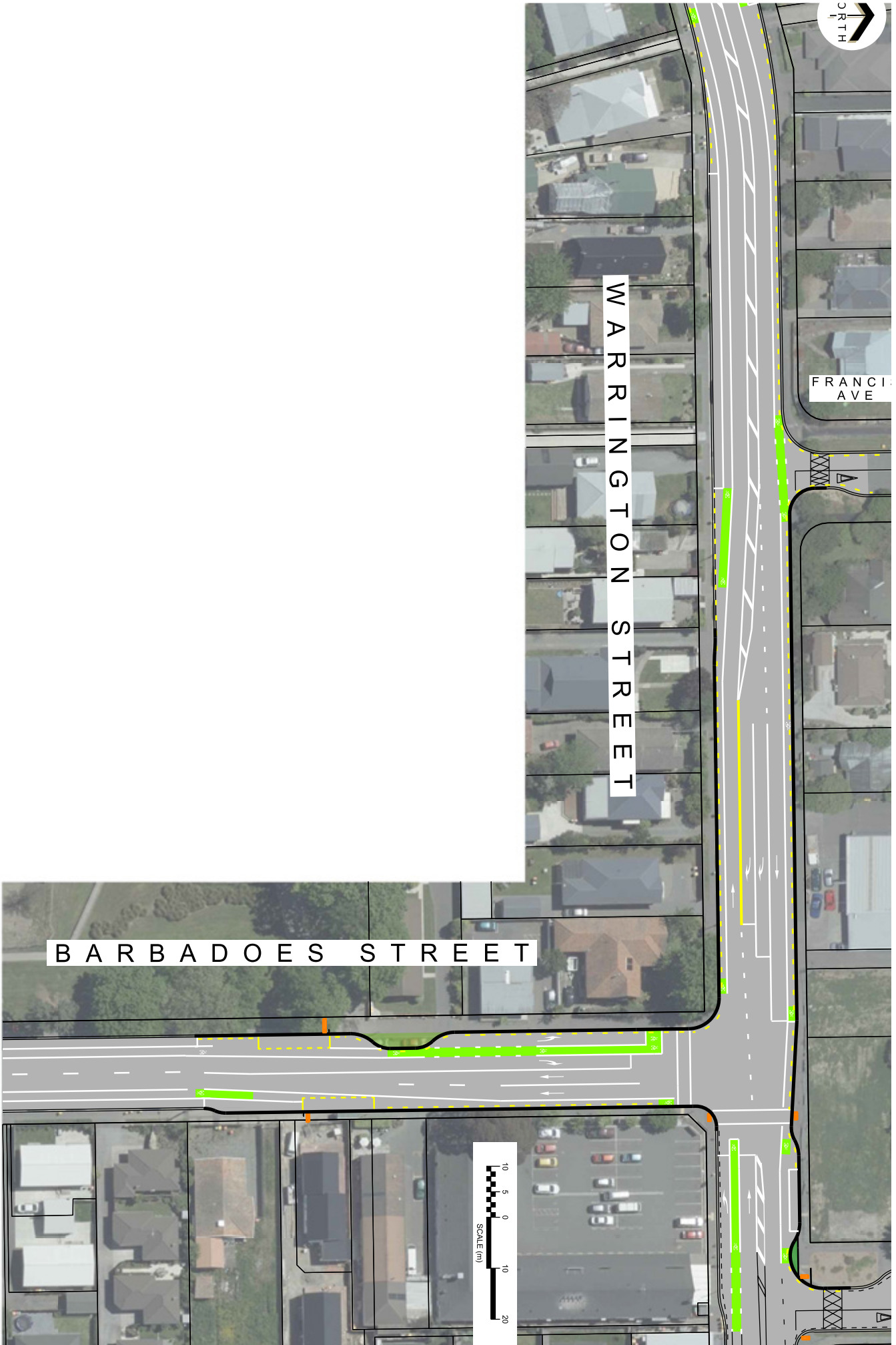




FRANCIS AVE

WARRINGTON STREET

BARBADOES STREET



Submissions must reach the Council before consultation closes on Monday 19 August 2019.



Information sessions

Come talk to us about the proposal

Tuesday 6 August 2019

5pm to 7pm

St Albans School Hall, 17 Sheppard Place, St Albans

Thursday 8 August 2019

5pm to 7pm

St Albans School Hall, 17 Sheppard Place, St Albans

Engagement Team

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