

Nor'west Arc Cycleway – Section Three

Construction of the Nor'west Arc cycleway between Princess Margaret Hospital and the University of Canterbury is nearing completion. This final section will connect the University to Jellie Park and Harwood Road. This section has received \$10.5million in Government funding. However, if the Option A scenarios below are both selected, they are likely to require an additional \$1million of Council funding.

We're seeking public feedback on the cycleway including the following options:

Option A Ilam Road – one-way cycleway

This option includes one-way cycleways on each side of the road and is considered safer and more intuitive for all users as cyclists are travelling in the same direction as drivers.

Option B Ilam Road – two-way cycleway

This option includes a two way cycleway on the western side of Ilam Road and allows for more on-street parking. However, people turning across the cycleway will need to look for cyclists coming from either direction.

Option A Aorangi Road (Ilam Road to Brookside Terrace) – two-way cycleway

This option includes a two-way cycleway on the west side of Aorangi Road and separates people biking from people walking but removes most on-street parking on Aorangi Road.

Option B Aorangi Road (Ilam Road to Brookside Terrace) – two-way shared path

This option includes a shared path for cyclists and pedestrians on the west side of Aorangi Road. This keeps on-road parking on Aorangi Road but we'll need to remove the silver birch trees along this stretch of road and people walking and biking would share this space.

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Ilam Road
(Jellie Park to
Aorangi Road)

Kōrero mai | Have your say

Te Ara O-Rakipaoa Nor'west Arc Cycleway

University–Jellie Park–Papanui

We want to hear your feedback on the options.
Help us make it way safer for everyone.

ccc.govt.nz/haveyoursay

Consultation closes
Tuesday 12 October 2021

Why we're building a cycleway

We're making it safer to bike, walk and drive with our new cycleway. Separating bikes from cars means there's more space for drivers and cyclists, making it safer for everyone on the road.

Cycleways are a key part of our plan to reduce carbon emissions. They also reduce congestion, improve the health of a city, reduce the long-term costs of infrastructure and build stronger local economies.

Te Ara O-Rakipaoa – Nor'west Arc Cycleway is one of 13 Major Cycleways linking schools, businesses, shopping centres, parks and popular recreation destinations all across Christchurch.

The Major Cycleways are different to other cycle lanes around the city. They are designed to encourage people to ride because they can see it's a safe, convenient option to get where they want to go.

The cycleways we have built so far have been well used and helped increase cycling city-wide. A morning count of people biking into the central city showed that 20 per cent more people were biking in March 2020 than a year earlier. This follows a pattern of yearly increases since we began building the cycleways in 2016.

Way safer for everyone

Proposed road layouts along the route will change to improve safety for everyone.

Signalised crossings on Ilam Road between Jellie Park and Burnside / Cobham Schools and across Wairakei Road at the Aorangi intersection will provide safe crossings for both cyclists and pedestrians.

We're proposing to stop through-traffic and right turns for cars on Aorangi Road, at the Wairakei Road intersection. This busy intersection has safety issues and turning traffic causes congestion at peak times. We considered a fully signalised intersection. However, this option is less pedestrian friendly, reduces the amenity for the shops and may increase traffic using Aorangi Road as a cut through, which does not contribute to creating a safe cycling environment.



Tree removal and replacement

A number of mature trees, predominantly Silver Birch, will need to be removed to make room for the new cycleway. Up to 20 trees will need to be removed along the route, increasing to 39 if the shared path (option B) is chosen for Aorangi Road.

For each tree removed, two new ones will be planted in the nearest suitable location.

Additional silver birch trees along Aorangi Road may need to be removed to protect the power lines. This is not part of the cycleway project and may be undertaken prior to the cycleway work beginning.



Parking options

We know parking is important to residents and businesses, so we've tried to remove as little on-street parking as possible. However both proposed options have some level of parking loss, as the roads aren't wide enough to accommodate the cycleway without this.

One-way cycleways (Option A) are considered safer and more intuitive for all users. However, a two-way cycleway on Ilam Road (Option B) will keep more parking. On Aorangi Road, the shared path design (Option B) keeps more parking but removes some trees, which will be replaced further north on Aorangi Road.

- Option A (one-way cycleway) - 143 car parks removed (54%)
- Option B (two-way cycleway) - 123 car parks removed (46%)

- Option A (two-way cycleway) - 199 car parks removed (46%)
- Option B (shared path) - 129 car parks removed (30%)

In areas close to schools and shops we are proposing time restricted parking, to provide easy access to the shops

Detailed plans, including parking options, are available online

ccc.govt.nz/haveyoursay



Safer street lighting

Street lighting will be upgraded where required along the route to make the cycleway safer and easier to use after dark. This will include installing new street lights. Check the plans for the proposed locations of the new street lights.

Slower speeds

A 40km/h speed limit along the entire route will improve safety for all road users. Narrowing the existing road to make room for the cycleway will encourage lower driving speeds.

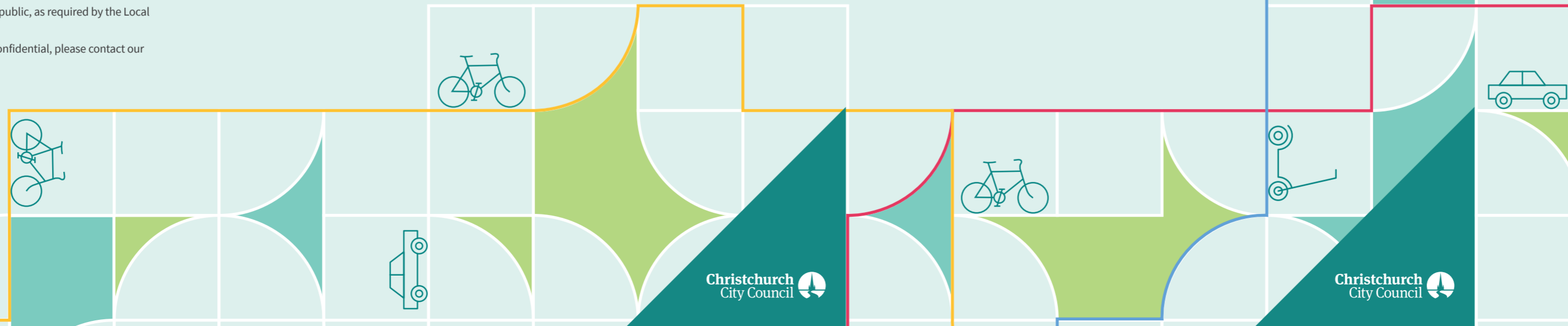
How to give us your feedback

You can provide your feedback until **12 October 2021** in a number of ways. Let us know your preferred options and please remember to include your full name and address (see note below).

- Fill out our online form at ccc.govt.nz/haveyoursay
- Email: cycleways@ccc.govt.nz with 'Nor'west Arc' in the subject line.
- Mail for free to:
Freepost 178
Attention: Tessa Zant
Public Information & Participation Unit
Christchurch City Council
PO Box 73016, Christchurch 8154
- Deliver to: Te Hononga Civic Offices, 53 Hereford Street, or at drop-in sessions.

Please note:
We require your contact details as part of your feedback – it also means we can keep you updated throughout the project. Your feedback, name and address are given to decision-makers (Council) to help them make their decision. Feedback, with names only, go online when the decision meeting agenda is available on our website.
If requested, feedback, 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 feedback should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

Proposed Wairakei Road intersection layout



Ilam Road (Jellie Park to Aorangi Road)

This is map 5 of 9. You can view the whole route, including the planned cycleway on Harewood Road, online ccc.govt.nz/haveyoursay, or pick up any of the other maps from Papanui, Riccarton and Fendalton Service Centres, Jellie Park Sports and Recreation Centre and Civic Offices



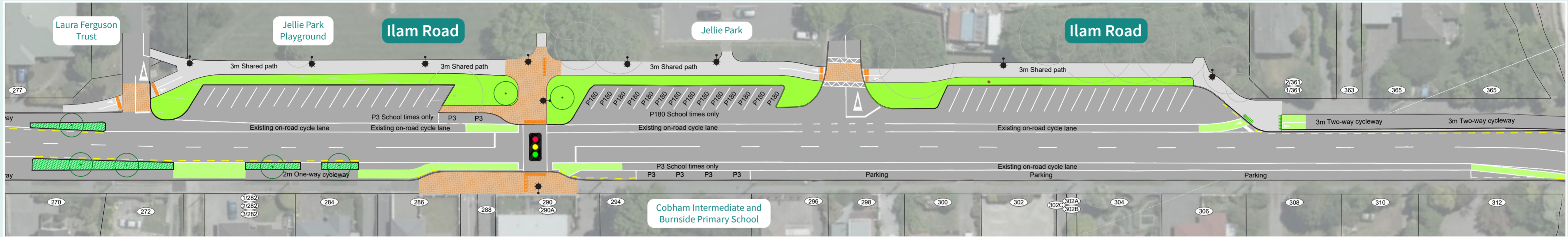
Option A

- There are one-way cycleways on each side of Ilam Road from the University to Jellie Park, protected by a raised separator. Parallel parking on the north-west side of Ilam Road is removed and parking on the south-east side is kept.
- The north-west cycleway gives way to vehicles at the entry to the Laura Ferguson Brain Injury Trust. The cycleway then merges with the footpath into a 3 metre-wide shared path. New lighting columns on the shared path improve safety at night time for all path users.
- A new signalised crossing of Ilam Road will allow cyclists to cross from the shared path in front of Jellie Park to join the southbound cycleway to Memorial Avenue.

- A raised table at the entry to Jellie Park slows vehicles and improves safety. Cyclists give way to vehicles. North of Jellie Park the shared path separates into a two-way cycleway, alongside the existing footpath. The two-way cycleway continues onto Aorangi Road.
- Existing on-road cycle lanes on Ilam Road are kept for faster cyclists, to increase safety for slower cyclists and pedestrians using the shared path.

- A 40km/h speed limit on Ilam and Aorangi Road improves safety for everyone.

We want to know which of these options you prefer. Go online to tell us what you think or use the contact details on reverse



See map 4

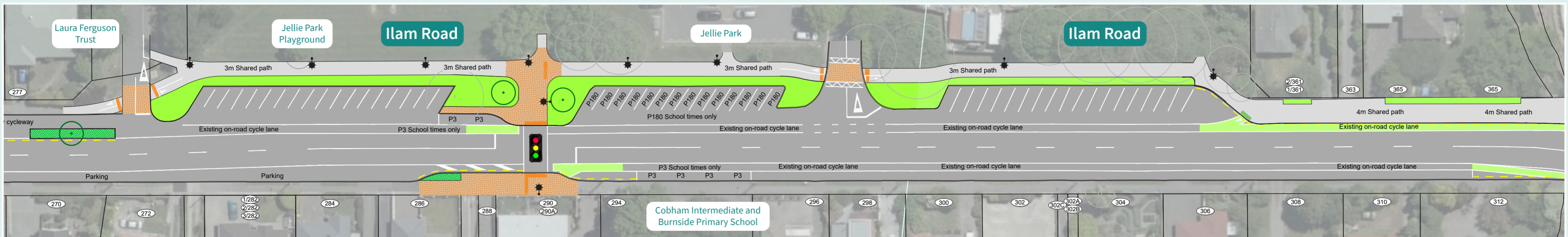
See map 6

Option B

- There is a two-way cycleway on the north-west side of Ilam Road from Memorial Avenue to Jellie Park, protected by a raised separator. Parallel parking on the north-west side of Ilam Road is removed and parking on the south-east side is kept.
- The cycleway gives way to vehicles at the entry to the Laura Ferguson Brain Injury Trust. The cycleway then merges with the footpath into a 3 metre-wide shared path. New lighting columns on the shared path improve safety at night time for all path users.
- A signalised crossing between the schools and Jellie Park improves safety for pedestrians and cyclists.
- A raised table at the entry to Jellie Park slows vehicles and improves safety. Cyclists give way to vehicles. North of Jellie Park a 4-metre shared path continues onto Aorangi Road.
- Existing on-road cycle lanes are kept for faster cyclists to increase safety for slower cyclists and pedestrians using the shared path.
- A 40km/h speed limit on Ilam and Aorangi Road improves safety for everyone.

We know from speaking with the local schools and the Sports and Recreation Centre that safe parking is important. A small number of angle parks close to the schools will help provide areas for convenient drop-off and pick-up.

We know from speaking with the Sports and Recreation Centre that keeping the trees in front of Jellie Park is important. We will work hard to keep all mature trees in the park.



Key

Kerb	Grass/Landscaping
No stopping	Paving
Concrete separator	Existing tree
Landscape separator	Proposed tree
Ramp	
Tactile paving	
Street light (proposed location)	