

| # | I support the Quarrymans Trail | I Do not support the Quarrymans | I generally support the Quarrymans Trail cycleway but have | |
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| Full Comments Quarryman's Trail consultation submissions | | | | |
| 1 | Y | | | I think this is a great cycle way to create, but it would be such a shame to do this trail without an offshoot to the Adventure Park. It would just need to go down Hoon Hay Rd to Worsleys Rd. I am sure that the Adventure Park will bring many tourists to town, so it makes sense to give them an easy way to get there from the city (presumably where many will be staying). It would also mean that locals (like myself) have a safe route to take to get there. |
| 2 | Y | | | Love the idea! We live in roker street, perhaps one consideration would be to update or increase the street lighting especially down the cul de sac end as it's quite dark? |
| 3 | | | Y | Please would you put the Halswell to Henderson's rd route off the edge of the road in the paddocks. The road is 80 km and I would feel unsafe just in a cycle lane with no separation from the traffic. Also could you add a section from Halswell diagonally through the sparks rd new drainage paddocks planting area to Cashmere Road to access the new mountain bike park in Cracroft safely. It would be a direct and much safer route for the large number of families who will want to use the park. It would also provide good access for Westmorland and Cracroft residents to access Halswell pool in the summer. |
| 4 | Y | | | Great idea that the Scout Group would use for programmes and part of camps, we have use the rail trail often. Through out the Adiansfield Bishop Green we have run activities on bikes due to the fact we can go about a lot with out being on the road which is great for the youths safety. The bike trail helps getting about safer and can be used in all weather. |
| 5 | Y | | | |
| 6 | Y | | | I cycle to the hospital every day and this trail will make my commute much safer. Especially the proposed lights for antigua disraeli intersection which at the moment is very dangerous to right turn at for a cyclist |
| 7 | | | Y | I highly commend the construction of cycle routes generally, and think they will be a great asset to Christchurch, and will improve health and well-being and quality of life of residents. It's a shame the quarryman's trail doesn't run parallel to Halswell/Lincoln road, as I imagine most people traveling from Halswell will find it too bigger a detour to use on a daily commuter basis (when time is paramount). Halswell road cycle lane is currently heavily used but very unsafe (large trucks, runs between parked cars and traffic through Addington), and there have been multiple accidents including a fatality. I'm not sure the route of the quarryman's trail will address this. Thank you |
| 8 | | | | http://www.boredpanda.com/glowing-blue-bike-lane-tpa-instytut-badan-technicznych-poland/ A brilliant idea you should consider on all cycleways |
| 9 | Y | | | Can't wait for the trail to open. I now feel my time spent sharing my thoughts on the share an idea website some years ago is finally coming to fruition. Taxpayer money well spent in my view. We are a long way of been Copenhagen but heading in the right direction. Keep up the great work CCC. |
| 10 | Y | | | Love it, the more trails the better. Thanks for listening to us cyclists. |
| 11 | Y | | | |
| 12 | | | Y | I fully agree with your justifications (p4) for investing in cycle routes. An important additional reason would be their contribution to mitigation of climate change. Why omit such an important reason? As a resident of Roker St I have focused mostly on your plans for that street. You state (p52) that "road markings will remind drivers that this is a shared space". Where will the road markings be placed? What will they show / say? How spaced apart will they be? More details about this would be helpful to allow their usefulness to be assessed. I am in favour of the 30 km h-1 speed limit as well as retaining the trees. Parking on the street restricts space for cyclists but it seems probable that many residents would want to retain on-street parking on both sides of the street. Additionally, when there are sporting events at Bradford Park there are usually cars parked end to end on both sides of Roker St from its east end to 50 m or so westwards. I have cycled along Roker St for over 30 years and have noted that when there is a vehicle parked on each side then there is little safe width for a cyclist if there is also a car passing in either direction. This could be dangerous for less confident cyclists and of course if a car door is opened then this compounds that danger. If legislation goes through Parliament that legalises riding on footpaths (I believe that this is being considered) then an alternative might be to widen footpaths on both sides in order to accommodate cyclists and pedestrians. This would remove some of the width of the grass strips but would allow retention of our beautiful trees. I applaud the suggestions for Sparks Ro, especially from Halswell to Hendersons Rd. That stretch in particular is presently very dangerous for cyclists. |
| 13 | Y | | | An excellent resource for South ChCh. I support the green route on Route Options Map (Lyttelton Street, Wychbury Street, Bletsloe Avenue and Strickland Street) as it would provide a safer transport option to West Spreydon School and ChCh South Intermediate. |
| 14 | Y | | | |
| 15 | | | Y | I am relocating into the city in Dec for work and will be cycling, I have the choice of either Halswell/Lincoln or Sparks Roads. As well I am a competitive cyclist, and use this route regularly in training. In the ideal world it'd be great to have bike paths fully separated from vehicle traffic, but I believe the bulk of the roads for the Quarry trail would be wide enough for a marked 1.5m lane on both sides of the road. The costs to put a fully separated 3m wide two-way lane on one side would be very high, and perhaps used somewhere else. I also would feel uncomfortable riding towards traffic on the left hand side of the planned two way lane on Sparks Rd once it crosses to the southern side, even though it is separated by some sort of low barrier. Residents going in/exiting their properties (and the Medical Centre etc) would be a problem. The Medical Centre & Pharmacy would loose it's parking? The diagonal crossing over Henderson's Road is likely to cause more traffic disruption to Sparks Rd which is already heavily congested in peak times (and add to the "anti-cyclist" sentiment held by some drivers). Keep it simple - a marked lane to the left of the main vehicle lane. Use the many \$ of cost here to put fully separated lanes on other routes which are park of new developments / subdivisions etc. |
| 16 | Y | | | |
| 17 | Y | | | This provides an excellent cycle link through the open-road section from HoonHay to Halswell. It will enable cyclists to travel safely from the City Centre to the excellent new facilities at the Halswell Poo/Library. |
| 18 | Y | | | Love this development, I like the opportunity to cycle safely along sparks road. Well done! |

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| 19 | Y | | | <p>This would provide me with a safer cycle route from my house in Roberta Drive, Somerfield, to work in the CBD. I put my life on the line when cycling to work and home again on our mixed use and often busy Christchurch roads, this would provide me with a safe cycle way into town using a bike lane separated from cars.</p> <p>Other great possibilities this route offers is a safe cycle route for our whole family (we have three kids aged 6.5 and under) to cycle west from Roberta Drive to Halswell Domain, with its miniature trains and the nearby library and swimming pool. We would also be able to cycle as a family on this route to the metro sports facility, once completed.</p> <p>The only thing that could improve it would be if the route went all the way to Hagley Park up Antigua, as it currently seems to end two or three bikes from the next closest separate cycle route, potentially exposing cyclists to greater risk than necessary.</p> |
| 20 | Y | | | |
| 21 | Y | | | The route looks great! It would be good to upgrade the Halswell Road pedestrian refuge so that cyclists can get access to the Halswell Shopping centre. The current refuge between the Old Vicarage and the shops is of insufficient size for current demands and wouldn't accommodate cycles. |
| 22 | Y | | | <p>Love the removal of really scary roundabouts on Sparks Rds - particularly the Sparks Rd/Hendersons Rd intersection. They are really hard to cross on bikes, particularly with anyone inexperienced. Also, really pleased to see that the proposed option on Sparks is completely separated - the traffic along there moves very fast and the separation will be helpful.</p> <p>I'm a little sad that as proposed the Quarryman's Trail does not, in fact, make it to the Quarry in Halswell.</p> |
| 23 | Y | | | <p>This looks good and concerns about the narrowness of the Sparks road shared path are OK in this instance as I don't believe there will be many people on foot using this (maybe joggers?). I like that the traffic signals at Henderson and Sparks road will allow safe and unambiguous access onto the shared path. Currently the roundabout is a deterrent for unconfident cyclists to navigate, especially the speed at this junction.</p> <p>Thank you for planning traffic signalisation at Antigua and Disraeli. Currently cars seem to look for gaps in vehicular traffic and nip across without looking for cyclists.</p> <p>Given the Metro Sports facility is so well served by this MCR I hope that it will also be well served by a generous allocation of cycle parks, making cycling a preferred option for traveling to this destination.</p> |
| 24 | Y | | | <p>It looks like a very sensible plan to both separate cyclists from motorists, where possible, while having as minimal impact as possible on the residents and shops in the area. It probably doesn't add a large amount of extra travel time vs a route directly down Halswell/Lincoln Road. Very good compromise in my book. Well done</p> <p>Note: For shops complaining about lack of parking, they should research what impact cycle lanes have had in other cities as the mere fact that a cyclist is more likely to see, and stop, when there is something of interest that catches their eye combined with the increased discretionary income from cost savings on operating a vehicle can actually result in increased business for shops on a cycle lane route, even when that cycle lane reduces on-street parking for motor vehicles.</p> |
| 25 | Y | | | Great Idea. I currently cycle commute to Halswell from Spreydon every day and Sparks Road is very dangerous at the moment with a tiny verge and fast moving heavy traffic. |
| 26 | Y | | | <p>Wide cycleways on Antigua St would be good, this is a major route for cyclist and having space to pass other cyclists, particularly just after lights would be helpful.</p> <p>There is a bus stop on the Northbound lane just before Fairfield Ave, this can restrict vision of the cycleways some consideration around this area to increase visibility would be appreciated, also increasing visibility at the stop signs at Disrali St would be nice.</p> |
| 27 | | | Y | Coming from the South and / or West to the traffic light intersection of Sparks Rd/Halswell Junction Rd/Halswell Rd to continue along Sparks Rd toward the city, is there any intention to extend the recently upgraded short cycle section past the old library to join to the new shared pedestrian and cycle path at Milns Drain Reserve? |
| 28 | Y | | | Yay, we are super excited for this to finally. We think it looks fantastic and I'm sure it will get a lot of use. I hope you start on the Halswell section first, as we really need Sparks Road from Milns Drainage Reserve heading towards Hoon Hay completed first, for safety reasons due to the high km area. |
| 29 | | | y | A very good design, but the proposed cycle crossing at either end of James Height street are useless. Similar features have been added at various places in chch and are simply not being used by cyclist. I find that given that the cyclist is already on a calmed road, he or she will just cross the traffic when turning right instead of using the little dogleg provided. |
| 30 | | N | | <p>The following are our views with respect to the Quarrymans Trail cycleway proposal:</p> <p>We do not support the Quarrymans Trail in regard to the changes proposed for the section between Hendersons Rd and Strickland Street, particularly that section requiring the inclusion of Roker St.</p> <p>Firstly, as a Roker St resident:</p> <p>The changes outlined in this plan may appear minor but they will completely change the nature of Roker St, particularly the cul-der-sac. The people currently living at this end of the street purchased, and continue to live here, precisely because of the privacy and lack of thru traffic. This will be eroded considerably with the arrival of the cyclists and pedestrians. With this extra traffic, particularly pedestrian, will come an increase in noise, litter, vandalism, and graffiti, just as there is currently on Milton St. There is also a decrease in security for the Roker St residents as having two exits to a street is more appealing to criminals, all of this will probably result in a decrease in property values within the cul-der-sac.</p> <p>Because of the width of Roker St and the sheer number of parked cars, anywhere there are parked cars on both sides, currently only leaves room for a single vehicle to drive down the centre of the road. Add to this a large quantity of cyclists, and traffic will flow at the speed of the slowest cycle, leading to a degree of friction between cycles and residents.</p> <p>Secondly, as a Somerfield resident:</p> <p>All these changes will necessitate the addition of another set of traffic controls on Barrington St opposite Strauss Pl (Sheet 18). This will be in addition to the current two sets of traffic lights down in the Barrington shops. That's three sets of lights within 150 metres of each other, none of which are able to be synchronised. I can only imagine (at morning or afternoon rush hours) the traffic backing up down Barrington Street towards the hills or back through the intersections towards Barrington Mall. I drive this way regularly and it's bad enough already.</p> <p>The same is true at the Strickland St end of Roker St. Here the new cycle crossing into Bradford park (Sheet 21) is only 30 metres or so from the very busy Milton St/Strickland St set of lights. Given that this traffic can back up half way to Beckenham shops already, I would have thought another traffic flow restriction was the last thing needed. Strickland Street is very difficult to get onto from Roker St because of all the traffic backed up and the large amount of cycle traffic currently using this road. This set of lights will make it all but impossible. Ironically this cycle crossing will slow all these cyclists currently using the Strickland St cycle lane.</p> <p>It must also be remembered that not all cycles are heading down Strickland St. For those heading on down Milton St, past the Sandridge Hotel, across Brougham St, down Madras St, and into the east side of the CBD, this new cycleway will necessitate a difficult right turn across traffic at either the Milton/Strickland intersection or (via Bradford park) the much more difficult Colombo/Milton intersection. This cycleway will certainly not feel safer for these cyclists.</p> <p>Thridly, general considerations as a cyclist:</p> <p>Cyclists (particularly commuters) want three things when selecting a cycle route. They want the shortest route, the fewest number of stops or obstructions, and they want to avoid, if possible, turning right across traffic. This proposed cycleway, via Roker St, fails on at least two of these fronts (which two depends on which way you are heading), so I believe, in the majority of cases commuters will avoid this section and just continue to use Milton St, I know I would. It has fewer traffic controls and suits everyone regardless of where their heading. I suspect this is why the original cycleway planners put it where it currently is.</p> <p>The bi-directional cycleway in the proposal is only 2.5 metres wide. This means that all cyclists will be expected to ride single file or risk collision with oncoming cycles. I can assure you that most people cycling in groups will not ride in this way, particularly small and school age children. The picture on page 2 of your proposal is much more likely to be the norm.</p> <p>Is there an Alternative?</p> <p>I believe that if the current cycle route is retained and the cycle lanes added to the existing foot path (see added diagram) then the separation of cycles and traffic can be achieved and Roker St can be left as a quiet closed cul-der-sac. Because of the planned removal of all of the roundabouts on Sparks/Frankleigh St's this can be done all the way from Hendersons Road to Strickland St. This method would add no more traffic controls to Barrington or Strickland Street's. This would also mean that the purchase and demolition of 4 residences can be avoided. Added to this, there is less likelihood of cycles colliding that will be inevitable with your bi-directional cycleway.</p> <p>It's a shame that the above submission has had to be thrown together in a short space of time, but it appears we have only been given a week to mull this over. These are large changes for the residents and it's disappointing that the council has seen fit to provide such a short period for public submissions.</p> |

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| 31 | Y | | | Totally support it - get it DONE! |
| 32 | | | Y | <p>While we support the installation of cycleway, we have some significant concerns regarding the distance between stop placements and the cycle route running directly alongside bus stops- creating a significant danger of cyclist and pedestrian collision and accessibility issues for wheelchair users . I have provided more detail below:</p> <p>1. Distances between remaining stops if proposed Antigua stops are removed (Northbound) 29148-29468=650m (Southbound) 51119-29577=600m 29468-51126=550m 29577-29596=400m</p> <p>The current CCC standard stop spacing is 200m with a maximum of 400m. The removal of the proposed 4 stops on Antigua Street will create much larger walking distance for the surrounding catchment to access the stops. The extended distance introduces accessibility issues especially for elderly or disabled patrons.</p> <p>2. Proposed and existing bus stops on: Frankleigh /Lyttelton St , Sparks /Pablo Place, Sparks /Waimokihi Place, and Antigua/Fairfield (in both directions) all share or sit adjacent to the Cycle path. Any stops that sit right next to the cycle path pose a significant safety issue due to bus passengers having to cross the path of moving cyclists. This is particularly dangerous where passengers will have to cross a two-way cycle path. There needs to be sufficient space for passengers to board/alight safely without entering the cycle path and the current designs do not seem to allow for that.</p> <p>This alignment also creates accessibility issues for wheelchair users due to them also having to exit onto the path of moving cyclists, and these modes require differing kerb requirements. We previously considered re-routing a bus service along Tennyson Street, but this was opposed by the City Council because the existing cycle trail there would result in the same conflict, so an alternative bus route was used. The cycle path through Ilam Rd has uses a better technique that safely directs the cyclists behind the bus shelter, completely away from the traffic and bus passengers. We recommend this type of design is also used for this cycle route.</p> <p>We hope these comments will be taken into account in a re-work of the plans as we believe in a wide range of transport modes but this route currently will not work safely alongside buses due to these issues. We look forward to the opportunity to discuss these designs with you further as they develop.</p> |
| 33 | Y | | | Fantastic idea, about time we had some Dutch style cycle paths |
| 34 | Y | | | It is great to have this and runners could also use this I would definitely use this track and great stuff |
| 35 | Y | | | I'm happy to see and fully support the decision to make the cycleway (one-way or two-way) almost completely separated from the road and protected by islands/barriers. This should be done for all major busy roads such as the 4 avenues unless there is room for off-road bike paths (such as Hagley Park). I feel that this new cycleway will greatly improve the attraction of suburbs from Halswell over Westmorland to Hoon Hay and provide people with a safe commute into the city thus reducing motorised traffic in Addington and on busy roads such as Lincoln Rd. |
| 36 | Y | | | Fantastic idea and great route. I will be changing my cycling route to using this when it is complete. It will be so much safer than Lincoln Road where I have had one crash and many near misses. |
| 37 | Y | | | Really support the idea of Cycleways throughout the City. However, can I ask why this one is being taken down Strickland St? Why not go down Simeon St across the crossing that is already there at Brougham St and then along the back roads to the well thought out crossing at Lincoln/Moorhouse Intersection straight into Hagley Park? Something would need to be done with the Simeon/Milton St Intersection and Simeon/Coronation St Intersection but then the route is already there to Hagley Park. |
| 38 | Y | | | <p>I really hope that this goes ahead in a form similar to that proposed and does not get watered down by those who drive everywhere. It will really help make biking easier, especially for kids. The section along Sparks Road between Milns Road and Hendersons Road will really make a difference as at the moment it is 80km/h with no verge so biking down here is so dangerous that it is not an option.</p> <p>Whilst I realise that these cycleways are designed to get those who don't currently bike or feel confident biking there are some sections where it will make cycling perhaps more challenging for those who do. If you are not able to bike at a decent speed along these cycleways for fear of endangering other cyclists, or if the surface is bumpy over driveway crossings then regular cyclists may be inclined to cycle on the road instead. This may be more dangerous as the road will be narrower, and no longer designed to accommodate cyclists. Also, where the cycle path passes on the inside of a bus stop I can see there being conflict between cyclists and those waiting for or dismounting from buses.</p> <p>Overall, this looks really exciting for the South West of Christchurch.</p> |
| 39 | Y | | | |
| 40 | Y | | | <p>I commonly cycle Sparks Road on my commute to and from Lincoln. The eastwards direction is good, but going westwards I would want to cross to the southern side Sparks Road to connect with either Halswell Junction Road --> Sabys Road... or Halswell Road --> Leadley's Road. There will be other commuters wanting to do the same. The same route is used by recreational and sport cyclists heading towards Lincoln or Tai Tapu.</p> <p>Just a general comment on shared pathways: I recognise their need at present, but I recommend ultimately separating them as it is not a good mix. There is a large speed difference and pedestrians commonly do not hear cyclists coming from behind, with potentil for accidents.</p> |
| 41 | Y | | | We moved from Vancouver partially because we hoped to continue family cycling. We pull two children on a trailer currently, and bike commute. Safe routes limit our options now but with cycle ways such as this we expect nearly the whole city to be reachable without the car. |
| 42 | Y | | | <p>My only concern is with cycle paths that are between parked cars and the footpath. There needs to be plenty of room between the parked cars and the cyclists such that car passengers can open their doors without looking for cyclists. Drivers have enough trouble remembering this and I don't think we should burden passengers (who could be children) with having to look out for cyclists.</p> <p>The only place I have seen this style of cycle path implemented in Christchurch is on Tennyson St in Beckenham and I feel this is too unsafe for a commuter cyclist to use. It is too narrow, too close to drive way entrances and there is no space for a car passenger to open their door safely. I rarely ride down this road, but when I do I lament the fact that I have to ride on the road because it feels safer than that particular bike path.</p> <p>From the drawings of the cycle path on Strickland St it looks like there should be enough room, but only just. You need to know there will be cyclists riding along there at 30+ km/h and car passengers will be blinding opening doors and stepping out believing they are safe because they are on the footpath side. There has to be plenty of room. A metre at least. I personally would prefer the bike path on the road side of the parked cars. With rumble strips between the bike lane and the car lane, and rumble strips between the parked cars and the bike lane because at least the drivers should be taking notice of what is coming from behind when they open their doors.</p> <p>Thanks for putting in these bike paths. I use the new one beside the motorway and over Curlets Rd every day and my family and I very much appreciate that I don't have to ride along Halswell Rd with traffic going 80km/h.</p> <p>PS. When I'm putting personal details into a website I prefer it when the website uses an up to date version of HTTPS. No HTTPS at all is inexcusable, especially for a government body such as the Christchurch City Council.</p> |
| 43 | Y | | | |
| 44 | Y | | | I support the cycle trails across the city. It is great to see them being put in, it will make cycling so much safer and Christchurch an even more awesome city! |
| 45 | | | Y | <p>As a regular and keen road cyclist i often wonder how you establish what works for cyclists or not. Im presuming its a bunch of people who say they are cyclist but in reality are greenies who cycle with a basket out front and have a nice view of the world. I don't say that disparagingly but rather to point out that there are lots of different cyclist. And whilst I love cycle lanes I do not like pedestrian cycle lanes. Pedestrians never keep to any particular side and teenagers love to all walk 12 abreast along them. The road is a far more cohesive route. I question the need for yet more traffic lights in the city. I find no problem at any of these roundabouts as a cyclist. its actually worse in a car. I also question the routes in general. To get to work from Haswell the straightest route is straight down Halswell/Lincoln to the city centre. Come a wet journey to work I can't for the life of me imagine going out of my way and riding further than I need to. I my opinion you should remove carparking in Addington and allow better egress by cyclist there as that's the only danger point going down Lincoln road to and from the city. It's my view we need both practical cycle ways that get people from the suburbs to the city on their bikes. And it would be wonderful to have more dedicated cycleways for recreational cycling. Lastly I really do not understand the point of putting in painted cycleway which abruptly ends with no apparent exit. Often the cycleway stop at an intersection with the opposite intersection being difficult for cyclist to manage. Seems a lack of planning or planning done by those who don't really cycle</p> |

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| 46 | Y | | | Just love the connection to Roker Street from a new signalised crossing on Barrington Street, this is such a good idea and will be highly used for people also travelling through Somerfield park - cemetery. I hope you can purchase the land! |
| 47 | | | Y | I live on rydal street and think that making it no right turn and making it so we can't go out onto sparks road will become a big inconvenience for everyone living on the street, I believe the lights at the school are a good safe idea but having the end of the road almost completely blocked off is just gonna encourage people to break the new rule |
| 48 | Y | | | I applaud the design of the quarryman's trail cycleway. It is excellent to have an almost continuous separated cycleway from Halswell to the city centre. It is also excellent that so many intersections will be signalized to improve safety. I have some concerns about the on-road portion of the cycleway in Roker St from Simeon St to Strickland St. This section of Roker St is a through road that sometimes experiences high speed traffic (only an irresponsible minority, but still there). The speed bumps and speed restrictions provide some alleviation, but I would still not allow a five year old to ride on this section of road. I urge the council to consider a solution to allow young or novice riders to avoid riding on this section of road. For example the foot-path in this part of Roker st could be a shared use path, perhaps with a very slow speed limit (10km/h) to encourage more confident cyclists to use the roadway. I am also concerned about the design of the pedestrian refuge island where Roker St crosses Selwyn St. The usual "straight through" design of a pedestrian island provides barely enough space for a single cyclist (or a person pushing a baby in a pram). Please consider installing an "offset" design of pedestrian refuge, similar to the Southern Motorway cyclway's crossing of Lincoln Road. |
| 49 | Y | | | I support removal of on street parking along this route, nearly all properties have sufficient off street parking for this not to be an issue. This will enable the infrastructure to be more effective in encouraging new users to cycling - parked cars are one of the biggest hazards encountered whilst cycling. It would be great if a link to the Adventure Park on Worsleys Road could be considered to encourage biking to the attraction rather than driving. |
| 50 | | | Y | Great concept and generally well thought out. Two points: 1. The trail should extend from the Halswell Quarry to the Council Library. Extend the shared pathway to Halswell Junction Road then quiet roads straight to the quarry. 2. On Hoon Hay Road where I live 5 car parks will disappear. The school crossing opposite the church will be removed. Please do this at the same time as lights are activated and please replace the crossing islands with a car park, this will provide 2 parking spaces safely for the 5 that are removed. Car parking is especially needed here at school pick up and drop off times and when church is in session. Please leave the centre line position in the same place as currently outside my place as if moved towards the bus stop will create a dangerous position for traffic coming in and out of our drive ways with traffic trying to pass to the left while we try to turn right. The current situation works well and the plans submitted don't seem to indicate that the centre line will move at this point. |
| 51 | Y | | | |
| 52 | Y | | | I think it's great - I would use it everyday to cycle from my home in Spreydon to get to work in Lincoln, by linking it up with the Birchs Road cycleway. We would also use it frequently to connect safely to Hagley Park. Traffic lights at many of those roundabouts will also ease terrible congestion for cars e.g. heading south on Lyttleton Street ~5pm. |
| 53 | Y | | | |
| 54 | Y | | | I fully support the provision of safe and efficient active transport to the City Centre. For me this would be a big incentive to use my bicycle for travel to work in the CBD. I live on Conway Street, so nice and easy for me to access. I think you will need to make sure the design is attractive and enhances or maintains the street scape, so enhancing environment for cycling say down Antigua, but maintaining the street environment in Roker (and keeping the trees). There has been community comment about declining house values, but I think Council need to clearly demonstrate there is no evidence for this. Cant wait. |
| 55 | | N | | I believ this is a complete waste of ratepayers funds and Council staff should be utilising their (our) time on more important issues |
| 56 | Y | | | will be a great facility for Christchurch. It looks to be a safe and well designed cycle trail that will aid active transport mode share in Christchurch. |
| 57 | | | Y | Hi, I am fully in favour of this cycle path however I have a concearn regarding where the revised cycle path will end on Sparks Rd before heading up James Hight Dve. How will cyclists heading to Halswell Quarry continue from here? Will there be a crossing point to allow them to cross the road to the other side of Sparks Rd for them to then go down Sutherlands Road? Would it be possible to extend the cycle path along Sparks Rd to the junction of Sutherlands Rd? |
| 58 | Y | | | It needs to be seperate or barriers from general traffic.it would be great if it was funded under the govt. cycleways scheme. |
| 59 | Y | | | The proposal looks really good. As a resident of Hoon Hay with young children I'm stoked that soon it'll be possible for them to bike around the neighbourhood safely. |
| 60 | Y | | | The route looks good, great to see that it incorporates parks, very happy with the separation from traffic, his should really encourage more people to use bikes on this route. The 80km part of Sparks Road is particularly dangerous and I believe a big deterrent for bikes at the moment. |
| 61 | | N | | This affects me in many ways. I think it is potentially a good idea, but definitely not at the expense of no parking on one side of Sparks Road. How about we fix the small things first, the footpath is terrible, and I am so frustrated there is no longer a bus route down sparks road. A bike track is not going to help me and my baby get out and about. I therefore oppose this proposal. I would also like to thank you for the consultation process but do fully understand that it does not matter what we write, it will not make a difference to the final decision. You are just making us think we have a say. |
| 62 | Y | | | This looks a much safer route than the busy Lincoln Road. Well thought out and cyclist safety very well considered. I like the physical barrier from the traffic that is in some parts. |
| 63 | Y | | | Excellent |
| 64 | Y | | | I support efforts to make a safe cycling option especially along Sparks Road, as at the moment it doesn't seem particularly safe. |
| 65 | | | Y | I live at [REDACTED] I have no off-street parking or garage. I am 81 years old and am not able to walk very well. I am very unsteady on my feet especially when I hurry or am stressed, and cannot walk very far. This plan means that I lose the carpark outside my house and will need to cross the busy street to get to my car. As there is 60% reduction in car parking on Stricland Street i may not even be able to find a park across the road from my house. This is of great concern to me. This also means I will not be able to carry my groceries from the car to my house. I am worried about the impact of this plan on my life. I am surrounded by high-density housing - flats with limited parking - which means demand for off-street parking is high in this area. I agree with the principles of this cycleway but feel that it unduly affects the elderly and disabled. My care giver that comes twice a week is also very concerned about how she will find a park. |
| 66 | | | Y | In my opinion the proposed cycleway from moorhouse Ave is a unnecessary extravagant and disruptive proposal causing all sorts of residents hassles with parking and traffic congestion. Rates could be better spent surely. But the path/cycleway from Hoon Hay Road to Halswell Domain certainly has its merits and should be seriously considered as from cycling experience its a dangerous stretch of road for walkers/cyclists. |
| 67 | Y | | | It's fantastic! I have 2 properties at separate locations along the proposed route (Roker Street & Antigua Street). |

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| | | | | I fully welcome the trail on my streets! Sooner the better! |
| 68 | | N | | We will lose our off street parking which is very important to us. There is also two schools which use parking out side our house for pick up and school children drop off, also the Medical Centre paitents also use off street parking. They can only fit so many cars into their car park. We have Family Day at our house, which family members park outside our house. Money spent of this, could be better spent on road and foot path upgrade in our area. We are <u>against</u> this Quarryman Trail cycleway going ahead. Another obstacle which would concern me is backing out to this proposed cycleway. To get out of my drive way. Our family who are having lunch with us today are also agree that this should no go ahead. Waste of money. We do not want a foot crossing out side our house. I personally feel this is far to dangerous, why cant it be moved 30-40 meter down the road where a cobbled area, bus stop was removed. We are really concerned about this proposal and do not wish it to go ahead. PS: We spoke to a man approx 12 months ago who was surveying this cycleway, and he said it is on the cards that it will happen??? |
| 69 | Y | | | As a commuter cyclist from Halswell I am looking forward to the Quarrymans trail being built. |
| 70 | Y | | | This would be a great addition to the cities cycling network. Having many km of pedestrian and cycleay away from traffic makes for a very safe and enjoyable experience and allowing people less confident to explore other parts of chch via bkke. I'll be a maassive supporter of this and user! |
| 71 | | | Y | How do you propose to keep the cyclists safe from people reversing out of their driveways? E.g. I live at [REDACTED] and have to be very careful when reversing from my drive as the fence is high and the footpath is right there. I have seen a number of near misses from people reversing out of blind drives. (not all people go slowly!). If people are alking and going slow it is generally ok as they can stop in time. However, with cyclists speeding they would have no time to stop if a car suddenly reversed out. Will there be a safety zone between fences and the cycle lanes? |
| 72 | | | | Parking is already at a premium down Antigua Street. The "School of Athletics" are already creating issues with And Car parks taking away ... r-run parking spaces available will create major headaches for everyone in this area. There is already a cycle lane down Antigua St! Spend the millions on on fixing the roads and infrastructure instead, rather than penalising the local majority for a few cyclists. Also there are large trucks that enter and depart the commercial buildings along Antigua St. Directing more cycle traffic down her will result in death or major injury. |
| 73 | | | Y | Hi, our family lives in James Hight Drive. We have owned 3 properties in Halswell in the park. Our current property was carefully considered after living in an earlier stage of the development. We had many options and researched many sections prior to purchasing and then custom built our home. Our decision was based on angle of the section, closeness to lake/domain, away from high traffic areas. We reviewed district plans and the developers digital information prior to making this decision. The proposed Quarryman's Trail will compromise some of the reasons we have for building our home on this street, on this section. 1. The proposed raised platform outside [REDACTED] is our primary concern. This would be located immediately outside 2 bedrooms and the additional noise of slowing and acelerating traffic along with the suspension noise of vehicles going over this platform is for us. This change will cause a life changing problem for my family who don't sleep well. We are one of the only houses that has bedrooms immediately located on the roadside in this street. As stated earlier our considered decision and research, led us to design our house plan in this manner. We do not and cannot tolerate the raised platform. 2. Secondly this compromises our ability to safely park in the street. Off street parking is extremely important to our growing family. The platform will entirely eliminate our ability to park our vehicle in front of our house. Apart from convenience, there is also the issue of security. Vehicle break-in's are worsening and our inability to park in front of our property is a real concern. I have some options for your consideration: 1. Relocate Quarryman's Trail John Oliver Reserve, there is an existing pathway in the greenspace under the powerlines, and this enters and exits within metres of James Hight Drive. To faciliate this a change around or through the new car park seem far less expensive and more logical. Widening an existing pathway, trough an existing reserves is an obvious natural change to your proposal. I am actually astounded that this isn't your preferred route already? This takes away any issues of vehicles and cycles having to share a road. 2. If there are some explainable reasons why #1 isn't suitable reloate the raised platform down the streeet to a location outside a home with living not sleeping areas close to its location. In summary this proposal seriously compromises the quality of life for my family. We were one of the 1st houses on this stage of the development and carefully considered and researched Lot [REDACTED] as the best location to fill our needs and requirements. The proposed change on James Hight Drive takes this from us. Therefore I strongly oppose this part (Sheet 3) and will contest this strongly. We look forward to your response. |
| 74 | Y | | | I support initiatives that make cycling easier and safer in Christchurch. I request that the walkway at the end of Roker Street through to Barrington St be well lit and landscaped with <u>pedestrian safety</u> in mind so that elderly people in the area can use it without fear of cyclists or criminal activity. |
| 75 | Y | | | |
| 76 | Y | | | Looks great, very nice to see a formed path going in on Sparks Road, cycling down there towards Halswell on the weekends is quite tense, to say the least. Agree very much with the choice of Frankleigh Street and removal of parking to make room for the cyclists. The various signals at the roundabouts are welcome too. |
| 77 | Y | | | |
| 78 | Y | | | I fully support this project on the grounds of health benefits, cycle promotion (safe route for children and cycle-first timers) and the positive environmental benefits it will bring (e.g. less cars on the roads). Have CCC considered extending a leg down to the bike park (down Hoon Hay Road)? |
| 79 | Y | | | I am very positive about this cycleway both as someone who often cycles along Strickland St and Antigua Street and as someone who regularly drives along Sparks Road and has noted how dangerous it is for cyclists. It also ofers a safe cycle route out of Halswell (the painted lines on 80 km/h Halswell Road and busy Lincoln Road do not feel safe at all). I favour the Roker Street route as it is faster and more direct for commuters - less convoluted. However, cycleways need to connect to actual destinations, including Barrington Mall. Some provision should be made to extend the separated cycleways the remaining 300m or so to the mall. There is little point having a safe separated cycleway, only to be unsafe in the last 300m to the mall through very busy traffic lights. Removing the 3 roundabouts on Sparks Road is annoying, but necessary - roundabouts don't work well with bikes. There are a lot of extra traffic lights being added. The signalised cycle crossing on Strickland St at the end of Roker St is necessary, but I'm not so convinced about the lights on Antigua-Disraeli as most cycle traffic will be going straight through. I know it feels dangerous at present because it is so wide that cycles tend to disappear in the more industrial traffic, but could that not be improved by the road layout rather than by lights? Extra lights at Antigua-Disraeli will slow down cars and cycles alike. The north-south Strickland-Antigua route is already hampered by excessively long traffic light phases across Brougham and Moorhouse. This makes it worse. In fact, at non-peak |

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| | | | | <p>times on Brougham and Moorhouse, it would be preferable if cycles could trigger a shorter wait for north-south traffic.</p> <p>On the Strickland St cycle crossing, any automatic sensors detecting cycles MUST have a manual option to select them. The sensors on the Uni Cycle route are very dangerous if they don't detect the bike and force the cyclist to cross without signals. I once pressed the pedestrian crossing at Deans Ave because the bike sensor didn't work. It was only by luck I wasn't struck by a car, failing to realise that the pedestrian crossing only went halfway across. (Those signals should be changed urgently to allow manual triggering for that reason.)</p> <p>Other than that, the route looks excellent overall. I haven't pored over very minute detail (I trust that others will do that more capably), but this route will be an asset to southwest Christchurch.</p> |
| 80 | Y | | | The city needs more cycleways that are separated from the road to make it safer for cyclists and to encourage people who are nervous of cycling next to cars to use this sustainable mode of transport. Antigua St is already a very popular route for cyclists and therefore seems a logical street to be included in a designated cycle route. |
| 81 | Y | | | What about a link up to the new bike park? That will surely see a large increase in both vehicle and cycle traffic. |
| 82 | Y | | | Brilliant idea, will be great to have a safe way of biking down Sparks road,. fixing intersection at Henderson's will also be a great bi-product of the chycleway. I am a Halswell resident and fully support this initiative - for our community, myself and my children. |
| 83 | Y | | | <p>Is there going to be any provision allowed or a continuation of down Sparks Road from Milns drain to Halswell Road / Sparks road intersection?</p> <p>A lot of road cyclists use this section of Sparks Road. (transiting to or back from Tai Tapu back road)</p> <p>We as a family want to use and sometimes do use this section but live in fear each time we go on it.</p> <p>Please, please put in a provision to continue a safe cycle way or cycle lane that is safer than present from halswell / Sparks road intersection to Milns drain section.</p> |
| 84 | Y | | | It's a great idea! Please fo for it. |
| 85 | Y | | | A great, much needed connection! I would use this cycleway regularly getting to/from the city. |
| 86 | Y | | | I think is a fantastic idea and will be a great asset to the city. |
| 87 | | | Y | <p>My concerns are that along Strickland Street we have many multi-dwelling properties (i.e. one carpark on site and possibly 3/4 residences in properties - so street parking is too capacity. I reside in Moore Street and currently some residents of Strickland Street use Moore Street for parking. Whilst I thnk this cycleway is a great idea, I forsee that Moore Street will become off site parking for the residents of Strickland Street. Currently in our properties [REDACTED] when we back out of our garages it becomes difficult to access our properties if cars are parked on the opposite side to our garages. Outside my property I have no curb which I understand was agreed to by Moore Street residents prior to purchasing my property which means I often have cars parked against my front garden which limites access to my garden and pavement. I think limiting car parking space in Strickland Street is something that needs careful consideration due to high density housing!!</p> <p>Maybe Residents parking permits in areas with limited parking or residential areas for rate payers!</p> |
| 88 | Y | | | This major cycleway will allow me to get to Southwest Chch. Currently the routes I try use I don't feel safe on and will enjoy the option to be able to cycle out this way. This is important connection and transportation option for the larger City and design should not be compromised due to localised push back (i.e. parking). This will allow all road users better service as more people will be able to get through the same network. |
| 89 | Y | | | <p>This is fantastic. Obviously a lot of thought has gone into this project. The benefits of the cycleway and associated health benefits outweigh the loss of parks. Well done CCC. I am also looking forward to the lights at the Lyttelton Street intersection.</p> <p>This will help with evening congestion.</p> <p>A couple of things you may get push back on are:</p> <p>Where the shared two way paths are, this means the houses on that side of the street have additional lanes of traffic to navigate when exiting their properties.</p> <p>By implementing p120 parking on Antigua Street to make way for the cycleway, this may cause concerns for hsopital staff who are already finding it difficult to find a car park. Could the leftover land from the Roker Street purchase be offered to commuters as a park and bike facility with secure bike sheds etc?</p> <p>Also Bletsoe Avenue has been incorrectly spelt in a number of locations throughout the document.</p> <p>It does not have a second 'l'.</p> |
| 90 | Y | | | I totally support this venture. Always a good thing to get people back on bikes. As long as they are protected from cars. I live in Westlake. |
| 91 | Y | | | This is a very good idea and very log overdue for Christchurch. |
| 92 | | | Y | <p>I am unhappy with proposal for cul de sac in Rydal Street (Sparks Road end), as I live in Rydal Street and use Sparks Road end to get to work, so along with traffic lights at Hoon Hay/Sparks Road my journey to work will be LONGER.</p> <p>I am also concerned that lycra clad cyclists will not use this cycle path but the road!!!</p> |
| 93 | | | | I would have thought that the cycleway would stay and continue on Frankleigh-Milton Street (maybe the eastern side as you have planned). Rather than spend the extra cost on buying houses near Roker Street and then lights just run the cycleway down Milton Street but widen the existing footpath. Surely this would be staff enough for cyclists as long as the lights allowed cyclists to go first on the light change down Milton Street. Plus this is a more direct route. |
| 94 | Y | | | <p>I ride this general route periodically. Every single trip is a death defying experience.</p> <p>Too much traffic, too much speed, and parked cars with idiots opening doors without looking all the time. Daily riders must be out of their mind to do frequently.</p> <p>If it had a safe way to reach Halswell and connect to the Little River Trail, you'd have an explosion of both locals and tourists (I moved to NZ in the 1990s after 3 SI bike trips that I'd never do now as far too dangerous.</p> |
| 95 | | | Y | <p>The trail should continue down Milton St in the same vein as on Frankleigh St as this is a far more logical route as it follows the current cycleway.It would not require purchase of properties or addition lights as with the Roker st option.</p> <p>Simple is best here.</p> |
| 96 | Y | | | Given the large number of cyclists that use Cashmere/Centaurus Roads especially at weekends would it not make sense to connect this via Hendersons Road to the Quarryman's Trail at Sparks Road. Not everyone wants to go into town and this would encourage inter-suburb cycling which is a major flaw in the proposed cycle network. I cycled to work in town for 30 years until retiring 10 years ago and still get tho old bike out to cycle in the area. |
| 97 | Y | | | |
| 98 | Y | | | Great trail and we (the [REDACTED] fmaily of six) give our full suport to the project. |
| 99 | Y | | | |
| 100 | Y | | | <p>I think this is an excellent cycleway and I fully support it. I regularly cycle into central Christchurch via Antigua and Strickland Streets and would very much appreciate the removal of car parking to allow additional space for cyclists. I often use roads between Somerfield and Halswell for recreational cycling and think that a separated cycleway beside Sparks Road is a great idea. I would use it. I cycle via Milton and Frankleigh Streets as part of my daily cycle commute and would appreciate Frankleigh Street in particular being improved for cyclists. At times, vehicle traffic on Frankleigh St makes cycling unpleasant. As a resident of Roker Street, I fully support the cycleway and proposed changes to Roker Street - it is already a quiet street and I am keen on the traffic calming measures suggested. We do have a number of people driving fast through Roker Street as a shortcut at peak hours and this is of concern as lots of primary and intermediate children bike through Roker street on their way to school.</p> |
| 101 | Y | | | Looks fantastic! |

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| 102 | Y | | | |
| 103 | Y | | | Thank you for planning for a cycle trail down Sparks road. I am a stay at home Mum and I bike to Pioneer for my own exercise but am to afraid to cycle with my child to Pioneer - so we drive several times a week. A 3 m cycleway will make this possible. Thank you. At 3m there will even be enough space for us to use the double bike trailer should we choose to. |
| 104 | Y | | | I think this is great and I will be really disappointed to see the changes not go ahead. I particularly like the changes to Sparks road and rydal street. I would equally support Rydal having no entry off Sparks road and making our street a deadend. |
| 105 | Y | | | Excellent! A link should be included from Nga Puna Wai (ie connecting the cycle path from Templetons road) through the new proposed subdivision between Halswell road and Sparks Road, so that cyclists can be safely connected. Also a link to the new Worsley cycle park would make sense. |
| 106 | Y | | | Please look at the way Denmark has redesigned its city bicycle routes and the bicycle use since has exploded. One of the great things they've done is building bike lanes between walkways and either small concrete isles or car parking lanes such that bicyclists are safer. This also alleviates traffic slowdowns. Thanks. http://www.copenhagenize.com/2014/01/copenhagens-design-manual-for-bicycle.html https://www.bicyclenetwork.com.au/general/for-government-and-business/2845/ |
| 107 | Y | | | It allows me to drop my daughter to her school and bike to work. Giving us both a healthy routine as well as a safe commute. Over the year I would have biked - 2800Km which would save me from driving a vehicle which adds to pollution and spending more money on fossil fuel. For above stated reasons, I would love to have the Quarrymans trail build. Thanks |
| 108 | Y | | | I strongly support the Quarryman's Trail Cycleway. I support its overall location and design. I support the plans for the roads and intersections that I am personally very familiar with. These include the following: - Intersection Sparks Rd/Hendersons Rd: I support he plans for the safe crossing of cyclists at this intersection. - Intersection Sparks Rd/Hoon Hay Rd: I strongly support the change to traffic lights and other features that will make this intersection safer for cyclits and pedestrians. - Intersection Frankleigh St/Lyttelton St: I storngly support the change to traffic lights and other features that will make this intersection safer for cyclists and pedestrians. - I strongly support the use of traffic islands opposite Vicors Rd, Gainsborough St and Maryhill Ave. This will enable safe crossing for pedestrians as well as cyclists, e.g. pedestrains visiting the medical centre/pharmacy/post box on Sparks Rd near Maryhill Ave. - I strongly allowing one way entry only into Rydal St from Sparks Rd, to protect the safety of cyclists. |
| 109 | Y | | | This sounds fantastic. As a cyclist myself I think it will have a really positive effect on the number of people willing to give cycling a go. I am also hopeful that adding a separated cycle lane to my street (Frankleight St) will make the road appear narrower and thus slow traffic a little. |
| 110 | Y | | | We live at 10 Frankleigh Street and although we will be losing some on-street parking outside our property we feel that this is a definite net gain and we are very excited about this proposed change to our street. A suggestion we have is that three planting is considered on the barrier between the cycle path and the roadway. This will provide 3 benefits: 1. Additional barrier between vechicles & cycles. 2. Create a perceived narrowing of the roadway, causing drivers to slow down and become more aware of hazards. 3. Make the cycleway more attractive and more appealing to cyclists & pedestrains. |
| 111 | Y | | | Hi I attended the "special meeting" on 19/10/16 hosted by [REDACTED] at [REDACTED] Roker Street with Brendan and Philippa from the Council present (I was the guy with the sideburns with my partner April seated next to me). Thanks to Brendan and Philippa for attending the meeting for the residents of the cul-de-sac end of Roker St - it was great to have a bit more information on the different proposals for linking through to Barrington Street. I commute to and from my work in the CBD everyday by bicycle. I follow the proposed Quarryman's Trail from the cul-de-sac end of Roker St to Strickland St, then up Strickland St/Antigua St, over the pedestrian bridge by the hospital and continuing up Rolleston Ave before turning onto Gloucester St. I am very happy with the Council constructing and promoting all cycleways throughout Christchurch. The more people cycling the better. I have the following comments on the following map pages: Sheet 18 Happy with the proposed 30km/h speed limit the length of Roker St as well as the speed bumps. I have no strong objection to a pathway through to Barrington St. My only concern is the possibility of less-than-desirable people exploring the area with vandalism/burglary increasing (this also seemed to be one of the bigger concerns for our neighbours). I believe the pathway would be used mostly by cycling commuters, schoolchildren & residents down our end utilizing a shortcut to Barrington Mall or bus routes. In my opinion the less-than-desirables will stick to the "bright lights" of Milton St with its shops and bus route. Sheet 19 Pleased with the planned intersection improvements and traffic calming measures at Simeon St. My one comment would be to improve signage at the intersection to indicate that westbound traffic on Roker St there is no exit for cars. Is there standard signage which indicates a pedestrian/cycle thoroughfare but no exit for vehicles? Sheet 24 Pleased with the planned separated cycleway the whole length of Strickland/Antigua Streets. Separator islands at the intersection with Brougham St are a great idea - I'd also like to see a couple of separator posts built into the islands at the ends by Brougham St as an extra wee reminder for cars not to cut the corner (similar to the two separator posts which are currently on the southwest corner of Antigua/Brougham Sts). Sheet 26 This is the sheet I am most happy about. These proposed intersection improvements will make things a lot safer for all commuters. I have lost count of the number of close calls I have had (or seen) involving cars zipping across Antigua St at Disraeli & Hazeldean. This section of road is especially dangerous when traffic is backed up along Antigua St. You have to have your wits about you cycling this gauntlet in its current configuration! Sheet 27 Same comment as for Sheet 24 - I applaud the separator islands, but a couple of separator posts at the ends as a wee bonus reminder to cars would be the icing on the cake for cyclists. Thanks I look forward to hearing more as the design progresses & moves into detailed design. |
| 112 | Y | | | As a daily cyclist I think this cycle way will be a great improvement and well used. It's a good idea taking it down Roker St and avoiding the busy Barrington St intersection - Roker street is also a pleasant and quieter street for cycling down. I currently cycle down Milton street towards Stickland St and look forward to taking the cycle way down Roker St instead. The connection straight down Strickland St and Antigua is great too - I cycle this way everyday and it's always so busy with cyclists, dedicated cycle lanes will make it feel much safer, especially for those less experienced. |
| 113 | Y | | | |
| 114 | Y | | | Having attended the inforamtion evening on 20 October I am in support of the proposed route going through Roger Street and the Halswell Domain. |

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| 115 | N | | | <p>To consider supporting the proposal I would need evidence that it would be used sufficienently to justify the cost.</p> <p>This proposal takes the proposed cycleway down streets to busy to be safe.</p> <p>Currently there are hundreds of cars using this route for every bicycle on the route and the proposal makes car use more difficult so that a few cyclists may benefit. This is incongruous.</p> <p>Council employees are obviously the largest group of bicycle users. They are pushing this propoal at us ratepayers expense. I disagree.</p> <p>Hardly anyone usses the footpath along this route. Let the cyclists share the footpaths. Pedestrians on one side of the road cyclists on the other. I disagree with your "experts" that give the reason for nto havint wo way cycle traffic on one side of the road is that "vehicles reversing across footpaths only look one way". Reversing vehicles look both ways because pedestrians move in both directions.</p> <p>To keep cossts reasonable the law should change to make cyclists ride in single file in both directions on cycleways. Firstly the cycleways could be narrower and secondly the cyclists would have less distractions to enable them to better share the road.</p> <p>This would really add to safety.</p> <p>The choking of and restricting of automobile traffic, particularly at the intersections of Antigua St and Hazeldean Rd is unacceptable.</p> <p>Parking in this area is a problem now. The cycleway proposal makes it much worse in this area. I have six tenants in 1 [REDACTED] All of them think that this proosal is not in the best interests of this area.</p> |
| 116 | N | | | <p>As the proposed route will affect me I object for the following reasons. I have lived at the current address for 44 years and the increase in traffic has been amazing. Outside my property is a safe crossing. Because of this I will be unable to reverse into my property, which means I will have to reverse out. As I am a contractor I often have trailer on or have my truck. If I reverse out I will have to cross the cycleway and 2 lanes of traffic to head west. If I return home from the west I will have to hold up the traffic to enter my property which is always at peak time, and hope a driver heading west will stop to give me access. I consider that with the large no. of trucks now using Sparks road it will be no safer to use the cycleway, as cyclist will think they are safe but with the no. of cars having to reverse from their properties the danger will increase. You currently have the no. of serious cycle accidents for these roads, if that no. increases will you be required to remove the cycleway.</p> |
| 117 | Y | | | |
| 118 | Y | | | I support the route selection as detailed in the consultation booklet. |
| 119 | Y | | | I especially like the two lane cycleway on Sparks and also like the traffic signals at Lyttelton/Sparks and Hoon Hay/Sparks - will help the flow of traffic at peak times. |
| 120 | | | Y | <p>All this is very substantial. I don't think there is one cyclist who wants the council to spend so much on this project. Sure they all think separated cycle lanes.</p> <p>One thing that puts up red flags is stop lights (I am also a car driver).</p> <p>Stop lights are extremely inefficient in regulating traffic.</p> <p>There seems to be a very small vocal minority who gets these lights up. Ajnd it does not encourage drivers to become good + safe at driving. And there seems to be a tendency to have have every intersection controlled by lights.</p> <p>Instead there should be serious attempts at reducing cars on the road a petrol tax to pay for roading would be a good start.</p> |
| 121 | Y | | | <p>I think the planned Quarryman's Trail is an excellent cycle route. I live on Roker Street and strongly support the proposed changes to Roker Street, Strickland & Antigua Streets.</p> <p>I would be delighted if the proposal to remove car parking on Strickland and Antigua Streets is successful, as I, as a regular commuter cyclist using these roads, have had some close calls with people opening their car doors into the current cycle lanes.</p> <p>If the City Council is unable to persuade land owners to sell land at the 'no exit' end of Roker Street, could the cycleway go via Barrington, Studholme Streets then through Somerfield Park to Roker Street? It is a bit of a detour but would be much safer & more pleasant than using Milton Street, which has high traffic volumes including a lot of trucks.</p> |
| 122 | | | Y | <p>We are currently in the process of applying for subdivision resource & building consent with regards to building our dream home down the back of our current property at 50 Roker Street. Our concerns are that if we are not permitted to build a single garage behind the current house to service current house the proposed speedbumps outside number 50 will also eliminate the ability for us to have off street parking/garaging in the front section due to not being able to access the front of the section. To allow garaging behind there would be a few %s difference in site coverage and our dream home would ideally be only 1.3m (at closest 3.4most) setback from Sydenham cemetry boundary neighbouring properties are 4.2 & 1.8 setbacks so within guidelines.</p> <p>We would suggest moving proposed bump outside number 48 or 46 (49 & 51) as all of these properties very rarely have any vehicles using street parking where as it is very rate for a day to pass without vehicles outside 50 & 53 due to the higher density housing neighbouring our properties.</p> |
| 123 | | | Y | <p>I strongly object to the proposal to open the NO EXIT end of Roker St through to Barrington St. Roker St is a lovely tranquil street, mainly because it is a NO EXIT St.</p> <p>Opening the West end of Roker St for Quarrymans Trail to allow cyclists and pedestrians a short-cut will tempt motor--bikers to also roar through. Any in a few years, that "thin end of the wedge" will encourage cars & trucks to demand their right to the short-cut.</p> <p>Secondly, I object to the proposal to put raised platforms along Roker St - except for intersection at Simeon St, outside Sydenham Cemetery entrance at 34 Roker St.</p> <p>Thirdly, I support [REDACTED] with her proposal to use the Red route option of Stanbury Avenue, Studholme St, Somerfield Park, Cooke St & Leitch St. Thereby preserving the special character of the quiet, narrow Roker St, by keeping the trail away from Roker St.</p> <p>Fourthly, I object to the extravagance of buying land and demolishing hosues at the west end of Roker St & through to Barrington St - and the 3 sets of traffic lights so close on Barrington St at Athelstan, Milton & the proposed Strauss Place.</p> <p>Fourthly, if anyone of any age is to be allowed to ride on cycle trails, or roads - (or een footpaths) they must be capable of obeying basic road rules:</p> <p>Be courteous</p> <p>Give way to other people</p> <p>Watch out for other people</p> <p>Give Way</p> <p>There must be enforceable rules.</p> <p>Very young children learning to ride bikes or scooters are often in small groups, careening along, full of the joy and exuberance of new-found skills and independence.</p> <p>They are often completely unaware of anythng or anybody besides themselves. Crikey!</p> <p>Perhaps all cyclists should have to pass a test and be licensed?</p> <p>Fifthly, bring back the bicycle bell. With sweet musical sounds, to stop scaring us pedestrians.</p> <p>Thank you. I look forward to further consultation.</p> <p>Regards</p> <p>A followup submission to my original one made 19 Oct 2016 - with more informed thorughts.</p> <p>I still strongly object to the part of the proposal to use ROKER ST.</p> <p>Roker St is recognised by Council by Roker St residents like me, and by the community as a lovely, tranquil residential street with a narrow width for road space and a NO EXIT end; a cull-de-sac with housing at the west end.</p> <p>I strongly object to buying land and demolishing houses to open up a cycle trail through Roker St to Barrington St.</p> <p>Do not destroy the valuable essence of Roker St by encouraging thousand of bikers to use it.</p> <p>I find it very diffcult to be aware of the cyclists already riding quickly around my street, especially at the corner of Simeon St and Roker St and the entrance / exit to the Sydenham Cemetery at 34 Roker St (it's not 1 Simeon St). As a pedestiran and resident of Roker St, I love being able to safely walk along and across my street to keep in touch with the neighbours; as do many other walkers.</p> <p>Internationally, pedestrians are recognised as the most important road users in the hierarchy of traffic. - First pedestrians, 2nd cyclists, 3rd buses, 4th service vehicles and last, private cars</p> |

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| | | | | <p>On Roker St with many cars parked on both sides of the road, it is often difficult for cars to pass each other, without sharing the road with thousands of cyclists. It is just too narrow to be a safe part of a major cycle route. Installing new traffic lights on Barrington Street, opposite Strauss Place (and Roker St) would prove very infuriating for the traffic, so close to two busy intersentions at Milton St and Barrington St corners and Barrington - Athelstan St corner. After listening to many local people who want the Quarryman's Trail cycle route to be safe for everyone and successful in encouraging people to bike rather than take cars, I am now convinced that the <u>Green route shown on page 8 of the quarryma's Trail</u> consultation booklet, is the very best for everyone. That is the routs using Antigua St, Betsoe Avenue, over Simeon St, through a walkway into Barrington Park, over Barrington St to Wychbury St, then Lyttleton St, etc.</p> <p>So I agree with the submission from the Barrington Issues Group (B.I.G) that the green route provides quiet and safe cycle journeys.</p> <p>I also really like their final point 12 asking Council to avoid Sparks Road and instead to choose safe crossing Lyttelton St etc.</p> <p>But <u>do not</u> use Roker St. <u>Do not</u> use Milton St. I wish to speak to this submission please</p> |
| 124 | Y | | | Can't wait! Go for it. Link it back to prebbleton and even better. |
| 125 | | | Y | Further to my earlier comments, I would prefer the Milton Street option over Roker Street as it would be more direct, connect to Barrington Mall safely and not require yet another set of new lights on Strickland/ Antigua Streets. It may be more expensive to implement and take car parks, but it connects the cyclists to businesses rather than hiding them away down a back street away from the mall and everything else, plus it doesn't require a compulsory stop across Selwyn Street (half the time you'll get a green - automatic sensors and traffic lights (with a manual selection option) at Roker-Selwyn could improve that though). |
| 126 | Y | | | |
| 127 | Y | | | This is great. In my area the link directly from Barrington Street through to Roker St avoiding budy Milton street is perfect. Ka Pai! |
| 128 | Y | | | Fantastic idea to be able to ride safely along Sparks Road between Milns Rd & Henderson Rd due to the current narrow 80km road. What is the proposed timeframe??? |
| 129 | Y | | Y | The Quarryman's Trail Cycleway is an excellent idea, but I would like to know if the proposed traffic lights (replacing roundabouts at Hoon Hay Road/Sparks Road and Lyttelton Street and Sparks Road) will have right turning arrows for cars? Unfortunately, until my children are older, I will have to use my car to get to work, and having to turn right at a traffic light controlled situation can be quite difficult sometimes unless there is a right turning arrow. |
| 130 | Y | | | <p>I support the Quarryman's Trail Cycleway, and go one further: to completely close Frankleigh Street to public transport, except for emergency vechiles*. Unfortunately Frankeligh Street is not a wide boulevard, as in some streets in Paris and may be stuck for room. I find the present use of Franleigh Street as a major emergency vichile outlet, most trying as I find the ever-present sirens stress-ful; - even if I subconsciously hear them while distracted temporarily by something else. I feel this use of Frankleigh St, could easily be transferred to Lincoln Road. I also believe making other suitable streets available for the same conversion would be most interesting. I envisage, if the full closure happened, that the result would be something similar to Cashel Street near the Bridge of remembrance before the earthquakes, - minus the shops, but perhaps including stalls, information centres, etc. giving the public a full connection with each other</p> <p>*obviously for Frankleigh Street only</p> |
| 131 | Y | | | It provides a good balance between trying to get a completely safe off-the-road place for cyclists to access the city, and utilising existing roads and safe routes. If we went too far with trying to go completely off the road, we'd have to buy a lot of land to make new spaces. I do wonder if alternatives can't be found to removeing ALL of the parking on the south side of Sparks/Frankleigh as that could be quite an issue for residents in those areas. |
| 132 | | | Y | I understand this is a combined cycle and pedestrian path. There is no continuous footpath between Halswell and the city centre via Cashmere Road, Sparks Road, or Halswell Road. I sometimes run to/from work (Birmingham Drive) and have had scary moments with aggressive drivers while running near the edge of the road. I would like the following changes as both a pedestrian and a cyclist - (1) the path should continue down Sparks Road until it reaches the old library near the start of Kennedys Bush Road, (ii) provide safe crossing across the entrance to Milns Road for pedestrians and cyclists. |
| 133 | Y | | | |
| 134 | | | Y | <p>Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street</p> <p>Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.</p> <p>Unwanted demolition of homes - the purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.</p> <p>Unprecedented increase in traffic - the proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.</p> <p>Traffic danger from reversing cars – the cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.</p> <p>Increased crime – at present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.</p> <p>Decreased security and comfort of residents on the boundary of the proposed alleyway –neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> <p>Potential for an open park-like environment from Roker Street to Barrington Street – no firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers – Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.</p> |

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| | | | <p>Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street - placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.</p> <p>Route Options via/through Somerfield Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.</p> <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none"> • This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the "interested but concerned" cyclist • Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the "interested but concerned" cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so • Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse near any community resources such as libraries, shops, or schools. An informal survey of the "interested but concerned cyclists" in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group. <p>Green Routes via Spreydon</p> <ul style="list-style-type: none"> • The green routes are circuitous and complex • Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through busy roads in order to access the Quarryman's Trail. <p>Red Route via Stanbury Ave/Studholme Street</p> <ul style="list-style-type: none"> • This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and would therefore be unlikely to be used by many cyclists • This route involves two complex right hand turns, which is complex and unsafe for younger cyclists • The use of Studholme Street could be very unsafe due to the number of pedestrians and moving cars during school hours, given the narrowness of the street. The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking would be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety given the large numbers of pedestrians at the start and end of the school day, who would be a hazard for those on bikes, and vice versa <p>Preferred "Orange Route" Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street, turn onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic for Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that it is undesirable or a problem for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this particular trail as it will result in a highly utilised cycleway that links easily and pleasantly to community facilities in Spreydon/Barrington, the city, Hagley Park and the new Metro Sports facility. The plans presented by council result in the Quarryman's Trail linking with other trails from the east and south on Antigua Street. The Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 135 | | N | <p>I think that this is a ridiculous waste of rate payers money! To take this route down Sparks Road past two primary schools, a pharmacy and a medical centre is foolish and dangerous! The section of Sparks Rd by Hoon Hay and OLA schools gets very congested during the morning and afternoon school rush and parents jostle for parking along both sides of the road. The proposed cycle way will cause parents to park on the surrounding smaller/narrow streets to drop off and pick up their kids, creating more congestion and annoying residents in the area who wish for their streets to remain quiet, and to have ease of access at all times to their properties (not vehicles parked over their accessways and not for cars to be parked on both sides of the road making it too narrow to negotiate safely). It will also inconvenience elderly and disabled people who need to attend the medical centre and the pharmacy as parking will become more difficult - ie: the on site parking will be full as no parking will be available on the side of the road. I am not sure who make these decisions but this is extremely ill thought out and I absolutely do not support it!</p> <p>A better idea would be to take the cycle trail (if we MUST have one) through Centennial Park by Pioneer Stadium, onto Hoon Hay Rd, and then Cashmere Road and follow it through to Halswell Quarry via Cashmere Road - a much more scenic and pleasant route for cyclists, and the existing "speed limit" of 80km/ph in the rural section of this road is far too fast anyway on this winding road. There is a very wide verge on either side of Cashmere Rd past Oderings nurseries (ample parking onsite and not an essential service to access) and the entrance to Westmorland which would adapt well to "off road" cycle lanes which would be a much safer option for cyclists and cars alike. Alternatively the cycle route could go down Hendersons Road and then left at the round about onto the current 80km/ph section of Sparks Road.</p> <p>The cycling do-gooders at the CCC need to remember that not everyone in Christchurch is able to or wants to ride their bikes everywhere!!! So in providing for cyclists in this way you are actually also taking away from people who cannot cycle and making their lives more difficult and inconvenient! Cyclists also do not pay road taxes and levies which motorists do.</p> |
| 136 | | N | <p>I am against this plan, the only thing I can find positive is doing away with the roundabouts and installing traffic lights and putting a shared footpath cycle-way "Sparks road" between Milns Drain and Hendersons rd however you are going to such expenses lets say 5 or 10 million to do this job just put it on the rates! Why not while you are at it, put a shared footpath and</p> |

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| | | | | <p>cycleway from Halswell road (on Sparks road) to Milns Drain. Question with a cycleway, will the cyclist who use this route for practice also use the cycleway?</p> <p>On rubbish day where will people leave their bins with a raised curbing? and will the trucks do the run at night?</p> <p>lose of car parking on the street, especially Strickland and Antigua streets, these two streets have now intensified housing it is not unusual for three cars per unit. Strickland street has already had 50% of its parking removed back in the 1990,s now you won't more!!!!</p> <p>The raised blocks along the streets I have problems with these on Ilam Rd, the streets you are going to use are major routes in and out of south Christchurch the council means to make this route more difficulty for traffic especially if you are old, live in Lincoln, Tai Tapu, Little River and Akaroa. We already have high traffic volumes local people travel long distances to work, Rolleston- Hornby also many people travel from the east out west for there work, could of found a different route.</p> <p>final words. Council will do this and bugger the locals.</p> |
| 137 | | | Y | <p>I was disappointed that the trail does not go to Halswell Quarry. As it is named the Quarrymans Trail, that would be relevant and provide the opportunity for families to cycle to that excellent recreational facility. You should add an extension to that location. There is another reason to do this - a cycle path could be made to connect with the Old Tai Tapu Road. This provides a quiet route all the way to the Tai Tapu Domain and township. If you then go down Rhodes Road to the end of Cossars Road there is legal road that takes you across the main highway to MacCartneys Road to the Halswell River. One bridge later and you are on the Little River Tail Trail. This is a far less circuitous route to cycle from Christchurch to Little River than going through Lincoln. Please add this thought to your strategic planning.</p> |
| 138 | | | Y | <p>Firstly may I commend you for the trail concept and the standard of cycleway proposed.</p> <p>As a Halswell resident since 1963 and progressively regular commuting and recreational cyclist, I could never have imagined that my wishful thinking in past times of a separate cycleway on the norwest side of Sparks Road would actually happen.</p> <p>As a regular cyclist on Halswell Rd for many years, I obviously appreciated the rebuild of the highway from the Hendersons Rd boundary right through to the Five Ways Corner and beyond. With cycle lanes both sides and later; much improved lighting, Halswell Rd serves cyclists well.</p> <p>Sparks Rd was a narrow country road in 1964, with no lighting and a bit of a nightmare to cycle on a pre-dawn winter's morning. Consequently the rebuild of Sparks Rd some years back with sealed shoulders about 1200mm wide outside the white line was too good to be true, when it happened. Since then, the bikeability has deteriorated somewhat as the shoulder width reduced with vehicle wear.</p> <p>Biking from the Five Ways Corner, there are currently three distinct areas close to Halswell:</p> <ol style="list-style-type: none"> 1. The shared separate footpath/cycleway extending a short distance, say 25m, to the lane giving access to Garforth Green in Halswell On The Park. 2. Immediately beyond there, another 25m where the shoulder is broken and potholed by vehicles doing U turns to access Kennedys Bush Rd 3. Then beyond Macartney Ave, a length of road that has been nicely rebuilt, but the road markings briefly reduce to zero cycling shoulder! <p>The area 2 above, is more than unnerving on a dark and wet winter morning with heavy vehicles passing in both directions</p> <p>A little time ago an intention to provide better walking/cycling in that area was advertised. But it turned out to be widening the already adequate area 1 Leaving area 2 as dangerous as ever!</p> <p>With the above in mind, I was flabbergasted to see the proposal that Quarryman should end at Miln's Drain and not extend into Halswell!! Surely not?</p> <p>For recreational use, eg by family groups, it is a nice concept to have a pathway connecting Quarryman through to the cycle lanes on Halswell Rd. And that could be doubly so if access into the Eastman flood basins to the south east eventually happens.</p> <p>But what of the regular commuting cyclist from Halswell? Is increasing commuting cyclist numbers on Sparks Rd not a mayor objective for the Quarryman?</p> <p>I strongly submit that it is inconceivable that Quarryman should be constructed without extending fully into Halswell and therefore the Five Ways Corner</p> <p>And secondly, I suggest that using available funds to build the first sections towards town from Five Ways Corner NOW, would remove the dangerous sections and encourage increased cycling on Sparks Rd at an early stage.</p> |
| 139 | Y | | | <p>This trail is important from a safety point of view, to get cyclists off the narrow 80km/hr section of Sparks Road.</p> |
| 140 | Y | | | <p>As per comments on Social Pinpoint and discussions at Te Hapua drop in session, please explore the possibility of incorporating "free left turns" for people cycling along Milton and Strickland Streets in both directions, similar to the design when turning from Lyttelton St onto Sparks Rd. If space allows, please consider the use of shared path facilities with kerb cut downs on all corners of this intersection, enabling legal free left turns for people cycling.</p> |
| 141 | Y | | | <p>Very excited to see the Quarryman's Trail plans - it is absolutely essential for the Halswell approach. Cyclists and motorists alike will benefit greatly from a separated cycle way the entire way along Sparks Road. Currently is is dangerous and frightening for both parties. I look forward to it's implementation.</p> |
| 142 | Y | | | <p>Great to see a protected cycle way connecting Halswell to the city</p> |
| 143 | Y | | | <p>I absolutely love this idea and that this Cycleway along with the other proposed routes will be far reaching across much of the city. What a fantastic asset for a city to have especially in decades time when the pressure of rush hour traffic will be much greater. If this was implemented I would use it everyday to commute to work as would my wife. I think the proposed route is great, it is direct and most importantly safe. I do like the idea of the route going down Roker street and while it seems a shame to take out a few houses I can easily see that the other options will all have many more negative factors on a greater number of residents and businesses and also compromise the safety of the route. There has been much discussion within the Somerfield Residents Association about having the route go through the back streets of Somerfield or up Simeon Street. I think that this would take away much of the appeal of the cycleway as it would lose its directness and also would not be as safe. Long term I think it would be nice to establish a connection from Roker Street down Simeon Street to link in with the Little River Trail, however I don't think that should be the main Quarryman Route. Also my parents live in Halswell and this would give us direct access to cycle to their place. At the moment it is a bit scary given we would have to go through at least a 70km zone with no cycle lanes. All in all what fantastic foresight from the council to get the ball rolling on cycleways now before it is too late and I think that the plans have been thought through in detail and will create an network of cycle routes that will be appreciated now and in the decades to come. Great work!</p> |
| 144 | Y | | | <p>I think the proposal looks awesome. I totally avoid Sparks Rd between Hendersons Rd and Milns road because it is so narrow and dangerous for cyclists at present, yet head in this direction to bike most days. The new cycle way will revolutionise things for our family. Great if it does connect well from Milns Rd vicinity to Kennedys Bush Rd and to the Halswell -sparks Rd intersection. Fab work though guys. Love your work.</p> |
| 145 | Y | | | <p>We live in Halswell and our son and his wife live in Barrington. It would be great to know we could cycle safely between our two properties. As an older cyclist I feel very vulnerable cycling on the open roads and would cycle a lot more often if I could do so with the protection of a purpose built cycle way. Our son cycles to work each day from Barrington to Middleton and he has had a number of near misses whereby he has nearly been taken out by passing cars. Christchurch needs more purpose built cycleways and we completely support the Council with this initiative.</p> |
| 146 | | | Y | <p>See full submission below (bottom of this document) pages 77 to 83, including plan of 'Orange Route'</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant |

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| | | | | <ul style="list-style-type: none"> • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 147 | | | Y | <p>"Orange Route"</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 148 | | | Y | <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>As a cyclist who NO longer cycles to work due to the dangers of cycling on busy roads if believe that the use of quieter streets such as Simeon makes sense and as a parent I would be more likely to get my children to use this orange option than the blue option as I am too aware of the dangers and lack of consideration given to cyclists.</p> |
| 149 | Y | | | Really needed as far as Halswell for safe cycling between Halswell and the city. Even regular cyclists think twice about venturing on 80k roads with hardly any hard shoulder. Should serve both the domain and the school areas. |
| 150 | Y | | | |
| 151 | Y | | | <p>Congratulations!</p> <p>Great plan</p> <p>My main request is that you reinstage the original route form the corner of Sparks Rd and Halswell Rd as the primary starting pont because:</p> <ol style="list-style-type: none"> 1) It makes more sense/coherence of the name to have it more directly relate to Halswell Quarry as origin. 2) It picks up the bolume of cycle traffic more directly from Kennedy's Bush and makes a particularly nasty bit of Sparks Rd cycle-safe. 3) The current route round the doman, through Milns Dran can still be developed with minimal extra work as a subsidiary route anyway because it is already cycle safe relative to Sparks Rd. |
| 152 | | | | <p>This is an excellent ideal!</p> <p>Please complete it without delay. I prefer the blue option through Roker St on route options map.</p> |
| 153 | Y | | | A great idea to ensure a safer transport network for all users. I am a cyclist that uses part of the route to get to work. Knowing this will be imporved is a great comfort to my family. |
| 154 | Y | | | I fully support the Roker Street option. The Rydal street cul-de-sac will also make it a lot safer for kids to get to Hoon Hay School. We will be using thiss cycle route a lot to get to the CBD, Botanical Garden and MM Playground. Hopefully the route will also connect to the Sumner route, so that we can cycle all the way to the beach with our young son. We can't wait for all the cycle routes to be finished as they will make Christchurch so much more liveable. |
| 155 | Y | | | |
| 156 | Y | | | |
| 157 | Y | | | It will allow me to bike to work rather than use the car. |
| 158 | Y | | | This is a great idea. Hundreds of people will use it every week. |

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| 159 | | | Y | Although I understand that the original route has need to be champed due to the Halswell library moving to Te Hapua, I don't see how it can be called the Quarryman's Trail if it no longer provides access to the Halswell Quarry. Why can't the route continue west along Sparks Road to Halswell Road and then north to Te Hapua? Ideally this would be in addition to the route through the domain. |
| 160 | Y | | | |
| 161 | | | | |
| 162 | Y | | | |
| 163 | Y | | | I believe this is a great route for cyclists and will most certainly keep them safer which will mean more will use the route. |
| 164 | Y | | | I would like to see the proposed name changed to "Quarry worker's trail" so that the route name is inclusive, rather than perpetuate the sexist terminology of "quarryman." While no doubt the quarry employed men in the past, we have moved on from such terms (eg fire fighter, police officer) to better reflect contemporary employment practices and language use. Government and council policy I am sure reflects this in its policy and legislative wording. |
| 165 | Y | | | Eager to see cycling encouraged - both for commuting and for fitness. This route makes sense - I'm very much in favour! |
| 166 | Y | | | Very excited for this cycle lane and many more. We can't do enough to encourage alternative means of transport |
| 167 | Y | | | |
| 168 | Y | | | A safe cycle way from the city to Halswell would be fantastic. |
| 169 | Y | | | I support the 13 Major Cycle Routes, and as a resident of Hoon Hay have a great interest in the Quarryman's Trail. I currently commute to work near Northland mall and uses spark and Milton street as one of many routes, so having a separate cycle way, and using quite road, will be a great improvment both in safety and ease of traveling. However, i have a concern that what should have been mostly constructed by now will take longer to fulfill (as it as been over five years since share an idea, ad a few submissions\consolation). It seems the City Council has forgotten that MCR are the solution to road congestion as it its document it state that " When putting in an MCR it must be assessed for the problems it may create for other road users, It will then need to be amended". Moreover the promise of European standard is far from true. For example llam Rd next to Uni is actually worse than the standard painted line as the asphalt is full of put holes and the concrete curve is of a crashing risk. As for the Quarryman's Trail: Shared path on Halswell Road, Halswell Domain, need to be at least 4m wide, similar to Hagley Park) as narrower is Hardly ideal, and will result in discrepancies between pedestrian and cyclists. I understand that along Spark Road, the bidirectional separated lane cannot be as generous, but it needs to be at least 3m wide. Thanks for the opportunity to make that submission [REDACTED] |
| 170 | | | Y | Biked this proposed route today - FANTASTIC! My only concern is around the large amount of foot traffic/children around the model train area and the potential for accidents between cyclists and pedetricians - as long as this is clearly marked it shouldnt be too much of a concern. |
| 171 | | N | | I think it will make the street too conjested & rRoker St is quite a narrow street. I really like the peacefulness of our street at the moment. |
| 172 | | | | <p>Quarryman's Trail Feedback</p> <p>Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street</p> <p>Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac (including me and my family) they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.</p> <p>Unwanted demolition of homes</p> <p>The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.</p> <p>Unprecedented increase in traffic</p> <p>The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.</p> <p>Traffic danger from reversing cars</p> <p>The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.</p> <p>Increased crime</p> <p>At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are</p> |

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| | | | <p>on foot or on bikes), and lead to this block of Roker Street being a frequent target.</p> <p>Decreased security and comfort of residents on the boundary of the proposed alleyway Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> <p>Potential open park-like environment from Roker Street to Barrington Street No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.</p> <p>Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.</p> <p>Route Options via/through Somerfield Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.</p> <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none">• This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the "interested but concerned" cyclist• Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the "interested but concerned" cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so• Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse close enough to community resources such as libraries, shops, or schools to be useful. An informal survey of the "interested but concerned cyclists" in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group. <p>Green Routes via Spreydon</p> <ul style="list-style-type: none">• The green routes are circuitous and complex• Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through/across busy roads in order to access the Quarryman's Trail. <p>Red Route via Stanbury Ave/Studholme Street</p> <ul style="list-style-type: none">• This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and is undesirable for that reason• This route involves two complex right hand turns across busy roads, which are unsafe for younger cyclists• The use of Studholme Street is unsuitable due to the number of pedestrians and moving cars during school hours, given the narrowness of the street. The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa <p>Preferred "Orange Route"</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. 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| | | | | <ul style="list-style-type: none"> • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 173 | | | Y | <p>I'm concerned that the proposed changes to Sparks Road and Lyttelton Street will have an adverse effect to our property at 2/91 Lyttelton Street. The removal of off street parking and narrowing of footpath will make access to and from our property more difficult. Where do we put hte bins for the trucks to pick-up? Access to the property is off Sparks road (you have it as 97 Lyttleton St on your map).</p> |
| 174 | | | | <p>Quarryman's Trail Feedback</p> <p>Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street</p> <p>Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.</p> <p>Unwanted demolition of homes</p> <p>The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.</p> <p>Unprecedented increase in traffic</p> <p>The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.</p> <p>Traffic danger from reversing cars</p> <p>The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.</p> <p>Increased crime</p> <p>At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.</p> <p>Decreased security and comfort of residents on the boundary of the proposed alleyway</p> <p>Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> <p>Potential open park-like environment from Roker Street to Barrington Street</p> <p>No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers</p> <p>Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.</p> <p>Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street</p> <p>Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street</p> |

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| | | | | <p>intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.</p> <p>Route Options via/through Somerfield Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.</p> <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none"> • This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the "interested but concerned" cyclist • Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the "interested but concerned" cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so • Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse close enough to community resources such as libraries, shops, or schools to be useful. An informal survey of the "interested but concerned cyclists" in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group. <p>Green Routes via Spreydon</p> <ul style="list-style-type: none"> • The green routes are circuitous and complex • Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through/across busy roads in order to access the Quarryman's Trail. <p>Red Route via Stanbury Ave/Studholme Street</p> <ul style="list-style-type: none"> • This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and is undesirable for that reason • This route involves two complex right hand turns across busy roads, which are unsafe for younger cyclists • The use of Studholme Street is unsuitable due to the number of pedestrians and moving cars during school hours, given the narrowness of the street. The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa <p>Preferred "Orange Route"</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 175 | | | Y | I commute daily from Lincoln to Chrsitchurch Public Holiday (19km each way) using an electric bicycle. Any additional cycling facilities along this route would be well appreciated, to avoid having to mix with the traffic on Lincoln/Halswell Roads. Rather than use the Milns Drain reserve I would prefer to continue south of Sparks Road, so access to/from the shared path on Sparks Road would be appreciated. |
| 176 | Y | | | Outstanding for local schools. It is connecting communities and a safe passage between schools. It will foster a more active and safer community for all. Highly support! |
| 177 | Y | | | Currently I drive to work in the city even though it's less than 5 min by car. The roads are far to dangerous for cycling currently. If this was implemented using the proposed route, which is far safer than what other local Somerfield residents are trying to argue, who by the way have no interest in the safety of cyclists, then I would start cycling to work. I would also enjoy using the route to visit parents in Halswell on weekends. We need more well thought out initiatives like this in Christchurch. Well done CCC! Let hope the haters don't road block another great idea that would do greater good for hte communities. I have lived in Sapporo where a big cycleway exists and it has beautified the areas it runs through, with additional trees, made the roads safer and quieter with lower speed limites, it has increased the value of the properties around it and made cycling safe and convenient for all ages. I used it and it was great! Don't miss out on this Christchurch! |
| 178 | | | y | I Support the Quarryman's Trail, but I am worried about how the Roker street cul de sac will look when the houses are removed. |
| 179 | Y | | | <p>1 We support the plan to turn Rydal St into a cul-de-sac. This would significantly increase safety for all road users and especially for school children. RH turns into Sparks Rd are increasingly difficult at any time now and virtually impossible in school traffic. The plan would also calm through traffic on Rydal St where speeds are often high.</p> <p>2 We support the choice of the Roker St option as a safer and quieter route with fewer impacts on residents and businesses.</p> <p>3 We believe that the loss of on-street car parking spaces will be difficult initially. Future transport developments, however, will almost certainly mean fewer privately owned cars. We believe that the cycleways are an important part of planning for the city</p> |

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| | | | | of the future. |
| | | | | 4 We appreciate the careful consideration involved in planning an integrated Major Cycle network for the city. |
| 180 | Y | | | Think trail is a brilliant idea as only non-car link to Halswell from Hoon Hay is biking on Sparks Road which is dangerous and not family friendly. Walking is impossibly as no footpath. One note, your route shows as going past our house @ [REDACTED] which shoulds a grass bern on our side of the road (opposite side to shared cycle/footway) but this grass bern shows as being insted of the hedge that is on the side of the road by footpath, this hedge is on our land, not council land so not sure how you would do this? |
| 181 | | | | As a household, we are not pleased with the prospect of losing our on-street parking (or reduced by at least 50%) Obviously having limited off-street parking ,any guests or visitors are required to park on the road. We believe it would be fair to receive a reduction in rates for the next 5-10 years to off-set the loss of services (free on-street parking) that the CCC is proposing to remove. |
| 182 | | | Y | I like the idea of the cycleway but I am concerned as I am in a unit which I own. It is one of two and I am in the front unit. As you will be aware being in a unit I need to leave the driveway clear for my neighbours to access their home. I am elderly and more people visiting are in the same age group. They will have no where to park and may have to walk some distance which at times could be most inconvenient. I was wondering if it would be possible to put in a laybe outside my address ([REDACTED]) to allow some parking. Hoping that you will give this your consideration. Yours faithfully [REDACTED] |
| 183 | Y | | | 100% Support!! |
| 184 | | | Y | I think it would be better to take the trail up to Cashmere Rd at some stage (up Barrington) and then along through Cashmere Downs to Halswell Park or the Quarry. This would be a safer and more scenic route that already has many cyclists on it so car drivers etc anticipate them being there and drive appropriately (mostly). I uses Sparks Rd every day as a motorists (at 80 kph) and cringe a little when I see cyclists on it. I am a cyclist as well and have used Sutherlands Rd/Sparks Rd to the Junction with the SH a few times. This is wider than the balance of Sparks Rd but it is still uncomfortable riding. Going via Cashmere Rd also gives easy cycle access to the Adventure Park on Worsleys Rd. Given the limited car parking at the park it would be a good idea to have cyclists arriving there on cycles rather than encouraging more cars.. |
| 185 | | | Y | I am highly concerned about the cycle path on Strickland street, around the community gardens. I am concerned for the safety of the children who live on this street and for the dangers to the community centre volunteers. This section of the street us used heavily by residents for parking, lots of homes don't have parking on site. Additional to this the community gardens also have many visitors who use this street to park. The community centre already complained and asked people/requested that residents do not park that side of the street as it makes coming out of their drive very dangerous as they are unable to see around the cars due to the bend. In creating a cycle path on the opposite side you will force residents to park there thus endangering the staff and volunteers. My other concern is for my children and other on this street. If the Cyclepath proceed as per the plans We'll be forced to park across the road from our house and to cross an extremely busy road with two toddlers at peak times, which at can be very challenging and dangerous. Cars already fly down Strickland street at silly speeds which is already a danger, I was tending to a girl who was hit by a car a few weekends ago who was crossing the street at night, imagine the increase in injuries if the path processes as per the plans. !! All I can see is more accidents with the cycle path on this road. My suggestion would be to use Selwyn street and then across Bletose. Selwyn, is a much safer road for cyclists and quieter and Bletsoe is much wider and quieter so can handle cycle paths without endangering children who live on the street. This route is still a good direct route into town. My other concern is the massive impact in loosing the parking outside of our house will have on our property value. We don't have a garage and heavily rely on the off street parking just in front of it. The cycle path will massively decrease our house value/saleability. Beltose and Selwyn house all seem to have garages, carports and driveways, so the cycle path wont decrease their value. |
| 186 | Y | | | Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below. Unwanted demolition of homes The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac. Unprecedented increase in traffic The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present. Traffic danger from reversing cars The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement. Increased crime At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a |

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| | | | <p>deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.</p> <p>Decreased security and comfort of residents on the boundary of the proposed alleyway Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> <p>Potential open park-like environment from Roker Street to Barrington Street No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.</p> <p>Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. 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| 187 | Y | | | Excellent idea. The cycleway comes down our street which means our street speed limit drops with speed humps being put in. This will hopefully stop large trucks and boyracers speeding down our quiet residential street. It will also be great to have a safe cycleway into town from Halswell - the barriers between the traffic and cycleway on busy roads like Sparks Rd are a great idea. |
| 188 | | | Y | <p>The Quarryman's Trail is a great idea, but needs to go to the Quarry. Continuing up Halswell Road to Kennedy's Bush Road in a similar manner to the rest of the Halswell Road trail, and a shared walking/cycling path from Glovers Road to the Quarry car parks would provide a safer route for kids going to the Quarry. They could use back streets untill Lilian Street, then the Quarryman's Trail the rest of the way. The Kennedy's Bush - Glovers Road corner is particularly tricky for cyclists wanting to go straight along Kennedy's Bush Road.</p> <p>Once at the Quarry, some bike racks would be good too - the ones at the Cashmere Road car park seem to have gone missing.</p> <p>I'd like to see the trail continue along Sparks Road as well as along Halswell Road.</p> |
| 189 | Y | | | The trail is great to be able to get me the road and leaves me feeling safer and my family less worried. It would be fantastic to see many more trails around the city |
| 190 | Y | | | <p>I support the proposed route which takes the Cycleway down Antigua/Strickland then Roker streets. Roker st is a beautiful street which is tree lined and avoids the traffic that is so heavy on Milton Street.</p> <p>When my son was 3 years old he was run over by a bus on the corner of Milton and Selwyn Street while crossing the road. This incident was the bus drivers fault. My son had surgery to his foot and has recovered fine, but I've always been concerned about safety around that area.</p> <p>He is now 8 and we go biking together, but we push our bikes down the Milton St footpath because I am anxious about the traffic level. We would love to be able to bike together from home in Somerfield to Te Hapua in Halswell safely and the proposed route would be my favorite.</p> |
| 191 | Y | | | <p>Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street</p> <p>Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.</p> <p>Unwanted demolition of homes</p> <p>The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.</p> <p>Unprecedented increase in traffic</p> <p>The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.</p> <p>Traffic danger from reversing cars</p> <p>The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.</p> <p>Increased crime</p> <p>At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.</p> <p>Decreased security and comfort of residents on the boundary of the proposed alleyway</p> <p>Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> <p>Potential open park-like environment from Roker Street to Barrington Street</p> <p>No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. 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| | | | | <p>quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.</p> <p>Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.</p> <p>Route Options via/through Somerfield Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.</p> <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none">• This route is far from ideal. 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The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa <p>Preferred "Orange Route"</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none">• Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street• There would be no need to demolish homes and displace families• Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated• Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street)• An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. 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It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 192 | Y | | | Our house backs onto Halswell Domain from Hyde Place. My son and family live in Roker Street, with other family in Manhire Street (off Strickland) In general I support cycleways which enable people to connect, as well as encouraging less car use. I would feel safer cycling on a cycleway and could visit grandchildren easily by bike if this particular cycleway comes to fruition. I would also feel happier that my family (who do sometimes cycle to Hyde Place) would be safer on that journey. |
| 193 | Y | | | I believe that an extended link to Old Tai Tapu Road is imperative. The new sub division situated on Cashmere Road (area referred to as Cashmere Downs) is going to become really busy. Cashmere Downs and OTR are very popular with cyclists every day of the week. Safety, the narrow road, volume of traffic will all require special management and an extension to Quarryman's would satisfy these needs. |

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| 194 | | | Y | <p>**I cycle every day from our home in Halswell to the central city, presently down Lincoln Road then through Hagley Park & Tuam St/St Asaph St but sometimes down Sparks Rd - Milton St - Gasson St.</p> <p>**I have been hit twice (once with a car pulling out from a side road, once with a car entering a roadside car park) and had one very close call (a car pulling out from a side road). I am very much looking forward to the Quarryman's Trail as a safer alternative.</p> <p>**My wife and I do cycle touring, and she is (literally) terrified by the Lincoln Rd section to and from the central city. She is totally not interested in cycling to her work at Christchurch Hospital. One of her nursing colleagues recently got hit on the Lyttelton St roundabout by a car that failed to give way, and has had to resign her job as a consequence of her pelvis injuries.</p> <p>**The Roker St option is very important, as it is more direct than the other options in that area.</p> <p>**I strongly support the removal of the right turn for traffic from Antigua St onto Moorhouse Ave, as it will simplify the intersection for everyone.</p> <p>**The signalling of the roundabouts at Hoon Hay Rd, Lyttelton St, & Hendersons Rd will benefit all traffic, and should have been done years ago.</p> <p>**I support the route proposed through Halswell Domain, as it will allow access to the cycleway from Oaklands and Westlake. However, we live in Halswell Junction Rd so a secondary route along Sparks Road to the intersection with SH75 would be very helpful.</p> <p>**I was alarmed to learn at the drop-in that the section past Hoon Hay Road is presently unfunded. The proposed timeline (to 2019/2020) is disappointingly slow.</p> |
| 195 | | | Y | <p>I live at [REDACTED] and if the current plans are passed I will be prevented from parking outside my house on the Roker Street side. Roker Street is a lot quitter than the Selwyn Street and with 3 small children to manage getting in and out of the car safely is of huge concern to me. We have already had one car crashed into and written off whilst parked on the Selwyn Street side. Therefore I always opt to park on the Roker Street side. I support the cycle route concept and welcome it, with the reduced speed limit along our street. I wish the Council to consider the removal of the burms in front of my house and the other two houses which are effected by this proposal (numbers [REDACTED]). This small change will allow us to continue to park on Roker Street and have a cycle lane to the right of this area which will blend in to the existing street. I believe this will be a small alteration to the overall project and will be a welcomed addition to the residents most effected by this proposal. Thank you for allowing this submission.</p> |
| 196 | Y | | | <p>Looks very nice, I will use parts of it a lot. It would be even better if it actually connected the quarry, as this is a major destination for mountain biking.</p> <p>Can you make sure that all the signalised intersections in the city part default to green, whilst left turning car arrows default to red. There is/was some issue with the intersections on Tuam street fancy new cycle way being red when both the trough traffic (on right) and the pedestrian lights (on left) are/were green. Not sure if the above issue has been corrected yet on Tuam Street.</p> |
| 197 | Y | | | |
| 198 | Y | | | <p>I think it is a fantastic route and more than worth losing any carparks e.t.c for. The more dedicated cycle routes we get in Christchurch the better the city will be. My only concern would be that you ensure the route doesn't compromise the safety and access for bus users.</p> |
| 199 | | N | | <p>The proposed route is too disruptive with parking going in Sparks Road especially near the schools where the car parks are full around school opening and closing times. This also affects a commercial area and the value of a number of houses. Also the purchase of two houses is not warranted and Rose Street is narrow with cars parked on both sides at present. A better route would be along Hoon Hay Park and Spreydon and Barrington Parks. It appears that the majority are being adversely affected for a minority.</p> |
| 200 | | | Y | <p>Halswell section does not reflect the communities needs. There has been calls in The Press & through local networks for a cycle lane down Sparks road.</p> <p>The published consultation quarryman's route deflect the cycle trail through the domain & does not add greater safety to cyclist trying to access Halswell, the Quarry or going onto Tai Tapu.</p> <p>The quarryman's Trail, as consulted on, leaves the cyclist on the wrong side of a 80km/hr road, with nothing but a pitted shingle edge to proceed along</p> |
| 201 | Y | | | <p>I'm not a Christchurch resident but as a Mainlander, it's our capital city. So we visit often and find the one-way streets a bit intimidating. So anything that gets people out of single-occupancy cars and takes pressure off public transport is a good thing. Not having a huge amount of time to examine the documentation, I'm wondering whether James Hight Drive will have a 30km/h speed limit, which would make it feel a lot safer for cyclists.</p> <p>I do think that we rely very heavily on shared paths in NZ so I wonder if the two-way path will work OK along Halswell Road, and whether 3.5m is going to be wide enough if there's a big uptake by cycling commuters.</p> <p>But generally the Cycleway looks carefully and skilfully designed - Well done, CCC.</p> |
| 202 | | | | <p>QUARRYMAN'S CYCLE TRAIL FEEDBACK – SUPPORT FOR ALTERNATIVE ORANGE ROUTE THROUGH SOMERFIELD AND SPREYDON</p> <p>Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street This route is undesirable and far from idea for the following reasons:</p> <ul style="list-style-type: none"> • Un-necessary demolition of homes and displacement of families, when other less intrusive options are possible • Traffic congestion on Barrington/Selwyn/Strickland Streets will likely increase due to the close placement of new signal crossings close to the Milton Street intersections on each street • Cyclist safety will be compromised when Roker Street is busy with parked/driving cars while Bradford Park is being used for sports • Narrowness, which makes navigating parked cars difficult – youngsters and families often ride on the footpath for this reason • The character of the cul de sac will be compromised, with boundary properties and the cul de sac becoming significantly more busy, noisy, and unsafe for residents.. <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none"> • This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the "interested but concerned" cyclist • Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the "interested but concerned" cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so • Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse close enough to community resources such as libraries, shops, or schools to be useful. An informal survey of the "interested but concerned cyclists" in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group. <p>Green Routes via Spreydon</p> <ul style="list-style-type: none"> • The green routes are circuitous and complex • Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through/across busy roads in order to access the Quarryman's Trail. <p>Red Route via Stanbury Ave/Studholme Street</p> <ul style="list-style-type: none"> • This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and is undesirable for that reason • This route involves two complex right hand turns across busy roads, which are unsafe for younger cyclists |

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| 203 | | | <p>Quarryman's Trail Feedback</p> <p>Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street</p> <p>Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.</p> <p>Unwanted demolition of homes</p> <p>The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.</p> <p>Unprecedented increase in traffic</p> <p>The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in “traffic” for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. 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Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> |

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| | | | <p>Potential open park-like environment from Roker Street to Barrington Street</p> <p>No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers</p> <p>Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. 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The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa <p>Preferred "Orange Route"</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. 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| 204 | | | Y | <p>I have some concerns with the placement of the cycleway route through the end of Strauss Place and Frankleigh Street. I live at [REDACTED] and use the current on-street parking area to pull over and then back into the driveway of our place. The removal of the on street parking area will mean that I will no longer be able to back into the driveway and will instead have to back out of the driveway each time I leave. I am concerned about visibility when backing out of my driveway and the driveway next door at [REDACTED] as it is right next to where the cyclists will be emerging from Strauss Place. In addition to this the bus stop is nearby (although I note this will be moved 30 m according to the information tab on the map) and traffic flows can be very heavy in both directions on Frankleigh Street at peak times.</p> |
| 205 | | | Y | <p>I think it will be great for cyclists, but not so great for residents.</p> <p>I live on Antigua St, immediately North of Brougham St. It's a low income area with many houses supporting multiple working adults. My own address has three flats, with eight associated vehicles, but only four off street carpark. On-street parking is already stressed, both in Antigua St and the surrounding streets. I'm disappointed that minimal effort has been made to retain on street parking.</p> <p>I'm not excited about a future where I have to park streets away from where I live.</p> <p>Banks of angle parks near the entrance to some of the narrowed side streets such as Ruskin, Burke and Fairfield could replace some of the parks lost, has this been considered?</p> |
| 206 | Y | | | I am a resident of Roker St & think it's a great idea to have it down Roker St rather than Mit on St. Lpoking forward to the lower speed limit, street redevolpmentry & having a bike path on our front door step. Money well spent! |
| 207 | | | Y | My understanding that you intend to travel down Roker Street and possible remove two houses. Really, cannot you not use the river banks or another option. This seems like absolute lunacy. |
| 208 | | | Y | Please look at the Orange route as an option it means that homes will be saved and families do not have to be displaced. |
| 209 | | | | <p>Quarryman's Trail Feedback</p> <p>Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street</p> <p>Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.</p> <p>Unwanted demolition of homes</p> <p>The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.</p> <p>Unprecedented increase in traffic</p> <p>The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.</p> <p>Traffic danger from reversing cars</p> <p>The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.</p> <p>Increased crime</p> <p>At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.</p> <p>Decreased security and comfort of residents on the boundary of the proposed alleyway</p> <p>Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.</p> <p>Potential open park-like environment from Roker Street to Barrington Street</p> <p>No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.</p> <p>Safety of cyclists and drivers</p> |

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| | | | | <p>Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.</p> <p>Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.</p> <p>Route Options via/through Somerfield Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.</p> <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none">• This route is far from ideal. 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| 210 | | | Y | I would rather see car parks demolished than houses, shouldn't you be trying to have more houses, not demolishing them. And what if that was your home, your memories and your property how would you feel |
| 211 | | N | | My kids go to Hoon Hay School and the parking around there is already an issue considering there is 2 schools side by side. The safety around the lack of parking and congestion is my main concern and the fact taht this will increaase the risk of someone getting injured or worse. |

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| 212 | | N | | This is going to compromise the safety of our children that attend the schools on Sparks Rd and cause some major congestion issues. It is going to take away car parks for school drop off/pick ups. The locals that already live in the area are affected before and after school and it is not fair to put more pressure on our streets. It is one of the dumbest ideas CCC has come up with in a long time. |
| 213 | | | Y | <p>I am concerned that not enough thorough investigation has been taken into account on the impact the restricted parking outside Hoon Hay and OLA schools will have. With over 700 children attending these two schools that are already experiencing traffic parking restrictions I am concerned that less parking will have a negative impact on the opportunity for whanau to come into the school on a daily basis. Both schools place a lot of importance in developing deep and meaningful relationships with their whanau and wider community. All efforts to encourage them to come into the school and classrooms have related in building deep, authentic and positive impact on school and learning for our students. If whanau find parking a restriction we run the risk of disconnecting our family and community with the school. This will have a negative impact on their children's learning.</p> <p>Restricting the number of parking spaces outside the school will place greater pressure on Merryhill Ave as an alternative entrance. This street is already facing major disruptions with increase in traffic flow. The community already are experience extreme safety concerns at these entrances. By restricting parking at the main entrances will only exasperate an already dangerous situation. I was somewhat shocked, that when meeting with the cycle way development team, that they were unaware of traffic flows surrounding the two schools and were in fact told that they have very little communication with the department that deals with roading and traffic flow. In fact option 2 was the better one as option 1 had no parking at all. That these changes are to accomodate the 8% of users on the road i.e cyclist and that their safety and usage out weigh other other 92%.</p> <p>Our placement of two schools in effectively one sight is very unique. Council cannot dismiss the impact the lack of parking will have. They cannot look to other cycleway models as there are none that replicate ours.</p> <p>I am concerned that 2 weeks after submissions close the cycle way team will finalise the plan and have it ready to submit to council. This suggests that little consideration will be taken by the council in looking seriously at the concerns of the communities they represent and serve.</p> <p>I have concerns for the residence that face lack of parking outside their properties or who have been forced to sell their properties for the 8 to 12 % of cyclist that may or may not use it. I was really disheartened to find that even at great loss and expense to the rate payers if cyclist wish not to use this facility there is not law to make them do so.</p> <p>I worry for the safety of students walking and cycling to school and having to negotiate the refuse trucks as they attempt to collect rubbish. I have seen in other parts of the city where the placement of similar cycle ways has not taken accurately into account the length of the boom to pick up bins so residence are forced to place them on the cycle way. This is still a currant practise. Council staff appear to be too confident and dismissive when planning fails to work in practical terms. In short I am deeply worried that the planned cycle way will place our youngest most vulnerable citizens the students of the schools and pre schools in serious danger. That the council refuse to look at the practicalities of their plans and will push through the plan no matter what. Under the new Health and Safety laws know that these issues have been raised I hold the council legally responsible for the health and safety of the Hoon Hay School and OLA students.</p> |
| 214 | Y | | | <p>██████████ supports the proposed Quarryman's cycleway, and includes the following comments:</p> <p>We have discussed the cycle route and the changes that will make to the crossings and roading near our school. We are delighted with the proposed light controlled pedestrian crossing at the intersection on Sparks Road, the time limits for parking outside our school and the fact that cycling will be safer with the new design.</p> <p>There is a lot of traffic at this crossing before and after school. Traffic coming from the BP service station also affects this and just last week the church (170 Hoon Hay Road) told us of their concerns regarding children, their driveway and BP. The proposed no parking yellow line markings will assist with their concerns but a light controlled crossing will be better.</p> <p>After further consideration of the cycleway and conversations with Hoon Hay School can you please add a further sentence that we are concerned about the reduction in parking that will be caused as part of the plan as we have 850 children in total attending school at Hoon Hay and Our Lady of the Assumption Schools and the loss of parking could lead to further congestion. Can a solution to parking be found?</p> |
| 215 | | | Y | How will this effect the parking and drop of zone and safety for the schools down Sparks road as its very busy now? |
| 216 | | | Y | I believe that if you put a cycle lane in,it will risk the children's safety.As a parent it is very handy parking outside school on wet days and it will minimise the parking on maryhill ave and will be extremly busy. |
| 217 | | N | | Reducing parking on sparks road is inconceivable. ...there are two schools there and parking now is not great. This will make it unbearable. I think cycle ways are good but not when it comprimes parents who are already stressed out trying to do a school drop off then quickly get to work by car. |
| 218 | | | Y | I think the general ideas/changes are great. However I am concerned about the lack of parking outside Hoon Hay School. It is already very hard to drop children off and feel this needs to be addressed better in your plan. I aalso think that putting traffic lights instead of the roundabout at Hoon Hay Road and Sparks Road will cause more problems than it will solve. At presnt when people wish to drop children off at school but wish to return back towards Halswell on Sparks Road they can drive to the roundabout and return back down Sparks Road. With traffic lights you would now have to do a large loop to return back this will now encourage cars to try and do a U-turn on Sparks Road instead causing even more traffic concerns. |
| 219 | | | Y | Having the trail going past Hoon Hay school is going to cause traffic congestion and make it less safe for children going to school. This are is already busy enough without taking away car parks which will cause more issues for childrens safety |
| 220 | | | Y | I am concerned about the effect that the removal of parking along sparks road will have for the residents of that area as these parks are utilised significantly by the residents. Removing them for a cycle way without any alternative for the residents who park in front of there houses and there guests does not take into account the needs of the residents. |
| 221 | Y | | | I would prefer the cycleway to use the full length of Milton St instead of Roker St. This would provide a more direct route for cyclists and allow for some much needed work on Milton St. Milton St is fast becoming a major route into the city from Halswell and beyond, avoiding Lincoln Rd. It would be nicer if there were traffic calming measure in place, which the proposed development would bring. |
| 222 | | | Y | My 6 year old son attends Hoon Hay School on Sparks Rd and as far as I can see, parking is to be restricted to one side under this proposal outside the school. It is a large school and I can only see huge problems for parents trying to drop off/pick up their children - this area is already heavily congested around school hours so it doesn't make sense that parking is significantly reduced. If the proposal goes ahead, I would like to know what option is given for parents to safely access their children - I think the roll is around 400 so there are a lot of families that would be disadvantaged by the removal of parking spaces. |
| 223 | Y | | | I am looking to buy a house with my family to the southern suburbs. I currently rent near the northern line, and cycle to work each day. I have a desk job, so my daily commute is the easiest way for me to stay fit and healthy. I am concerned about moving to Halswell because I think cycling on open road between parked and moving cars can be dangerous. The Quarryman's trail cycleway would help me get to work safely, and stay fit. Also, I estimate that by not taking the car to work (2006 4 cylinder Toyota Corolla, Halswell to Riccarton) I would save around 0.75T of co2emissions annually. |
| 224 | | | Y | This is just going to cause traffic congestion around the schools etc with pickups taking parking away and be unsafe |
| 225 | | | Y | <p>We support the ideas put forward in the Somerfield School newsletter about the "orange route". We live on Simeon Street and would love for the cycle trail to come up past our house. Simeon through Addington makes so much more sense for getting to Hagley park and then central city. There is no reason to go Strickland then getting dumped onto Moorhouse at an uncool unsafe spot?</p> <p>"Orange Route"</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail</p> |

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| | | | | <p>continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/ cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, treelined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/ easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/ Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 226 | | N | | <p>Sometimes i wonder if responding actually does make any difference as usually the council has made its mind up and by doing this is just a motion. I think it is a crazy idea. The area is busy enough with out adding kaos in the way of cyclists. Everyone on the road needs to obey the rules including cyclists which seem to be a law unto themselves, encouraging more of them will just be a nightmare unless you plan to bring in a license for them. There are two schools very close by on Sparks Road and parking can be a nightmare now, goodness knows what will happen when you cut the parking down. More angry Mothers????? I worry about the safety of our children too. Then there are the poor residents of the area. I would be totally pi#sed if had no parking outside my property. Then there is the cost of this excercise. The poor rate payer again???? I struggle to pay them now. Also Sparks Road is a bus route. There is no way i would cycle anywhere in Christchurch even with these new cycleways, there is way to much traffic and the roads you want to put it on are really busy roads and still damaged roads. So i dear say my response is a toally waste of my time but its how i feel. My daughter attends Hoon Hay Primary School.</p> |
| 227 | Y | | | <p>My work place recently moved to the city - and with no parking (or very expensive parking) I began regularly biking to work. I was extremely nervous about biking in the traffic and it is sometimes quite scary. Anything that makes riding safer and less scary would be fantastic. I will definitely use the trail. I've recently used the route across South Hagley Park towards Tower Junction a few times and it was fantastic! I understand people being concerned about parking - but lets get a bit community minded and look at the greater good. Less cars on the road if more people feel safe to bike, more kids biking (so Mum and Dad don't have to drop them everywhere - clogging up roads and parks) as well as helping with obesity issues. Better health all round - exercise, fresh air, less pollution. Christchurch drivers appear to be super-aggressive, and inconsiderate. Sometimes trying to get across traffic on my bike is terrifying - and the speeds people buzz past you at are really unnecessary. I really enjoy my rides to and from work now - but it would be nice not to have to be super-vigilant about drivers. I know some cyclists upset drivers - but it's a two way thing - I try hard to always signal, keep my wits about me, and be a considerate cyclist. If more drivers would slow down just a bit, use their indicators!!!!!!!!! GRRRRR And just learn to share the road a bit - it would be nicer for everyone. At least a cycleway like this will help some cyclists - and force a few drivers to make some concessions to cyclists and pedestrians. Fantastic initiative, you can never please everyone, but good on you for trying to cover all needs as best you can</p> |
| 228 | | N | | <p>Taking parking from Milton street sides will cause disruption to family and visitors. Also this is a very busy road and cycle lanes will slow traffic even more. Something to reduce congestion would be rather beneficial.</p> |
| 229 | Y | | | <p>I think the 'safe route to school' aspect of the trail is much-needed to reduce car drop-off congestion and provide children with a safe cycling route to school. I can see this route having great community benefits and I support it completely.</p> |
| 230 | | | Y | <p>We are not against cycle ways but do not agree with the ideas put forward for the Quarrymans trail. With all new building happening in the Halswell, Tai Tapu and Lincoln Areas, the traffic flow along Sparks road in the last 42 years has increased at a vast rate.It was mentioned that people should cycle more, what happens to the elderly that use this road also the mothers with young families attending the local schools.There is a large percentage of people not capable of using bicycles. The idea of altering the route to go through Roker street is definitely a non event. Why should people have to sell their property that they have lived in for many years, just to make it easier for a small number of cyclists. Also another set of traffic signals in a short distance from the Barrington /Frankleigh lights is certainly a stupid idea.If you use that area often you would know what a congestion it is. Have any of the counsellors traveled this route by cycle to experience this, especially in peak times. The extra cost for Traffic lights road markings etc will no doubt increase the rates and what for.....a few cyclists and a few extra votes for our counsellors. Has a survey been carried out to see how many cyclist use or will use this route?</p> |
| 231 | | | Y | <p>I have been cycle commuting from Halswell since 1994 so am keen to see better cycle connections into the City for the area. Some thoughts are. Surface needs to be smooth machine laid seal with enough access to allow cleaning machines and enough cross camber for drainage, where heavy vehicles cross the path it needs to be durable enough so that it doesn't break up. Any ramps need to be flush with the surface. Hand rails need to be fitted to points where cyclists stop and cycle stands installed outside shopping areas so as to not block the footpath. Sheet 26, smooth crossing of the railway line Sheet 25, Antigua, cycle lane down to 1.8m, cycle design guidelines 2.2.3 recommend 2.4m on both sides of the road, is the flush median really necessary? Sheet 17, Two way cycleway down to 3m on Frankleigh and even less where it passes bus stop on sheet 15, is flush median really necessary? Sheet 12, two way cycleway now down to 2.5m wide on Sparks Rd, if the cycle design guidelines recommend 2.4m for a one way cycle lane it is hard to believe 2.5m is wide enough for a two way cycle lane. Sheet 12, a raised median will be needed at Rydal st to stop right turns into the street. Sheet 10, I'm suggesting that the cycleway should terminate at Victors St instead of continuing out to Halswell and then the cycle lanes up Halswell and Lincoln rd should be improved as I suspect that most Halswell cyclists will continue to use that route</p> |

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| | | | | rather than Sparks Rd to get into the city. This could lead to questions of why so much money was spent on a cycleway up Sparks Rd if cyclists are still on Linclon Rd. Alternatively if a cycle lane is to be put along Sparks Rd it should continue to the intersection of Halswell/Sparks Rd as I suspect cyclists from the South of Halswell might use Quarrymans Trail but those on the City side of that intersection will probably use Lincoln Rd |
| 232 | Y | | | Awesome to make it safer to cycle! People may miss the carparks to start will get use to it |
| 233 | Y | | | The idea of being off Milton Street is very attractive. Cyclist safety is very important. In using the existing cycle lane down Milton Street, I have found the traffic very threatening, given the perceived narrowness of the road. I recognise that the purchase and removal of housing is unfortunate for the respective home owners but I do feel that the greater good is achieved. |
| 234 | | | Y | Concerns re: FRANKLEIGH STREET and the Reduction of Street parking by 50% Please take in consideration that many of the properties are situated on back sections. There are times (weekends) when there are cars parked ALL own Frankleigh Street. If there is a Funeral/fair at St icholas Church - cars struggle to find parking. Please give this further consideration. |
| 235 | Y | | | I am supportive of the following: The route as proposed is excellent, I predict that it will be well used by myself and many many others. Whilst I think that the Milton Street route option is acceptable also, I find that a variety of scenery, paths, surfaces etc makes for an more enjoyable and interesting journey. Confident commuters will have Milton Street cycle lane as an option. The route through Halswell will be most useful for local journeys, I would request that since sharing the road along James Hight Drive may be daunting for some, especially children, that adequate traffic calming measures be a priority. I consider that the 'no right turn ' off Antigua Street (from the south) into Moorhouse Avenue to be absolutely imperative (sheet 27) I would expect a red arrow turning signal to prevent right turning traffic from Antigua St (from the north) into Moorhouse Ave whilst cycles have a green light to continue south on Antigua Street. There are some concerns for me The 4m wide shared cycle/pedestrian pathway in in South Hagley Park appears to work successfully despite initial concerns of pedestrians being put at risk. I wonder if the shared pathway proposed for Halswell Road between Te Hapua Halswell Centre and Nicholls at 3.0m will put pedestrians at risk , or at the very least create conflict between pedestrians and cyclists. There are two areas where I consider the cycleway to be of less than acceptable standard. This is a Major cycleway and it should be built to accommodate the transport needs of the city for many years to come. Firstly along Antigua Street (which is actually two Major Cycleways) the road space allocated to the cycleway is only 4.2m (sheet 24) and 3.6m (sheet 25) . In comparison space allocated for parking and vehicle lanes is 8.7m and 10.2m respectively. This sends a message that contradicts the MCP promotional material, namely the seven fold efficiencies achieved for people movement when comparing how many cycles can use a road lane per hour against mixed traffic (2,000 vs 14,000) . Removing the median strip from Antigua Street (section 25) will go some way toward achieving equitable transport space sharing. Whilst the result may be a slightly slower journey for some vehicles, both Selwyn Street and Montreal Street are viable alternatives for vehicles. Likewise sections of Sparks Road appear to have space allocated according to current day mode usage without future consideration for increasing numbers of cyclists. Allocating 2.5m of space to a bi-directional cycleway (sheets 10, 11, 12) in this area is not best practice. In comparison 1.8m of median space is generously given to allow vehicles to make a turn, again prioritising the all important traffic flow over the safety and comfort of cyclists, particularly unfortunate when children need to be encouraged to bike to the schools in this area. thank you for the opportunity to make this submission. |
| 236 | Y | | | I support the Quarryman's Trail. I think it will be a great asset to Christchurch and fits in well with its Accessible City plan. I think street parking is too high of a priory on this and other cycle projects. most cities are size do not offer the quantity of free car parks and on street parking that Christchurch does. I support removing all the car parks suggested. It is also wonderful that the time limits on car parks have decreased to discourage commuter parking from 8am to 5pm. I support the plan of separated cycle ways. I would however like to see even more green paint on them where the budget allows, much like the cycle way on Tennyson. Green paint along the whole cycleway reminds people that there is a solid and safe path there, not just at driveway crossings. I support the reduction of turning traffic at Hazeldeen. I support the removal of right turns onto Moorhouse. I think this will encourage more cars along other streets. I have my concerns about the Roker street solution. In general I'm against sharrows and car/bike shared lanes. Although putting it on Roker would raise property value there. I feel that cyclists will continue on Milton whether the cycle path does or not, because Milton is the logical wide road path to take. I am concerned that the cycle crossing on Barrington street from Roker will be disliked by cyclists and drivers. Two red lights so close together will frustrate drivers and long red lights at Barrington will frustrate cyclists. A commuting cyclist will wonder why use Roker when Milton is more direct and the lights across Barrington are faster. As stated above I am not concerned about the loss of parking spaces in front of the shops at Milton. Other spots are very close by and many shops away from the corner have parking on their own property. I support the removal of car parks in front of Milton street shops to allow for the cycle path. I also support the council removing houses to create cycle ways, foot paths, and alleys. I support the council building more cycle ways through Christchurch, narrowing roads to control vehicle speed, and reducing speed limits. All of these promote walking and cycling which results in visible life and a stronger community. Thank you for all your efforts. |
| 237 | Y | | | Looks great - I forgot to ask how the cycle way links to Hagley Park? Surely the cycleway should connect to the park. |
| 238 | Y | | | I support the proposed form of the Quarrymans Trail Cycleway. I support the proposed use of Roker Street as a neighbourhood greenway and as an alternative to using Milton Street. I often cycle on Milton Street and feel unsafe due to the higher traffic speeds and many parked cars (chance of being "doored"). I support the proposal to acquire and remove existing dwellings to link Roker Street with Barrington Street for cycle and pedestrian traffic. I support the proposal to reduce the number of car parking spaces on Antigua Street. |

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| 239 | | N | | My children currently attend Hoon Hay school. I am opposed to the Quarryman's Trail Cycleway; the proposal removes on-street car parking along Sparks road and would severely disrupt daily operations of both schools there. I can not see any cyclists using this route during the school day drop off and pick up times. Currently there are no cyclists during school times using sparks road or this proposed route. Also this proposal would see increased traffic and pressure put on Maryhill Ave for the two schools daily pick up and drop off times. Maryhill ave is not wide enough for this use. As a cyclist myself I would prefer a different route. The quickest and most direct route from Halswell to Hagley Park is along Halswell and Lincon road's. Changes to those roads i would support and use. The other route from Halswell to City-Centre is along Cashmere road, then up Colombo street; this route would highlight and use the Heathcote River and Port Hills which are currently used by cyclists during weekdays and weekends. |
| 240 | Y | | | With the changes in the bus routes and the safety issues with my teenagers biking to high school this will be a very welcome safe route. Sparks road has always been a safety issue with walkers or bikers. Its unfortunate that this is planned for 2018 as we needed it before the bus changes took effect. |
| 241 | | | Y | <p>1. I support the route that is proposed, except at the western end the trail should</p> <ul style="list-style-type: none"> - stay on Sparks Road - rather than/as well as going through Milns Drain Reserve and James Hight Drive. and - continue to Halswell Quarry along Kennedy's Bush Road <p>2. More thought needs to be given to the costs and effects of going through the cul de sac at the west end of Roker St and along Strauss place - this is an expensive option, displaces people from their homes, and has created a considerable amount of angst in the community</p> <p>The alternative of constructing separated cycle paths on both sides of Milton St (from Strickland to Barrington may be a better option. It too would be expensive , and some car parks would need to be removed, but it would provide a better commuting route. Roker St from Strickland to Barrington would still be a route available for those less confident - it is a quiet street. - but retain the proposed works at Roker/Simeon.</p> <p>3. I strongly support the installation of signals at</p> <ul style="list-style-type: none"> - Antigua/Disraeli - Lyttelton/Frankleigh/Sparks - this should be a prioritise - Hoon Hay/Sparks - Hendersons /Sparks <p>and the improvement of the signalised intersection at</p> <ul style="list-style-type: none"> - Antigua/Moorhouse - Antigua/Brougham - Strickland/Milton <p>4. The alternative route shown in red on the map on page 8 of the document (along Lyttelton/Stanbury/Studholme/Penrith/Strickland is a route I already use as it is convenient for where I live - but it can be traversed relatively easily now without work needed. And as the consultation document states it is a long way south for those living in Spreydon</p> <p>5. Finally - what would be very helpful when I am providing feedback on routes such as this would be a map of the other proposed cycle routes, especially when the intersect with the route under discussion.</p> |
| 242 | | | Y | I have strong views on the proposed plans around two already congested schools - Hoon Hay and OLA. I am a teacher at Hoon Hay but also have my children attending the school. Since the earthquake our school has had major disruptions to Sparks Road & MaryHill which are the entrances to the school. I am not sure why you are proposing to put no parking on the other side of the school, when Im pretty sure there wont be hundred of cyclists travelling done that road on school mornings and after school. The plan hasnt taken into consideration the well-being and safety of two schools and their children. The road is a hazard in the mornings and after school as it is. It will only make the situation worse as parents wont have anywhere to park so will make silly decisions which could end in bad results....just for the sake of a cycleway that wont be used during the week anyway. Why cant you make signs so there is no parking in the weekend between certain times. As that will be the time it will be used by families etc. This is a bad council decision that clearly hasnt thought about the children and families of these two schools. |
| 243 | | | Y | <p>See full submission pages 94 - 91 at the bottom of the document below - Submission:</p> <p>Quarrymans Trail Major Cycleway Route (Christchurch City Council) Date: 5 November 2016</p> <p>Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and represents the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, all Committee members and those on our mailing list have the opportunity for input and the final Submission is approved and minuted. For this submission, we also canvassed the views of the wider community using the Halswell Community facebook page.</p> <p>The Association Chairperson is John Bennett; the Secretary is David Hawke and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at chair.HRA@gmail.com</p> <p>A. General comments</p> <p>1. We are concerned that there is a pattern of delay in the implementation of the cycleway projects.</p> <p>a. Every delay to implementing the cycleway programme has potential human cost, including those travelling along the Halswell – city route. Student nurse Shayla Haerewa died on Lincoln Road in April 2014, following a collision with a turning truck. Had this young woman been on a separated cycleway (we believe that she lived close to the Quarryman's Trail route), the accident may not have occurred. There are also non-fatal incidents that nevertheless irrevocably change the life of the victim. A recent example: another nurse (Jacqui) was hit on the Lyttelton Street roundabout by a car that failed to give way. The damage to her pelvis caused her to resign her job; she now works as a shop assistant and has withdrawn from some sporting activity.</p> <p>b. At the Quarryman's Trail's drop-in at Te Hapua on 26 October, Council staff referred to a figure of 40 “serious crashes” at the Somerfield – Addington end of the proposed route. We point out that this is very conservative, because it does not include people using other routes who would otherwise be using Quarryman's Trail. The obvious example is Halswell-City along Lincoln Road.</p> <p>2. Halswell Residents Association appreciates the inclusion of Halswell in City Council's Major Cycleway programme.</p> <p>a. Providing non-vehicular options for people living in peri-urban suburbs is both a challenge and an essential component of city liveability and sustainability (Gehl 2010).</p> <p>b. Since peri-urban development continues to be the predominant growth form for Christchurch (Salmon 2015), City Council now has to make it work in a sustainable fashion. Our Association believes that the Quarryman's Trail will make an important contribution.</p> <p>c. Quarryman's Trail will provide a safe alternative to SH75 and Lincoln Road (see Photo 1, below, and paragraph A1a & A1b above) for people wishing to cycle to the central city. These people presently have to deal with high traffic density, multiple intersections, and lots of parked cars.</p> |

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| | | | <p>Photo 1: The present commuter route to central Christchurch from Halswell is for the brave.</p> <p>Photo 2: Families getting around Halswell are likely to be major users of Quarryman's Trail.</p> <p>3. We envisage two groups of people using Quarryman's Trail: those travelling beyond Halswell to work, and those cycling around Halswell to primary school or to community facilities. Those travelling beyond Halswell will tend to be older and more experienced, while we envisage that younger children and families are more likely to travel within Halswell (Photo 2, above).</p> <p>4. A challenge for implementation of City Council's Major Cycleway Programme has been meeting local residents' objections to car park removal. In our recent submission on Issues and Options for a Draft Suburban Car Parking Policy, we set out three key principles:</p> <ul style="list-style-type: none">a. The roadway is public space, provided by the city as a whole primarily for allowing people and goods to get around;b. No fundamental parking rights on the roadway adhere to adjoining properties whether owner-occupied or rented, residential or business;c. On-street parking is a serious safety hazard for people getting into or out of their vehicles, to people attempting to cross the road, and to people passing on bikes. <p>We think that these key principles should be borne in mind for the design and implementation of Quarryman's Trail.</p> <p>B. The consultation document</p> <p>The consultation document gives the following options:</p> <ul style="list-style-type: none">• I support the Quarryman's Trail Cycleway• I do not support the Quarryman's Trail Cycleway (please comment)• I generally support the Quarryman's Trail Cycleway but have some concerns (please comment) <p>Halswell Residents Association generally supports the Quarryman's Trail Cycleway, with reservations as outlined below. Our commentary relates principally to the Halswell end of Quarryman's Trail.</p> <p>C. Six major changes we would like to see</p> <ol style="list-style-type: none">1. Addition of a secondary route along Sparks Road as far as the intersection with SH75 (see paragraphs D1d, D1e & E1e).2. Provision of navigational signage guiding people from the north-western quadrant of Halswell (including Oaklands School) to Quarryman's Trail as it exits Halswell Domain (see paragraph E1a).3. Widening of the section between Halswell Domain and Te Hapua to 3.5 m (see paragraph E1b).4. Signage at Te Hapua directing people to the terminus of the traction engine route from Halswell Quarry (see paragraph E1d).5. Changing the section along James Hight Drive from on-road to separated cycleway (see paragraph E3a).6. A minimum width of 3.0 m for all sections of shared path (see paragraphs E3c, E4a & E4e), and wider in places where usage is likely to be high. <p>D. Overall comments on the route and design</p> <ol style="list-style-type: none">1. We are really pleased to see that the route connects with Te Hapua and Halswell Domain, as key community resources in Halswell.<ol style="list-style-type: none">a. This connection will be particularly important with the implementation of the Meadowlands development south of Hendersons Road.b. The broad sweep through Halswell Domain will allow a connection from the Halswell end to Nga Puna Wai.c. The route through Halswell Domain will connect community resources such as the new skate park and the model engineers' facility to users from other areas in Halswell, especially if navigational signage is provided. Our Association's advocacy many years ago for an extension of Halswell Domain envisaged that Halswell Domain would be a fundamentally important resource for the entire Halswell community, and the proposed route will contribute to this. The Halswell Domain segment will also complement other physical activity – related facilities that may be developed in future.d. Our Association ran a poll on the Halswell Community Facebook page, asking for people's preferred route(s). We gained 17 responses. The majority favoured the Domain route as proposed, but a sizeable group favoured a secondary route to the intersection with SH75. Although this is a comparatively small number, our experience is that this most likely represents a younger demographic than that usually engaged by traditional consultation methods. We think that Council should take note of this response.e. As well as more faithfully connecting to the route used by "quarrymen", the addition of a secondary route to the intersection with SH75 would allow an easier connection from Halswell on the Park to Halswell School, and would formalize a route from south-east Halswell into the city.2. We are generally relaxed about the cycleway as a two-way design, but allowing adequate width is essential.<ol style="list-style-type: none">a. Two-way designs can be especially problematic when usage is high, for example at weekends or after school.b. Another issue with the two-way design is people on bikes attempting riding two-abreast without due attention to oncoming cyclists. <p>E. Detailed commentary</p> <ol style="list-style-type: none">1. Halswell Road section<ol style="list-style-type: none">a. Access to the cycleway from the northwestern side of Halswell Road on the cityside of Lillian Street is problematic. This northwestern quadrant of Halswell is home to large numbers of people, and a major primary school (Oaklands School). In particular, it is not clear to our Association how children travelling from Oaklands School will be able to safely access the cycleway to get (for example) to Te Hapua. We think that signage needs to be put in place that directs these people to the cycleway. For this purpose, the footpath on the eastern side of Halswell Road is wide enough to be designated as a shared path, and there are only two intersections (Milns Road; Parklea Avenue) between the Halswell Road crossing at the BP station and the proposed cycleway exit onto Halswell Road. |
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| | | | <p>b. The 3 m width from St Mary's Church toward Te Hapua is too narrow for a two-way shared path, given its likely usage. We expect this section to be heavily used by school-aged children and by other inexperienced cyclists, while experienced commuter cyclists will probably stay on Halswell Road. This combination of heavy usage and inexperience means that the width should increase to 3.5 m, consistent with the section from opposite Lillian Street. A very second-best option is for bollards to be fixed to the edge of the existing cycle lane, to catch any overflow from the cycleway.</p> <p>c. There may need to be some signage or paint on the cycleway to highlight the existence of the cycleway to bus users and people crossing Halswell Road via the existing pedestrian refuges (and vice versa).</p> <p>d. We have heard some comments unhappy that the route doesn't match the name of Quarryman's Trail. One low-cost resolution would be to provide signage at Te Hapua (the end of the cycleway) directing people to the former terminus of the traction engine route from Halswell Quarry, in the vicinity of the Harcourts office and the former Halswell Library on Halswell Road. This terminus could be marked by a plaque of some description. As a side-note, our Association values highly the marking of connections with Halswell's past.</p> <p>e. The primary route needs to bear in mind the need for future secondary routes. As already noted, we see extending the route along Sparks Road to the intersection of SH75 as the start of one such secondary route. Ultimately, this secondary route could be extended to include the future subdivisions west of Sabys Road along the north side of Quaifes Road, which in turn could connect to Prebbleton and Little River Rail Trail.</p> <p>2. Halswell Domain section</p> <p>a. Given the likely heavy usage by families and inexperienced cyclists, the proposed 3.5 m width is an absolute minimum.</p> <p>b. The proximity of the proposed route to the car park adjacent to the model engineers will facilitate people driving from other parts of Halswell with their bikes.</p> <p>3. James Hight Drive and Milns Drain section</p> <p>a. We are not particularly happy with the route along James Hight Drive being on the roadway, even with the inclusion of the traffic calming measures proposed and the 30 km/h speed limit. Bikes and cars can mix as long as traffic density and speeds are low. Unfortunately, a moderate number of cars presently use James Hight Drive as a through-route from Milns Road to William Brittan Avenue, and this traffic will pose a significant issue for vulnerable cyclists such as school-aged children as well as those tentative about cycling.</p> <p>b. Following the on-road section along James Hight Drive, we are glad that the cycleway reverts to being a shared path along Milns Road given the considerable traffic density on already-narrow Milns Road.</p> <p>c. We could not find the width of the Milns Road shared path on the maps. It must be at least 3 m, to allow for children walking and on bikes, and for inexperienced cyclists.</p> <p>4. Sparks Road section</p> <p>a. We envisage that this section will be less heavily used by families and inexperienced cyclists than the two sections at the Halswell end. Consequently, the proposed 3 m shared path width should be adequate.</p> <p>b. We strongly support the replacement of the roundabout at the section of Hendersons and Sparks roads with traffic signals. Roundabouts are particularly intimidating for people riding bikes (and especially children), except for "road warrior" types.</p> <p>c. Moving the cycleway route to the south side of Sparks Road once past Hendersons Road will ease the concern for residents exiting the existing Sparks Road properties. We support this route, even though it complicates the intersection design.</p> <p>d. We also support the prohibition of parking on the southern side of Sparks Road to the east of Hendersons Road. There are no houses on this side of the road, and few people presently park there.</p> <p>e. Something we can't find on the maps for this section of Quarryman's Trail is the cycleway width. This must be retained at a minimum of 3 m, the same as the Halswell end of Sparks Road.</p> <p>f. We envisage that the proposed Key Activity Centre in the Meadowlands development will bring people from the Hoon Hay side of Hendersons Road/Sparks Road. Consequently, we are also pleased that people walking are catered for with the signalised intersection at Hendersons Road.</p> <p>5. Comments on remaining sections of Quarryman's Trail</p> <p>a. We are particularly pleased to see the replacement of the roundabouts at Hoon Hay Road and Lyttelton Street with traffic signals. These upgrades will benefit all road users. Our association wonders why these roundabouts have lasted so long, given the proximity of schools to both intersections.</p> <p>b. We support the option of taking the cycleway on-road through Roker Street. As we have already noted, on-road sections can work if traffic volumes and speeds are low and traffic calming measures are in place. Furthermore, Roker Street provides a direct route to Strickland Street; the alternatives are either less direct or alongside (the rather busy) Milton Street. However, the busy-ness of Milton Street also complicates the intersection with Strickland Street.</p> <p>F. Bibliography</p> <p>Gehl, J. (2010). Cities for People. Island Press, Washington.</p> <p>Salmon, G. (2015). Christchurch. In: Early, L., Howden-Chapman, P., Russell, M. (eds.) Drivers of urban change. Steele Roberts Aotearoa, Wellington; pp135-174.</p> |
| 244 | Y | | <p>I have already given my support for the Quarryman's Trail Cycleway previously but I just want to add a few comments in regards to the small group of residents suggesting to alter the route down Milton Street and Simeon Street or Selywn Street.</p> <p>The proposed changes down Milton street would have a significant negative impact on parking in the area. This is currently a busy area for parking with retail workers at Barrington Mall using it (rather than filling up the customer parking at Barrington Mall), residents use the parking regularly and the local retailers/takeaway stores at the Barrington end of Milton Street rely on this parking for their customers. The stretch of Milton Street between Barrington and Simeon seldom has free parking as it is currently this well used. It makes no sense to strip this parking away when the route down Roker street would have little to no affect on parking and residents (other than the removal of two properties).</p> <p>As a daily cycling commuter and regular recreational cyclist with a small child, the Roker street route will be quieter and more pleasant to use. I already take this road with my child on a regular basis.</p> <p>The other suggestion from this small group of residents to continue the route down Simeon or Selwyn Street is also ridiculous and it is clear they must not be cyclists themselves. The planned Strickland/Antigua route is already very popular with cyclists as it is a direct line into town and I regularly find myself in a queue of 10+ other cyclists at intersections, as was the case this morning. If there was a change to the plan to take the route down Simeon or Selwyn Street then I for one, and I'm sure many other, would not use it.</p> <p>The current route of Roker Street and Stickland Street is excellent and has obviously been well thought out and planned. I throughly support this and look forward to frequently using it with my family, and for commuting, in the near future.</p> |
| 245 | | | <p>Y</p> <p>I am in the process of purchasing the house at [REDACTED] and this is about to become unconditional. Information about the Quarrymans Cycle Trail was not easily available and the proposal was unknown to me at the time I made my offer to purchase.</p> <p>The proposal for connection of Roker Street and Strauss Place, by establishing a new cycle and pedestrian crossing outside either 220 or 222 Barrington Street and relocating a bus stop to outside 218 Barrington Street, is potentially a major issue impacting on the desirability of [REDACTED] and has significant implications for me.</p> |

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| | | | | <p>I have young children and two of the bedrooms in [REDACTED] are at the front of the house.</p> <p>My major concern is that there will be a substantial increase in the stopping and starting of vehicles on Barrington Street very close to my property.</p> <p>If the proposed route for the cycle trail is confirmed I request that the new position for the bus stop be at least 50 metres further south than is currently suggested.</p> <p>This would be a relatively minor alteration to the proposal but a significant improvement for nearby properties. It would distribute the 'vehicle stopping and starting effect' over a greater area. It would also substantially increase safety by moving the bus stop further from the proposed road crossing.</p> |
| 246 | | | Y | <p>I am concerned that if it goes down Milton street it will affect all the small Businesses down there in regards to parking for their clients. And there livelihood. Also my Father recently passed away and owns the large building on the corner of Barrington street and Milton street. It has 5 small businesses and they rely on the parking for their clients.</p> <p>I look forward to hearing from you.</p> |
| 247 | | N | | I have a business on corner of Milton and Barrington st that depends entirely on parking. ..this would be an absolute disaster for my business and probably kill it entirely! I've built this business up over the past 17 years through blood sweat and tears and have absolutely no other means of income. There are several businesses there all in the same boat! Not to mention how many cycle accidents I've witnessed and car accidents. ..it's a very busy street and definitely not suited as a cycle way. |
| 248 | | | Y | I believe the Quarymans trail would be a great asset to Halswell but have concerns that Sparks Road 80km/hr speed limit is too high even with the proposed separator between road and trail. As a resident on sparks road I know that cars routinely speed on the straight section of road. A reduction to 60km/hr would make the trail users safer and only add seconds onto the journey for car users on that section of road. |
| 249 | Y | | | <p>Quarrymans submission</p> <p>I support the proposal including the removal or car parking to make way for the cycle path. Encouraging more people to travel by bike is far higher priority than car drivers having to walk a few more meters to get from a car park to a shop. I also support Rydall Street becoming a culdesac and the purchasing of properties in Roker St to allow the path to continue through Roker Street.</p> <p>Suggestions for improvement are:</p> <p>There is no connection to Halswell Quarry (after which the track is named). At least there should be a wider shoulder along Sparks Road from Milns Drain to Kennedy's Bush Road, but preferably the separated cycleway should branch and continue to the Quarry. Families with children will not want to bike that section otherwise and it would be a great family trip to get to the quarry.</p> <p>The separated path narrows to 2.5m around Hoon Hay. This is unacceptably narrow and does not allow enough room for overtaking. This should be widened to at least 3.5m.</p> <p>The railway crossing between Moorhouse and Hazeldean needs to be very smooth and bike friendly</p> <p>In Antigua the cycleway narrows to 1.8m wide in places. The 2.2m width should be maintained.</p> <p>The cycle path to the west of Rydal is likely to be blocked by school children in the morning and again in the afternoon but the path has not been widened to take account of these peak uses.</p> <p>Where left-turning cars may conflict with cyclists on the separated cycle lane (e.g Disraeli St), there should not be separate turning phases for cars that force straight ahead bikes to stop when cars can go straight ahead. Rather there should be a flashing orange light/arrow indicating the turning cars must give way to any cyclist going straight ahead.</p> <p>Cycle crossings of Brougham St and Moorhouse Ave should be triggered ahead of the intersection and not be more than 30 seconds wait time. Current crossing wait times are too long on these roads. This may slow car flow along these roads but maybe when they see bikes streaming across with a minimum wait time they will get the message that cycling is a better way to travel.</p> |
| 250 | Y | | | I support the proposal including the removal or car parking to make way for the cycle path. Encouraging more people to travel by bike is a far higher health and well-being priority than the retention of car parking space. |
| 251 | | | Y | The cycleway is a great idea and the additional changes related to safety for cyclists and pedestrians are also great to see... however I'm concerned that there has not been enough consideration over the significant reduction in parking for the two schools on Sparks Road (Hoon Hay and OLA) ... and wonder whether this will create further risk for drivers and pedestrians as parents struggle to find parking during drop-off and pick-up times - it's a busy Road already during these times, and people will inevitably take silly risks out of frustration if they cannot get parking... Throw a few additional cyclists into that mix and it could be a recipe for disaster. |
| 252 | | | Y | <p>I support the proposal including the removal or car parking to make way for the cycle path. Encouraging more people to travel by bike is far higher priority than car drivers having to walk a few more meters to get from a car park to a shop. I also support Rydall Street becoming a culdesac and the purchasing of properties in Roker St to allow the path to continue through Roker Street.</p> <p>Suggestions for improvement are:</p> <p>There is no connection to Halswell Quarry (after which the track is named). At least there should be a wider shoulder along Sparks Road from Milns Drain to Kennedy's Bush Road, but preferably the separated cycleway should branch and continue to the Quarry. Families with children will not want to bike that section otherwise and it would be a great family trip to get to the quarry.</p> <p>The separated path narrows to 2.5m around Hoon Hay. This is unacceptably narrow and does not allow enough room for overtaking. This should be widened to at least 3.5m.</p> <p>The railway crossing between Moorhouse and Hazeldean needs to be very smooth and bike friendly</p> <p>In Antigua the cycleway narrows to 1.8m wide in places. The 2.2m width should be maintained.</p> <p>The cycle path to the west of Rydal is likely to be blocked by school children in the morning and again in the afternoon but the path has not been widened to take account of these peak uses.</p> <p>Where left-turning cars may conflict with cyclists on the separated cycle lane (e.g Disraeli St), there should not be separate turning phases for cars that force straight ahead bikes to stop when cars can go straight ahead. Rather there should be a flashing orange light/arrow indicating the turning cars must give way to any cyclist going straight ahead.</p> <p>Cycle crossings of Brougham St and Moorhouse Ave should be triggered ahead of the intersection and not be more than 30 seconds wait time. Current crossing wait times are too long on these roads. This may slow car flow along these roads but maybe when they see bikes streaming across with a minimum wait time they will get the message that cycling is a better way to travel.</p> |
| 253 | | | Y | I own a house on Strickland St and am concerned with the consequences for parking on this street, as it is already congested with cars in the stretch between Milton St and Burns St. Because the eastern side of Strickland St is zoned L3 there is high density housing in these couple of blocks and most of it has inadequate off street parking. (e.g. 3 or 4 townhouses on one site. Each house has 3-4 bedrooms but only one garage, these townhouses seem to be rented to groups of young adults who often all have cars, this means 10-12 cars per section, but only 4 garages. This means heaps of occupant's cars are parked on the street). There is also a large preschool on the corner of Strickland and Milton street and the staff for this park on Strickland St in those same 2 blocks too. I really, really like the cycleways, but the proposal clashes with the existing zoning and current (council chosen) use of Strickland street. If the preschool wasn't there and if the street wasn't such high density with too many cars per property it would be a great idea. Looking at the map, I think it would be better to put the route down Selwyn St until Bletsoe Ave and then link it back to Strickland St, as there is already limited off street parking on the remainder of Strickland St and much lower density housing or council housing with lower car ownership. Bletsoe Ave is also a very wide and unattractive street currently and the cycleway could actually improve the look of the street. |
| 254 | | | Y | <p>Pleased to see a cycleway in Sparks Road</p> <p>We will probably not use the Halswell, Milns Drain track as we head off to Tai Tapu from Sparks Road.</p> <p>If we can only enter Rydal Street and not exit would you please upgrade the corner of Lestrella Road & hoon Hay Road. (Take the corner off, fix the drain bump hole and put lane markings so that two vehicles can queue at one time).</p> |

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| 255 | | N | | <p>The lack of consult on this is not right, these roads are the second main feed from Halswell-Lincoln etc. The road is a very busy one with large amounts of traffic 24/7, it is already difficult getting in and out of properties. No parking outside some places would mean people having to park further away until later at rush house times and then go back to get their cars is that safe for woman & the elderly. The cycle lanes that are already there work now. Lack of parking by the schools will cause issues as children are not allowed out of the grounds without being collected by adults this will cause major issues. We back out cars in because it is safer to drive out as you can then see people, bikes and cars coming so are less likely to hit something. It will be nearly impossible to enter our property and dangerous. The amount of money being spend would be better spent repairing footpaths as more people walk than ride. Just about everytime I go for a walk I trip on bad paths. I would also like to know where the money for this will come from, as we keep hearing that the CCC have no money and will need to increase rates to pay for something that only a small group of people will use, I myself not being one of them due to health issues.</p> <p>Also the money spent on this would be better spent fixing community building and investing in some more social housing for the homeless.</p> <p>Why was there no consultation on this? Or checking the volume of traffic this road takes.</p> <p>Are we going to get the chance to stop this if not enough support who live along the route or is it just going ahead wiht consideration of us. Seems the marking of roads have already been done (very underhand). Are any of the people who want this live on the route or are they out of the area?</p> <p>I would like to hear from somebody or will be thinking of making more of this.</p> |
| 256 | Y | | | <p>Congratulations for your forward planning in enabling improved and safer transportation in our city.</p> <p>Being a resident in Roker Street I find no problem sharing the road with Cyclists; especially with the speed and intersection changes. (Busy Milton Street needs to be cycle free. Cyclists probide better security with passing observations in the cul-de-sac end as I recall a vehicle opposite our house had four missing wheels once!)</p> <p>We appreciate some inconvenience will be experienced with house shifting, but improved turn-around area for cars and benefits for safer cycling more that make up for this.</p> <p>Your plans are excellent and important needs for future transport in our city.</p> |
| 257 | | | | <p>We really like the look of the new trail. As people that cycle most places, its always nice to have a protected space to potter along on.</p> <p>My only concern would be for the residents of Roker Street. Will they be something some of their footpath (and therefore trees) to accommodate the cycle path?</p> <p>Otherwise, we think it looks outstanding!</p> <p>Well done and good luck!</p> |
| 258 | Y | | | Thank you for creating a really good cycling option for people cycling from Halswell eastward towards town and into the CBD. The suggested treatments and route are great choices. |
| 259 | | | Y | <p>I'm worried about how it will affect Hoon Hay and OLA school parking on Sparks Road. It is already very busy and hard to get a park if coming straight from work like a lot of parents do.</p> <p>Also i hear that some houses near Roker St will be bought and pulled down, i hope that will be done with the owners 'happy consent'. And will there be another set of traffic lights on barrington st? There are already 2 sets very close together, making it quite congested going down towards Barrington Mall.</p> |
| 260 | | | Y | The removal of all day parking on Antigua street will cause even more parking headaches for the surrounding streets, eg, Fairfield Ave is already at capability with parking problems causing near misses every day. There is barely parking for residents, let alone the workers that work in the surrounding streets, who will now clog our already clogged street looking for a daytime park. This cycle route should be going down Grove Road across Moorhouse Avenue and onto the cycle way in Hagley Park. |
| 261 | | N | | <p>I do not support this cycleway as it is shown in the current Consultation Document.</p> <p>My reservations are:</p> <p>Antigua Street has cycle lanes now -paint them green if you must but don't remove any parking on either side of this street and the streets running off it down to Brougham Street. Parking is very important for workers and residents in the adjacent area. A count we did recently showed that during the working day there are over 200 cars parked in Antigua Street and on the streets adjacent to Antigua Street. Photos can be supplied in support. Many are residents cars, as most properties are multi-tenanted and do not have adequate parking space on the actual properties. Likewise staff in the various offices/warehouses/factories etc., in this area use all these streets to park on. It is stupid to say that these people should travel by cycle to and from work-have you ever thought of the many workers having to head daily to a supermarket etc., to do their shopping before and after work-try carrying 4-6 supermarket bags of groceries on your bike!</p> <p>Likewise the Strickland-Roker street cycle way has been poorly thought out. Roker Street is a nice quiet suburban street-leave it alone. I cannot believe Council would consider demolishing houses at the end of this street just to link up this cycleway into Barrington Street. Leave Strickland street as it is-paint the cycle lanes green and continue the cycle lane along Milton Street to Frankleigh Street. It is a very poor argument to say because there have been a small number of accidents with cyclists on Milton Street this street should not be part of the cycleway. Cyclists have accidents in many streets of Christchurch sometimes as a result of their own stupidity!</p> <p>The Quarryman's cycle trail should start in the western/south western parts of Christchurch with a network of several feeder cycleways from various areas gradually feeding into it at several different locations. These feeder cycleways would not be anywhere as disruptive as what you are proposing since most of them exist already and do not need expensive upgrades.</p> |
| 262 | Y | | | |
| 263 | Y | | | <p>What a great idea! I think it's really important to use Antigua particularly. As a daily cyclist through town it would be used by commuters and recreational cyclists. Certainly needs updating and making safer anyway.</p> <p>There has been much talk of an orange route, whilst Milton/Simeon needs making safer for pedestrians, this would be better done outside this project in my opinion.</p> <p>I think Roker is the most obvious route and fully support it. Alternatives, like Studholme Street and others are too indirect and would be less appealing to use.</p> |
| 264 | Y | | | <p>I strongly support the proposal. I recognise that any design will involve trade-offs and compromises, but I think that this proposal has struck a good balance between the needs of different stakeholders.</p> <p>I am a recent graduate who lives in Riccarton, and I do not own a car. I don't cycle for fun or sport, but I do ride my bike every day. My bicycle is my only means of transport, and I love the freedom it gives me. I certainly expect that I will need to purchase a car eventually, but for now I appreciate how I can make my way around the city without (significantly) contributing to climate change, smog, traffic jams, or any oil company's pocket book. It also reduces my monthly expenses. I have no dependents, so the financial impact is not important to me -- but what about others, who struggle to afford petrol and vehicle maintenance costs on top of our excessive housing costs? Our city is designed first and foremost for cars, not people. I am a confident cyclist, and I can recover from being 'doored' or just frightened. Many people cannot, and so they are forced to continue using (and paying for) a car at all times.</p> <p>Yes, I do benefit from improved cycle infrastructure. I'll use the Quarryman's Trail multiple times each week as I go to visit my girlfriend. However, I don't support this project out of selfish motives. I cycle this route every week, so for me these improvements are nice but not vital. What makes this route so very important is that it is part of a network of safe cycling routes which opens an alternative transport mode for less confident cyclists. Quarryman's Trail is not about lycra-clad cyclists. It's about normal people -- kids and mothers and retirees and students -- who just want to get from point A to point B. It's not about entitlement; it's about social justice.</p> <p>I think it is good that the proposed route goes along Strauss Place and Roker Street. This provides a straight, direct route to Strickland Street, with easy access to destinations along Milton Street, while staying on quiet streets. That seems like a really good win-win arrangement. It is a no-brainer to keep people in bikes separated from people in multi-ton metal boxes. Yes, it does require the removal of houses, and I am sure that this will hurt, but ultimately I think that's the lesser evil. It's certainly better than trying to compromise by using a less direct route, because ultimately if the route is not reasonably direct it will not be used. I also think that Roker Street is a better route than Milton Street, because the removed houses will be forgotten in a few years but removing parking on Milton Street would continue to be annoying for years to come. I don't personally need car parks, but many people do, and it's clear that they are an important part of any city.</p> <p>I support Rydall Street becoming a cul-de-sac. It is good that the left-turn is retained, because that will make it faster for people to drive home if they work in the city.</p> |

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| | | | | <p>I would like to see better access to Halswell Quarry. Perhaps a shared path could be created, or the shoulders could be widened?</p> <p>All in all, I am very pleased with this proposal. Quarryman's Trail would be a great addition to our city, and I look forward to cycling along it sometime soon.</p> |
| 265 | | N | | Too much disruption for the people who pay on road taxes and drive cars. And especially way too much inconvenience for all of the school traffic if you cut parking. I do not support this at all. Bikers do not pay to be on the roads so should not get more rights than people who drive. |
| 266 | | N | | i strongly oppose the quarrymans trail down sparks rd infront of the two schools as it is a huge inconvenience to schools traffic for drop offs and pick ups.i do not agree with the money being spent on this project when the roads in christchurch are in need of major repair especially down hoon hay rd.If you are suggesting to turn christchurch into a cycle city i suggest you start taxing the cycle users! |
| 267 | | | Y | I strongly support the Lyttleton St, Wychbury St, Bletsoe Ave route for two reasons. Firstly, it is much more attractive, riding beside Centennial Park and through Barrington Park including utilising the existing path out of Barrington park to Bletsoe Ave. The second reason is that there is often many, many cars parked along Strickland St. I note there is a preschool there - where will staff and families park when the car park is full? Also, it is very high density housing in that area. The one small block between Moore and Burns street has 28 dwellings on both sides of the street, many of them are flats not family homes. These houses would represent approx. 60- 70 residents - you have left 4 on street car parks for them in this block, it's just not enough for that level of density - particularly when most of the houses have very limited off street parking. Wychbury St and Bletsoe Ave are quiet streets, cycle ways would do little to disturb the neighbourhood and would give a more pleasant cycling experience. |
| 268 | | | Y | I support the Quarryman's Trail Cycleway other than the Roker Street segment. Would it not be more appropriate to go through Barrington Park and along Coronation Street into Selwyn Street. This would be a more direct route into the city and appease some of the negative feedback. To go North from Frankleigh Street up to Roker Street does not make sense. Through Barrington Park makes more sense. |
| 269 | Y | | | <p>I'll focus my comments on Roker Street because it is where my partner and I have lived since 2003 since we bought our first house, and where our two children did a large part of their growing up.</p> <p>One of the many attractions of Roker Street is that it is not a through-route for cars, and so both the numbers of cars, and the average speed of cars is low. Many people currently walk and cycle on the street. Many of the neighbourhood kids play on the street (ours used to before they grew up and moved on...)</p> <p>I would almost go as far as to say that the street could be used as a "greenway" without any additions to it. However I support the addition of raised platforms, and the formalising of a 30kph speed limit, I believe both of these things will enhance the quiet street atmosphere that Roker Street already has.</p> <p>I realise that the removal of the houses at the end of Roker St and behind them on Barrington St has proven to be one of the most controversial aspects of this project. I don't live in the cul-de-sac part of the street (we are between Simeon and Selwyn) and I appreciate that some residents may feel that the character of their dead-end street may change. However I feel that the ability to be able to walk or bike onto Barrington St will benefit nearly everyone on Roker Street, the cul-de-sac residents probably the most. The main users of the new cycle route will be a few dozen commuters on weekdays, and (hopefully many dozen) families on leisure rides at weekends. I think it likely that neither of these groups will disrupt the residents' way of life.</p> <p>When we moved to the street and were walking around the neighbourhood getting to know things, I remember searching for an alleyway at the end of the street and being disappointed that there wasn't one. I'm sure that residents in the cul-de-sac will soon be using the new path as a shortcut to Barrington shops. It was interesting during one of the consultation meetings to talk with someone who had grown up on Roker St in the 1950s and remembers that end of the street having a farm paddock on it, which the owner would let people walk across – then the character of the street changed when the farm was subdivided and houses built. In some ways this proposal will return something that was lost back then.</p> <p>Various alternative routes have been proposed. I hope that Council will choose to go with the Roker St route because it will benefit the street, as well as providing the most attractive route for cyclists between Halswell and town. Milton Street is an especially bad choice, as the high traffic volumes make it seem a much more dangerous option, especially for kids and new cyclists. Some of the other streets proposed are more rambling, indirect routes which many cyclists won't choose to use. Roker St is quiet and direct, and worth the expense of purchasing the properties to create the pathway that makes the route as a whole extremely direct, and safe.</p> <p>I have one suggested alternative, in the event that the land purchase is not possible: down Roker Street from Strickland to Simeon (thus giving us mid-street residents the benefits of the greenway), then turn into the Sydenham cemetery / Somefield Park through to Studholme St, up to Barrington – install the crossing signals here – into Stanbury Ave, up to Lyttelton St and into Centennial Park – behind the stadium, along the Heathcote River to meet Sparks Rd. About 1.5km longer but much more of a relaxed, safe leisure ride than busy Milton St.</p> <p>Having said this, Stanbury Ave is wider than Roker St, and is a through-route, so cars speed along it much more so than Roker Street, and it would not be as easy to calm traffic on this street compared with Roker. I hope that the property purchase can be successfully negotiated, and that an attractive path and landscaping are completed that will enhance the Roker cul-de-sac, for everyone's benefit. Thank-you for putting forward such a bold proposal.</p> |
| 270 | | N | | <p>To Whom It May Concern,</p> <p>We oppose the cycle way in the cul-de-sac of Roker Street.</p> <p>18 months ago we purchased our first family home and were drawn to the area because of the quiet and community based feel of the cul-de-sac.</p> <p>We are concerned that the cycle way (with projections of thousands of cyclists) would disrupt the peace and safety of our street. Had we known about this upcoming development we would not have purchased our house.</p> <p>The cul-de-sac is already congested with parked vehicles and we have a further concern about the loss of 35 carparks.</p> <p>We have an additional concern that our street will become busy and unsafe for the children who are accustomed to a quiet and safe to roam cul-de-sac. It will completely change the dynamic of the street, transforming it to a thoroughfare.</p> <p>We simply fail to see why a quiet family street needs such upheaval.</p> <p>Regards, <div style="background-color: black; width: 150px; height: 1.2em; margin-top: 0.2em;"></div> </p> <p>*aka extremely disappointed rate payers!</p> |
| 271 | | | Y | I support the Quarryman's trail, but believe the speed limit on Sparks road should be reduced as it poses a threat to cyclists. |
| 272 | Y | | | Looks generally sensible. |
| 273 | Y | | | I support this cycle trail. In our warming world we need to make constant effort to make our planet more healthy. More roads always lead to more traffic, less activity, more co2 in our environment. Cycling paths are one way to a progressive healthy future. |

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| 274 | | N | | Money in Christchurch at this time could be better spent elsewhere. especially when the impact of the cycleway destination affects residents who do not live anywhere near Halswell ie unable to park outside their own property, or have family visitors or friends unable to park outside their home, especially if it was once a quiet street, just so a cyclist might once in a while feel the urge to go on a bike ride, or if prediction is true hoards of cyclists going up and down your street all day. |
| 275 | | N | | Because of the parking in Milton Street. Very difficult for visitors to people living in Milton Street will find it difficult to find parking. The buses use this street as well and this makes it congested already and the cycle way will make it difficult for pedestrians as well. Basically it is the inconvenience of having to avoid the cyclists. |
| 276 | | N | | <p>I am a member of the Our Lady of the Assumption Catholic Parish and attend church at the Our Lady of the Assumption Catholic Church on Hoon Hay Road. The removal of parking in the vicinity of the church is of concern to me. Many of our parishioners are elderly and walking can be difficult for them. We have minimal parking on site so most parishioners park on the road. By restricting the parking in the vicinity of the church there may be quite a few who will no longer be able to attend church because they are unable to walk that distance from their cars. We are also concerned that by limiting car parking within the area of the church, the safety of our Parishioners attending Mass and funerals will be compromised. It is already difficult getting in and out of the church area with the traffic from the service station next door.</p> <p>Also the entrance to the church is one of the entrances to Our Lady of the Assumption School. With restrictions of parking on the Sparks Road entrance and Hoon Hay Road entrances & the changes to Rydel St entrance this is going to make things very difficult for parents doing school drop offs.</p> <p>I also live along the proposed cycleway in an area for proposed no parking. Because of the busyness of the road I often park my car on the street during the day as it is safer than having to back out of my driveway all the time. As I am one of those who cannot walk too far having to park further down the road will make things difficult for me. I also have family members who visit and park on the street as we cannot fit everyone's cars up the driveway when everyone comes. There are quite a few cars from other neighbours who park on the streets as well. If one side of the street is blocked off as no parking then this will make only one side of the road available for everyone and there will be a lot more people having to cross a very busy street to their houses. Most people will not walk down to the lights or allocated crossing areas to cross and there will be higher risk of accidents because of this. With the narrower road it will also be difficult to get out of cars on the driver's side safely – it is already something that needs to be done with care and quickly because of the amount of traffic that goes along this route.</p> <p>The proposed cycleway may make things safer for cyclists but I believe there will be numerous increases in risks for other users / pedestrians as a result of these proposed changes.</p> |
| 277 | | | Y | Lack of parking at Hoon Hay School will be a problem for people with small children who are unable to walk to school due to distance. |
| 278 | | | Y | Do not drop the speed limit on Sparks road for this, that would be an absolute joke |
| 279 | Y | | | Overall I'm supportive of the scheme and think that for the safety of cyclists is a great thing to prioritise, especially for children biking around schools. Neither the roads or footpaths (considering vehicles backing out of driveways) are great cycling spaces for young children. |
| 280 | | N | | <p>We live in a calm, quiet, peaceful friendly neighbourhood without any hassle. Having a cycle way makes our lives difficult specially when the parking area is reduced. This is a wonderful residential area, where people of all ages enjoy their lives by walking their dogs, going for nature walks along the cemetery, walking to Barrington mall etc. In the Quarrymans trail booklet it says 'Roker street was chosen because it is quiet'. This is the exact reason Roker street should not be chosen for a major cycle route.</p> <p>All these years, where were these cyclists? How many cyclists are planning to use this route? Are the cyclists paying the road levy or bicycle registration fee, WOF or any other fee in order to use the roads? Most of the time, the cyclists were injured because of their faults rather than the motorists mistakes? Already the cyclists are using our street? Why any fuzz by spending tax-payers money?</p> <p>Is the cycle way a priority for the city for its' development? We understand it may be healthy, reduce traffic congestion, no need car parks all over the city. But where are all these cyclists going to park?</p> <p>Removing houses???? Is it a good idea while NZ is facing and struggling with homelessness for many people? Why should anyone target to remove/destroy someone's dwelling for the purpose of cycle route?</p> <p>We believe, at this stage there are more needs for many other things than for this cycle way. The priority should be to accommodate the homeless people, reduce the cost of bus fare, reduce the price of groceries, rent etc.</p> <p>Whoever made the decision for this cycle route should live on this street to see how it will affect them.</p> <p>It is easy to live in a safe and well secured environment and to make this type of costly, depressive, stressful decisions to affect the residents which we could suffer emotionally, socially by taking our peaceful living away from us. Thank you for listening.</p> |
| 281 | Y | | | Would use this cycleway to commute daily and visit family in Halswell on weekends. I really like that it may eventually join the southern cycleway and feel the Strickland route to the city is by far the most direct and effective route option. |
| 282 | Y | | | We need Quarryman's Trail for safety |
| 283 | Y | | | Brilliant idea, will make commuting/biking much safer on what are some pretty awful roads already well-used by cyclists. |
| 284 | Y | | | |
| 285 | | | Y | <p>There is already not enough parking for hoon hay primary and OLA (because there are 2 schools next to each other) and you are reducing that quite considerably by making one side of the road no parking at all. There is very little parking around the back in maryhill ave either so its not as if all those cars can be moved there. Whilst I support the cycle way, I don't believe it should go down sparks road past the schools.</p> <p>It should come down halswell road and then on to hoon hay road from that way without impeding a large amount of people.</p> <p>The proposal as it is is making it very hard for parents.</p> |
| 286 | Y | | | |
| 287 | Y | | | |
| 288 | Y | | | |
| 289 | Y | | | I can't wait. I live in halswell and work in town, this will encourage me to cycle |
| 290 | | | | <p>Hi there</p> <p>I realise that there's only a few days left before submissions close on the Quarryman's cycleway but in order to provide a good submission I wondered if you would be able to give me some additional information about the following:</p> <p>I live in Somerfield and there's a lot of social media comment regarding the connection between Strauss Place and Roker Street and the identified need to purchase land (currently occupied by 4 houses) to connect this section:</p> <ol style="list-style-type: none"> 1. What is the process that the council takes if this was the approved route? How are owners compensated? Is there any compulsory purchase clauses/law that would come into effect? 2. Did the people directly affected by the proposed/preferred route receive any other additional information given that they are directly affected? 3. Could the route be achieved without this land purchase and/or a smaller land purchase? |

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| | | | | <p>4. There are other routes e.g. Deloraine Street, Studholme Street into the cemetery/Somerfield Park, which may not need the purchase of any/as much land. Would a submission support consideration of these?</p> <p>Finally</p> <p>1. Once a route is approved, what is the estimated timeframe for starting and completing the Quarryman's cycleway</p> <p>Thanks for your time</p> <p>If it's more convenient, please feel free to call me on [REDACTED]</p> <p>Kind regards</p> <p>[REDACTED]</p> |
| 291 | | | Y | <p>First and foremost, I strongly support the removal of the flats at Roker St to accommodate the cycleway. As someone who will ride their bike along Quarryman's Trail this will be far safer and more direct than Milton St, and also won't compromise the carpark situation. I'd like to commend the Council for persevering with the Major Cycle Routes- they will be truly transformative for our city's transport.</p> <p>Firstly, the cycle crossing from the domain to James Hight Drive should (and can) be much more direct, intuitive, and safer, by installing a crossing like the one being built at the England/Hereford intersection on the Shag Rock cycleway. There is a cycle island in the middle of the intersection, allowing cyclists to flow straight through. Refer to the Social Pinpoint comment.</p> <p>Secondly, along James Hight Drive I would like to see cycle bypasses at the proposed raised platforms, similar to what's being built along Worcester St. This will reinforce that it is a cycle street and allows cyclists to ride at a constant speed seamlessly.</p> <p>Thirdly, at the cycle crossing for eastbound cyclists near the Milns Rd intersection, there is a terrible alignment for the crossing. Considering cars are going to be giving way at this raised table, the 90° turn to cross looks as if the cyclists are giving way. Please align this crossing so it's more of a 45° angle for both cyclists and drivers.</p> <p>Furthermore, at the junction with Sparks Rd along the drain reserve, I would like to see a much smoother alignment of the turn. Does it have to be that sharp. The cycleways are being designed for a 20km/h speed in mind- even with sufficient braking, a sharp turn combined with a frosty morning could result in a cyclist sliding into the traffic lane. Please smoothen the alignment!</p> <p>Also, what is the possibility of the pathway along Sparks Rd being extended south towards the township? After all, it is called the 'Quarryman's Trail.' This would be a much utilised link! Or at the very least, widen the on-road cycle lanes...</p> <p>At the intersection with Hendersons Road, how do cyclists coming up Hendersons Rd from the south get onto the cycleway? Will there be a phase that accommodates them?</p> <p>On Sparks Road from Victors Rd the cycleway becomes 2.5m wide- this is a bit narrow. 20cm should be taken from the flush median to accommodate a wider cycleway.</p> <p>I strongly support the proposed cul-de-sac treatment at Rydal Street.</p> <p>At the intersection with Lyttelton Street on Sparks Road, I would like to see the separated cycleway continue over to Frankleigh St, not transition to a shared path for 20m- please continue the separated cycleway right to the intersection as is the case with every other intersection.</p> <p>I fully support the proposed removal of property on Barrington St for the cycleway, as Roker St will provide a far better connection for cyclists- in terms of safety along quiet streets, and in directness. I do NOT support the alternative on Milton St as this will remove car parks!</p> <p>The proposed raised tables along Roker Street go from kerb to kerb. I would like to see cycle bypasses at the raised tables, like what is being built on Worcester St. It will allow cyclists to flow through without interruption, and further outline to drivers that this is a cycle-friendly street.</p> <p>On Roker Street at the intersection with Selwyn St, I would like to see a more cycle-friendly crossing, like what's being built on the Shag Rock cycleway on England St. This would have turn restrictions for cars while bikes can ride straight through, making the passage much safer for cyclists while also lowering through traffic volume.</p> <p>What's the chances of having a free left turn at the intersection with Strickland going north? Northbound cyclists shouldn't have to stop for the lights.</p> <p>On Strickland Street at the intersection with Milton St, I would like to see off-road cycle bypasses so cyclists can do a free-left turn onto and off the cycleway.</p> <p>I strongly support the removal of car parks along Strickland and Antigua Street(s).</p> <p>Finally, I would like to see a decent cycle connection to Braddon Reserve just south of Disraeli Street. Can there please be a pedestrian refuge at this location so pedestrians and cyclists can access this reserve from the eastern side of Antigua St safely?</p> <p>Many thanks to the Council- on the whole, this cycleway looks mint!</p> |
| 292 | | | Y | I support the orange line running straight along Milton and up Simeon with new safety crossings and removal of parking on one side of the st only |
| 293 | Y | | | <p>We support the Quarry man's Trail cycleway.Looking forward to using it.</p> <p>One concern is the Sparks Rd portion south from Hoonhay in the open road section eg sheet 9.</p> <p>If CCC does not get to use adjacent subdivision land for relocated cycleway and or speed zone is not changed I don't believe a 0.6m separation will give much sense of safety especially for young children who will get buffed by wind from trucks passing at high speed. Please increase this separation and use and narrow some of the adjacent 3.1m wide berm.</p> |

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| | | | | Yours faithfully [REDACTED] |
| 294 | | | Y | I would suggest that the trail use the path already provided that runs along the John Olliver Reserve instead of using James Hight Drive. Narrowing the entrance to James Hight Drive from William Brittan Ave will make an already congested intersection even more difficult. Often there are large commercial vehicles parked in the south facing parking bay on William Brittan Ave meaning vehicles turning out of James Hight Drive have to pull forward of the Give Way sign to see cars travelling south on William Brittan. Cyclists potentially trying to cross William Brittan Ave at that point also could be in the way of a clear view. Cars turning into James Hight Drive from William Brittan Ave will come around the corner and have a road hump with a compulsory give way to cyclists and may have to stop suddenly which will block entry into James Hight Drive for any other vehicles. Using the John Olliver reserve removes any impact on this intersection. Three quarters of the path along the reserve is already a wide path ideally suited to shared use and with no need to be on the road with vehicles. Widening the entrance to the reserve from Milns road would be considerably less impact than creating cycle crossings and reducing the speed limit on James Hight Drive. A cycle way from the exit of the Milns Drain Reserve to a crossing point opposite the entrance to Jon Olliver reserve would be possible given the wide area to the side of Milns Road and would allow a crossing point away from an intersection creating better safety for cyclists. |
| 295 | | N | | I have lived on Antigua Street for over 10 years and in all those years I have not seen Antigua Street on street parking any less than full with residents cars. In the block of houses I live in there is 8 cars between the 3 houses with only 5 off street parks available meaning we rely on the on street parking. I believe many of the residential properties on Antigua street are also blocks of units with little option but to park on Antigua Street. I totally agree that cyclists should have lanes to cycle in but at the expense of parking when there is already perfectly functional cycle lanes on the street? I believe the proposed plans for the cycleway are likely to negatively affect more people than it will benefit. Thank you. |
| 296 | Y | | | This is a well designed cycle path. I only have a couple of concerns where the cycle path is squeezed to allow for other road users. The investment in the cycleways is to encourage use of alternative transport. At some point this is going to involve making it less convenient to travel by private car. I think we need to reach that point sooner than later and the road space needs to be allocated to pedestrians, cyclists, public transport, freight then cars in that order. Allowing a flush median on Sparks Rd and Antigua St for the few cars turning right there is at the expense of cycle path width and needs to be re-thought. This is especially important opposite the schools on the North side of Sparks Road. Also there is a consultation currently open for extra car parking in Halswell Domain. It is unclear where the access is from but if it is possible to access it from the library car park then it needs to be promoted as a park and pedal point for commuters from Motukarara, Greenpark and the Peninsula. Hopefully the week time use will not interfere too much with the weekend based leisure use of the proposed facility. |
| 297 | Y | | | I support the orange route |
| 298 | Y | | | |
| 299 | Y | | | I am very supportive of the trail I would like it to go all the way up sparks road or all the way to the quarry as this will be major cycling destination and make sparks road a safer place to cycle. |
| 300 | | | Y | I support the orange route |
| 301 | | | Y | I support the orange route |
| 302 | | | Y | I am very supportive of the project objectives, and generally of the proposal's details. Other submitters will concentrate on specific portions about which I also have views, but I will focus on just one aspect: the Halswell end of the Te Hapua Centre the start and finish of the route. When the Quarryman's Trail was first proposed, the terminus was down Kennedys Bush Road toward Halswell Quarry park, (hence the name). I think that the intersection of Kennedys Bush, Halswell and Sparks Roads is the most logical terminal point, as it is in the heart of the township, with later short branches to Te Hapua and Quarry Park and, in the longer term, extensions to link with the popular Old Tai Tapu Road recreational cycling route. The proposed route from Te Hapua Centre to Sparks Road is quiet and pleasant, but is far from direct, and in this respect appears to be contrary to your own planning principles. If this is the route which becomes the final (and built) one, I foresee many cyclists taking a short cut along the unprotected Sparks Road verge between Milns Drain and the triple intersection above. I note that Peloton were not asked to critique the proposed route between Hendersons Road and Halswell, and I suspect that if asked to do so they would have made observations along the same lines. If you do decide to reconsider this portion, then a consequence is that from Hendersons Road to Halswell, the pathway could alternatively remain on the south side of Sparks Road. This would avoid the need for an 'unusual' diagonal crossing and simplify the traffic light sequence at this intersections. As you are of course aware, as currently proposed if both cycles and vehicles are travelling east-west, one or other has to stop at these lights for one sequence, (but not if the cycleway remains on the south side). It has been mentioned that the north side is likely to have a residential subdivision in the medium term, (which could cause cycleway disruption during development), whereas the south side has horticultural activity and a water retention and conservation area and is likely to remain semi-rural for the foreseeable future. I also noted that the existing lighting standards are on the south side, which is ideal for lighting the cycleway. Thank you for the extensive community consultation and excellent information provided by drop-in sessions, paper-based and on-line documents. Keep up the good work! |
| 303 | | N | | The green route is preferable. The cost of changing roads and buying up and demolishing houses is immense. (We have not been shown a budget). Realistically for only a handful of cyclists e.g. yesterday 5th November 2016 a lovely day in Christchurch (with very little wind) I cycled on the cycle lanes from 10-2pm 109 Strickland St. I was in the front garden gardening. Christchurch has gone through so much in changes from the EQ quakes and the psycho-social effects have been many for its residents. more change for changes sake is not an answer for us. You quote that cyclists spend more money locally (the route doesn't go past local shops only a mall owned by Corporations) where is your empirical research or is it just an opinion? The money from the govt would perhaps be better spent on ideas and cycleways through the Eastern Red Zone land and that turned into an eco-diversity park with cycleways. Also Strickland Street is extremely busy and police cars from the south station - go through there at speed. Thank you |
| 304 | | | Y | As a long time resident of Frankleigh St (52 yrs) I know the traffic problems which has. Frankleigh Street is not suitable for the cycleway. It is very busy, difficult to exit driveways. Has many buses and trucks and is blocked with traffic 3 times a day. it is also going to be very difficult for cyclist to cross Barrington St to cross into Roker St with traffic banked up at the lights at Barrington St/Milton St. My suggestion is cyclists come up Sparks Rd turn right into Lyttelton St past Pioneer Stadium turn right into Stanbury Ave, across Barrington St into Studholm St into Somerfield Park turn left through Sydenham Cemetery (cycleway already in place) turn right into Roker St. |
| 305 | Y | | | Really excited at this plan. My husband used to bike down Sparks Road to Halswell but had too many close misses with trucks getting too close to the bike so he no longer felt safe. Now it will be safe, good for the area and forward thinking. It does mean we would no longer be able to turn right from Rhydal Street into Sparks Road but we would just get used to going into Leistralla instead. Hope this plan goes ahead |
| 306 | Y | | | Should be better re school children. I have got used to the one way to Rydall from Sparks Rd while roading works were going on in Sparks Road during recent times. Stops Rydal St speeding cars. Love the overall plan. Good luck. |

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| 307 | | | Y | We live on Sparks rd and with reduced width turning in and out of many of our drives will be dangerous if the speed limit is kept at 70 kph hence we strongly feel a reduction to 50 kph would be required for the safety of motorists and cyclists. |
| 308 | | N | | <p>The idea of removing the roundabouts at both Lyttelton street and Hoon Hay Rd is a terrible idea. Also the removal of on street parking down Hoon Hay/Sparks Road. Living on Hoon Hay Rd by the roundabout it is hard enough at busy times to exit our driveway, to take the flow of traffic and make it on a stop/go basis will make this even harder. With the amount of trucks (heavy multi wheeled) also usin Hoon Hay Rd, putting traffic lights in will only increase the accidents with people trying to 'race' the lights. As it stands traffic moves surprisingly well considering the high traffic flow. Congestion will be HORRIFIC!</p> <p>The removal of on street parking will be a huge issue with two primary schools in close proximity. This will cause parents to make risky drop offs - NOT A GOOD IDEA.</p> <p>I am supportive of cycle lanes but be realistic and compassionate to the impact of making changes like this to the people that have to live with the effects 24/7 - 365 days.</p> <p>Please ring me to discuss further [REDACTED]</p> |
| 309 | | | Y | <p>I have serious concerns about the following:</p> <ul style="list-style-type: none"> * Strickland St no car parking at all!!! Outside 174 * Nowhere for visitors to park * Nowhere for elderly to park are they expected to walk from other streets aways!! * Nowhere for service vehicles to park making it difficult. * Have your considered parking down one side of Strickland Street and dual cycleway down the other side?? <p>Drive down Strickland St on any weekend day and see how many cars are parked either side of the road - where are they supposed to go if the cycleway goes ahead??</p> <ul style="list-style-type: none"> * Due to the high density living down that street with all the townhouses means a lot of cars and they need to go somewhere. * It is a basic human right to be able to park outside your own property and you are considering taking that away!! * Friends or family visiting will find it difficult. * I believe that by doing this proposal you will devalue the property down that street and this is not fair - compensations needed * I believe as a rate payer my thoughts should be strongly considered and the effects out way the positives in this project. |
| 310 | Y | | | <p>First I must congratulate the author of this booklet on the easy way to follow the cycle ways@</p> <p>As a walker and a cyclist I see a big problem in pictures and actions, as cyclist ride two or more abreast, some not knowing right from left or indicated lanes to ride in. The Council should have a programme to standardize pathway etc, e.g. road rules - stay left, give way?</p> <p>I see that home drive-ways could have a flashing light system / the fence at the front of properties only one metre high, with all tree, bushes cut back as well to a metre high on clear vision</p> <p>Dogs require to be on a leash with a nose guard and if dog chase cyclist e.g. like post people, the dog must be destroyed. Roving cats are a danger and it is about time to police the cats stay on the owners property ' safety first'!.</p> |
| 311 | Y | | | <p>My wife and I are very pleased that this route is being planned. We've long wished there was a safe, easy way to cycle from town out to Halswell.</p> <p>We have a number of concerns, mostly having to do with the Sparks Rd section.</p> <p>Mainly we are concerned that the bike trail along Sparks Rd will not be wide enough to handle two-way traffic, particularly at peak times. Faster cyclists may get impatient, which could lead to dangerous situations with fast rush hour motor traffic right next to the trail.</p> <p>Related to tha, Sparks Rd, is a popular route for road cyclists. Will they be required to use the bike trail? This would lead to several problems:</p> <ol style="list-style-type: none"> 1. Competitive road cyclists have little patience with slower traffic, which again could lead to dangerous situations, particularly with the busy road nearby. 2. If road cyclists (or any other kind) want to go further than the Milns Drain Reserve turnoff, they would have to stop and cross the road to continue. Again, not good when the cyclist is preoccupied with making good time. <p>I expect roadies will ignore the bike trail and cycle on the left side as always. Will there be enough room for them to do this safely?</p> <p>To conclude, we applaud the advent of the Quarryman's Trail, and look forward to its completion. We hope all problems can be resolved satisfactorily.</p> |
| 312 | | | Y | <p>Please find below the combined feedback from the [REDACTED] in response to the proposed route of the Quarryman's Trail:</p> <p>Positive responses:</p> <ul style="list-style-type: none"> * Better visibility for exiting Medical Centre Car park (previous concerns have been lodged with Council at the high risk of accidents due to parked vehicles obscuring view of Sparks Road) * Cycle route is consistent with our 'healthy lifestyle' message * Staff may be encouraged to cycle to work <p>Negative responses:</p> <p>Two-way cycle way will pose a greater risk of accidents, as potential to forget to look both ways when entering and exiting the car park. Will require the Council to provide excellent signage to warn our patients and staff to look both ways.</p> <p>Reduced car parks on the road may increase inappropriate use of our car park.</p> <p>Parents more likeley to use Medical Centre parking to drop off and collect children from school.</p> <p>Suggestions put forward:</p> <ul style="list-style-type: none"> * Suggest that the cycle trail along Sparks Road is changed to the opposite side of the road as the Pharmacy and Medical Centre have a high volume of traffic consistently throughout the day. The Medical Centre has upwards of 160 vehicles entering and leaving the carpark, Monday to Friday. * Take the cycle trail away from the road network and use pleasant off road cycle ways e.g. opposite PMH. <p>Thank you for considering that above as part of the consultation process</p> |
| 313 | | N | | <p>These are my comments on your proposal changes:</p> <p>As a frequent user of the proposed cycleway route I have several concerns around the it will have on the main users of the road and the residents in the area.</p> <ul style="list-style-type: none"> * These proposals will do nothing to reduce the congestion on these streets, in fact it is highly likely to increase it as more houses are built in Prebbleton, Lincoln and further along Halswell Junction Rd, in fact it will have a negative impact. Looking at the council's own publically available traffic data (all be it quiet old) it clearly shows traffic volume are high along this route. It also shows that many vehicles are turning right at the roundabouts you are proposing to replace with traffic lights, this is likely to have a detrimental effect on traffic flows especially for those approaching the Sparks Rd/Hendersons Rd roundabout from the west/south west as this is the key location traffic is turning right to around to Heathcote or Cashmere, St Martins, Beckenham. <p>Given the councils reluctance to put in green turn arrows that let a good number of cars around. In fact your proposals are planning the exact opposite for both right and left turns. Often people are turning righ at the Hendersons Rd roundabout because they aren't going into the CBD.</p> <p>Your argument about cars damaging roads is just a red herring, as of course they do as that's where they drive. But if our petrol tax money was actually spent on building better roads and fixing the onew we have instead of building cycleways then we would have less of an issue. if you think cars damage roads then why don't you target trucks as they damage the road more than a car. And by your logic then cycles will damage shared paths more than a pedestrian. It's a rubbish argument and just a way of side tracking people.</p> |

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| | | | | <p>Why should people who live on Strickland St, Frankleigh St, and Sparks road have to give up parking spaces just so a very few cyclists can cycle down a street. You're asking people to give up parking spaces permanently, yet cyclists will only use the streets occasionally. Even if the number were increased 10 fold it will still only be an insignificant number of users compare to the permanent in convenience caused to people who live on these streets.</p> <p>What possible justification is there to reduce the speed limits on Dunsford Close, James Hight Drive and Cridland Place, is absolutely none. These are already quiet and hardly used local streets if a cyclist can't cope with biking down a street that barely has 20 cars a day then they shouldn't be riding anywhere and we don't want to be encouraging more cyclists through this nice and quiet neighbourhood we like it just the way it is. If someone choses to ride a bike then why should I as a motorist be reduced to a crawl.</p> <p>Don't you put the proposed cycle routes through the large amounts of council owned land on the north side of Sparks road before they start the development, that would be wise planning. At time of subdivision application you should have allocated land for a cycleway.</p> <p>I don't like the idea of shared footpaths and cycleways having experienced these they are a dreadful idea as cyclist are rude and uncourteous. It seems that whenever they get on a bike all courtesy is lost. I have had several bad experiences using shared paths both here and overseas.</p> <p>These proposed major cycleways wouldn't be a good idea at any point in time let alone when a city is trying to recover from a major earthquake and the council is being asked to save millions of dollars. This is unnecessary expenditure regardless of whether its government money or you use the current generation argument shouldn't pay for the next generation, i.e. you are borrowing the money. There is a cost to maintain them and that is an operational cost and the majority of that cost is paid by rates that are gathered now, not future rates. These cycleways are a luxury item that the city cannont afford as we are having to cut back on current operational expenditure yet you are planning on putting in more things that will cost more to maintain. As someone who pays rates I think keep our city the way it wa, it worked better than it does now. Traffic flowed better despite all your so called improvements to make it an Acessible City, it's not. Your planning has destroyed the central city and now you are moving into the suburbs to continue your crusade against the car.</p> <p>As a ratepayer directly affected by your ridiculous speed restrictions and unwanted cycleways and accompanying traffic flow changes I object strongly to the proposed changes.</p> |
| 314 | | N | | <p>As I said in an earlier email I consider this route to be extremely hazardous for cyclists.I don't think the Council has taken the risk factor into consideration as the responsibility under the new Worksafe regulations would put the onus on the Council. There are alternative routes with less traffic flows. ie Antigua,Fairfield,Simeon,Barrington,Neville,Domain Terrace, Thru park,Mathers ,McCarthy, Rowley, onto Hendersons and a direct line to Milns Road. The section that affects my area leaves 23 properties with parking on one side only in front of three houses. (not good enough) Property owners pay rates on these properties and receive no services. Emergency vehicles would have access problems to this area in the three hour peaks, morning and evening.Surely the residents in this area don't have to form an action group to make the Council understand their liability. I consider the Council have been well informed on the danger to cyclists from vehicles exiting across a two lane cycleway as my conscious is clear that you have been alerted.</p> |
| 315 | | | Y | <p>I think the plans for the Quarryman's trail look very good and will be a great asset to Christchurch.</p> <p>I own a property on Sparks Road, (where I lived for many years) and I currently live in Kennedy's bush. I have done a lot of cycling around this area both on my own and with my two preschool children. Even though I own a house on Sparks Road I am not worried about the loss of parking space. In my experience, parking in Sparks road is seldom taken, except around the school at 9am and 3pm.</p> <p>I particularly excited about -</p> <p>* The new path along sparks road from the Milns Drain reserve to Hendersons road. I have found in the past that this part of Sparks Road is a horrible ride due to the combination of a narrow road, high speed limit and drivers not giving cyclists any space. In the past I would not take any child down here (and try to avoid it myself). This new cycle way will be great for us to bike to Pioneer pool as a family.</p> <p>* I really like the idea of the cycle way going through Strauss Place and Roker Street. This is a simply awesome idea and will make a very peaceful cycle ride while not adding to the congestion around barrington mall.. I do hope that it can be made to happen with the help of the current land owners. It is particularly good because not only is it quiet, but it is also direct so will be suitable for commuter cyclists, like myself who like to go quickly.</p> <p>* I like that the cycle way is continuous and is protected from the road on busy streets by either a separation or by traffic islands. It also has traffic signals crossing all the busy roads, so will be suitable for my children to travel alone when they are a bit bigger.</p> <p>* It is great to see Strickland Street/Antigua street getting a good cycleway. This route is well used by commuter cyclists and a good feeder into town and Hagley park.</p> <p>I do have some concerns as a commuter cyclist who likes to travel fast on the route where the cycle way is two way and taking space from the road. This is applies to Sparks Road from Victors road east, and on Frankleigh street.</p> <p>In the past I have ridden on off-road cycleways in major cities in other countries and found that they are troublesome when travelling at any speed. This is because pedestrians can be very unpredictable and were not always aware that the cycle way is not the foot path. I think it important that the cycleways is clearly distinguished from the footpath. Making it look more like the road (though with a physical separation from the main road) and frequently painted with cycle signs/green paint.</p> <p>Also because the cycle way is two way here, it will important that cyclists coming the other way also do not get in the way. Adding a white line would be helpful.</p> <p>Overall I think the council has done a fantastic job with this cycleway plan, as well as with the other cycleways already completed. Well done.</p> |
| 316 | Y | | | <p>I support the Christchurch City Council and the ambitious cycleway development plans. With regards to the Quarryman's Trail I generally support this plan. The option of using Roker Street subject to the purchase of house(s) to facilitate connection to Barrington Street appeals to me (rather than using busy Milton Street). One other concern is proposed pavement widths at some parts of the trail and in particular on Sparks Road. While the future is hard to predict it would seem that electric assist bicycles may dramatically increase cycle use. I urge council to consider increases in cycling numbers above current predictions and reconsider the quality (and in particular the amount of space given) to cyclists. Please build this trail so that it may serve the community for many many years to come. Thank you.</p> |
| 317 | | | Y | <p>It's the Milton street intersection with Barrington street. I don't want to lose any carparks for my clients who quite often park in Milton street. I have invested interest in Elite Haircuts as I am the propieter.</p> |
| 318 | | | Y | <p>Hi</p> <p>I support the Quarrymans trail cycleway, think it is a great idea that is well overdue and will become an important part of Christchurch's cycle network for the benefit of commuters, school children and recreationalists (as well as motorists) alike.</p> <p>My perspective is primarily as a cycle commuter from south Christchurch to Lincoln via a variety of routes. I look forward to the Quarrymans trail becoming one of my preferred routes because of its safety and separation from the road (especially in the</p> |

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| | | | | <p>wet and at night).</p> <p>My concerns are mainly around the southern end of the cycleway, in particular how the route does not continue the length of Sparks Road to Halswell Junction Road intersection as was initially signalled. I accept the Halswell domain and library (and shops) is a worthy destination, but suggest addition of some sort of southern Sparks Road extension path would allow a good number of additional users to benefit. These groups might include</p> <ul style="list-style-type: none"> • Users of Halswall Quarry park, providing access from Kennedys Bush Road or Sutherlands Road. • Commuters wanting to connect with Halswell Junction Road or the back roads of Halswell to connect with the Prebbleton-Lincoln and Lincoln-Rolleston cycleways. • Recreational riders / tourists wanting to connect with the Little River cycleway • School children going to/from Halswell School • recreational cyclists (roadies) accessing the old TaiTapu Road rides e.g. the winter secondary school weekly sports competition cyclists who are often seen using Sparks Road en masse. <p>Suggestions (in order of preference)</p> <p>a) Might it be possible to extend the path from the Milnes drain reserve turn-off through to the old Halswell library, either as a full two lane path or whatever the budget might allow. This would create a “loop” at the end of the Quarrymans trail – a non-abrupt ending?</p> <p>b) A crossing point (at the Milnes drain turnoff) to the eastern side of Sparks Road is needed for southbound cyclists.</p> <p>c) Or perhaps a path extension on the eastern side of Sparks Road (and crossing point), which would have the advantage of easier access to Halswell quarry via Sutherlands Road or Kennedys Bush Road</p> <p>d) At the very least some increase in shoulder width for the southern end of Sparks Road as it is quite narrow and frightening.</p> <p>Additional suggestion</p> <ul style="list-style-type: none"> • Could I suggest at this late stage moving the entire cycle path onto the eastern side of Sparks Road, with a crossing point (lights?) at Miles drain reserve, continuing on to Halswell Junction Road. This would have the advantage of eliminating the need for the expensive (?) and confusing diagonal crossing at Hendersons road. It would also allow for shelter of city bound cyclists from the ever-present easterly, and possibly a route near / through the new retention ponds. <p>Summary</p> <ul style="list-style-type: none"> • I support the Quarrymans trail largely in its present form but would suggest some additional paths and features for southbound cyclists on the southern end of Sparks Road. • Please ensure any asphalt is laid by machine rather than shovelled from the back of a truck (which inevitably leads to lumpy finish). <p>Regards</p> <p>██████████</p> |
| 319 | | | Y | <p>I strongly support a cycleway that encompasses Somerfield as a suburb and the range of its community services.</p> <p>I currently cycle to work 3 days per week, from near Pioneer Stadium to Oxford Terrace. As a family, in fine weather, we cycle to Pioneer preschool 3 days per week and Somerfield School 5 days per week.</p> <p>The proposed route would be perfect for enabling us to more safely get to school, specifically by providing traffic lights at Lyttelton Street/Frankleigh Street and at Barrington Street and utilising a quieter suburban street, Roker Street, for part of the journey.</p> <p>However, the proposed route involves the demolition of 4 houses on 2 sections which is of concern to local residents and means that I do not wholly support the proposed preferred route.</p> <p>The volume of traffic on Milton Street is of concern, however, I do believe that the loss of parking on Milton Street would in time be manageable for residents and businesses. The development of excellent cycle paths requires a large mind shift for a large number of Christchurch (and NZ) residents away from the perceived need for parking immediately outside shops and homes.</p> <p>Of the alternative red and green routes, the green route would be preferred for its connection to town and Barrington Mall (this is the route I already use to cycle to work when I do not have children to drop off) but it has very limited connection to our school and preschool and Somerfield as a suburb so I don't support this.</p> <p>I also am not supportive of the red route as it has poor connections to Barrington Mall and makes a higher number of road crossings and turns.</p> <p>I think one of the following options may be an acceptable compromise:</p> <p>1) Red Route with amendments. Right on to Lyttelton Street, left on to Stanbury Avenue, straight across Barrington Street to Studholme Street (which would also support an improved crossing point for Somerfield School students), left into Somerfield Park and Cemetery, right into Roker Street</p> <p>OR</p> <p>2) Blue Route with amendments. Frankleigh Street, straight on to Milton Street, right on to Simeon Street, left on to Roker Street</p> |
| 320 | Y | | | <p>I strongly support the development of safer cycleways to encourage children and less confident adults to use this highly desirable form of transport. The loss of a few carparks, and imposition of some lower speed limits are a well worthwhile trade.</p> <p>I want to live in a safer, greener city and urge you to move forward with this and similar developments.</p> |
| 321 | Y | | | <p>I think it is very important that the Quarryman's Trail goes ahead. I see many people riding down Sparks Road every day and there's just no safe part of that road to ride a bike on: at the Halswell end there is, until you turn on that straight down to Hendersons Road.</p> <p>I hardly see anyone give cyclists 1.5m on that stretch either. When they do, they pull over onto the other side of the road and that's not safe either.</p> <p>Having this cycle path will make sure cyclists are segregated from that stretch of the road and ensure their safety.</p> |
| 322 | Y | | | |
| 323 | Y | | | <p>Kia ora,</p> <p>I am currently residing in Hamilton but have previously lived in Christchurch and visit my parents regularly there and would use this cycleway.</p> <p>I would like to support Generation Zero's points as below:</p> <ul style="list-style-type: none"> - Ensure safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes. - The alternative route along Milton St is not favourable as this is a busy road that would not attract the “interested but concerned” cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street. - The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists. - By giving cyclists right of way over motor vehicles along James Hight Drive more “interested but concerned” cyclist will feel safe and confident to use this route. - The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route. |

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| | | | | <p>- The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles.</p> <p>- The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> <p>Regards, [REDACTED]</p> |
| 324 | Y | | | I am old enough (64) to remember when the streets were filled with people on bikes and cars had to thread slowly through city streets. This safe bike route will encourage more people, young and old, back onto bikes, making the streets and the city safer, more pleasant places. |
| 325 | Y | | | The trail and any safety issues for cyclists also have been carefully thought out. It is paramount that the city has such trails to encourage citizens to use bikes rather than cars. |
| 326 | Y | | | <p>I am very supportive of the Quarryman's trail as proposed. I think it will be a valuable addition to the city and in general will encourage more people to get on their bikes. The only changes I would like to see are: a side route to Halswell Quarry, a key destination for cyclists and families; and extra thought given to connections where people join the route along its length.</p> <p>To explain my support for the route as proposed: The Council's target user market for this route is the "interested but concerned" portion of the cycling population, therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised. The alternative route along Milton St is not favourable as this is a busy and dangerous road, and this option would require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle route through Roker Street.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more "interested but concerned" cyclist will feel safe and confident to use this route. The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer and more pleasant environment for cyclists and pedestrians using this route. There is no need for motor vehicles to travel faster on these roads.</p> <p>The proposed reduction of car parking spaces is essential in order to build a safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking. I'm sure this issue will be contentious but please do not give in! Roads are there for moving people, not storing private property.</p> <p>Thank you for reading my submission [REDACTED]</p> |
| 327 | Y | | | <p>Please keep more cycleways coming. If you want people to ride, you need to give them a place to safely do so. Safety on a bike comes from safety in numbers.</p> <p>-The Council's target user market for this route is the "interested but concerned" portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>-A quiet cycle thoroughfare through Roker Street is a great idea.</p> <p>-The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. However, removal of car parks on Milton Road is advisable anyway as roads were made for driving not parking. This alternate route could be installed in addition to the Roker Street thoroughfare.</p> <p>-The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>•If you want a mode shift, it's all about giving the preferred mode (bikes) the priority. By giving cyclists right of way over motor vehicles along James Hight Drive more "interested but concerned" cyclist will feel safe and confident to use this route.</p> <p>•The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route. This has been evidenced to work so far throughout the inner city. If you want to give people a perception of riding as a safe activity, you need to slow the cars down. Don't just wrap cyclists in bubble wrap (helmets), lower the speed of the bullet (cars)! Also, if you have to put a speed limit sign on a street, you didn't build it well enough. Regardless of the speed limit, people self-regulate based on how safe they feel in a given amount of space and with a given amount of protection/vulnerability. Use road narrowing to force motorists to slow down to 30.</p> <p>-The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. Parked cars are scary for cyclists and can, among other barriers, prevent someone from the uptake of cycling, or even scare them away from cycling after one incident with a door opening in front of them on surprise. I know people who have stopped riding because of ONE bad incident. Limit parking and you limit the occurrence of these bad experiences which make people perceive cycling as unsafe.</p> <p>-Streets are made for modes of transport which are in motion, not for parked cars. Building streets for parking is an expensive price to pay as a ratepayer, particularly when it is for other people's residential/personal use.</p> <p>-Given the location is predominantly in suburban areas, most housing sections already have onsite parking, and new suburban areas should be required to provide that in future.</p> <p>-The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work. It might be best to shorten this time to 60 minutes as most people who need 2 hours should be encouraged to visit on a bike.</p> |
| 328 | Y | | | Great idea. Kudos to the Council for designing it. |
| 329 | Y | | | I am in favour of encouraging cycling in Christchurch for pleasure and commuting, and I would like to do more myself. I feel that this cycleway would provide an excellent way to encourage cycling, as long as it is designed to be as easy and safe to use as possible, since this will appeal to those who are nervous about cycling in city traffic. I am in favour of the restrictions to traffic and parking that will be necessary to achieve this. |
| 330 | Y | | | I am keen that the city develops its cycle ways to provide safe, enjoyable non carbon using access to the city. |
| 331 | Y | | | great initiative. Let'smake Christchurch a real cycling city |
| 332 | Y | | | This looks like a great cycleway that will make a positive difference by connecting the outer suburbs to the city centre. |
| 333 | Y | | | I cycle everywhere and living in this area i use this path a lot to get around. I find the roads to be scary and sometimes dangerous. This pathway would not only make it safer but also encourage more people to start using other modes of transport other than their car. Saving many pedestrians and the planet at the same time doesn't sound all that bad in my opinion. |

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| 334 | Y | | | As a keen cyclist myself any way of making safer cycle ways is a great thing!!! |
| 335 | Y | | | Yippo |
| 336 | Y | | | |
| 337 | Y | | | Safe cycling is crucial to building out livible city. I am an acid cyclist for my commute into work and always try and recruit everyone I know to do the same. The biggest barrier for people is the safety. We need safer travel for cycles so I support the Quarryman's cycleway. |
| 338 | Y | | | |
| 339 | Y | | | More cycleways means more people riding bikes. THAT IS ALWAYS A GOOD THING!!!! |
| 340 | Y | | | <p>I think this trail is great. I really like the fact that it is keeping cyclists away from the busy road on Milton st and going down roker street instead. I think the removal of a couple of houses is well worth the pleasant and sad trail that will result. If we are to encourage more cyclists and less cars it is vital that our cycle routes are safe and enjoyable.</p> <p>We as a family only have one car so the kids bike to school and my husband and I take turns biking to work. We use our bikes as transport whenever we can locally</p> |
| 341 | Y | | | <p>Please do not include deviations from a direct route, as commuters choosing to cycle are likely to take a the most direct route if it is quicker (ie a shortcut). These cycle paths are not for casual Sunday rides, they are to allow people to safely commute by bike to places of employment, education, and recreation.</p> <p>Also, please ensure that they are wide enough to cater for the increasing number of people who are choosing to commute by bike.</p> |
| 342 | | | Y | <p>I really like the idea of a cycle way going towards Halswell. I go Wednesday secondary school road cycling on the old Tai Tapu road and would really like the cycle way to go all the way to the Halswell junction road shops so we don't have to ride on the road. Quite a lot of secondary school kids go to this sports event every week in winter so it would be good to not have to ride on the road where it is quite dangerous.</p> |
| 343 | Y | | | I strongly support the plan to take the cycleway via Roker Street (rather than Milton Street) as the quieter street will be far more attractive and feel safer to many less experienced cyclists. |
| 344 | | | Y | <p>I strongly support the removal of the flats at Roker St to accommodate the cycleway. As someone who will ride their bike along Quarryman's Trail this will be far safer and more direct than Milton St, and also won't compromise the carpark situation. I'd like to commend the Council for persevering with the Major Cycle Routes- they will be truly transformative for our city's transport.</p> <p>The Council's target user market for this route is the "interested but concerned" portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>Secondly, along James Hight Drive I would like to see cycle bypasses at the proposed raised platforms, similar to what's being built along Worcester St. This will reinforce that it is a cycle street and allows cyclists to ride at a constant speed seamlessly.</p> <p>Thirdly, at the cycle crossing for eastbound cyclists near the Milns Rd intersection, there is a terrible alignment for the crossing. Considering cars are going to be giving way at this raised table, the 90° turn to cross looks as if the cyclists are giving way. Please align this crossing so it's more of a 45° angle for both cyclists and drivers.</p> <p>Furthermore, at the junction with Sparks Rd along the drain reserve, I would like to see a much smoother alignment of the turn. Does it have to be that sharp. The cycleways are being designed for a 20km/h speed in mind- even with sufficient braking, a sharp turn combined with a frosty morning could result in a cyclist sliding into the traffic lane. Please smoothen the alignment!</p> <p>Also, what is the possibility of the pathway along Sparks Rd being extended south towards the township? After all, it is called the 'Quarryman's Trail.' This would be a much utilised link! Or at the very least, widen the on-road cycle lanes...</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>I strongly support the proposed cul-de-sac treatment at Rydal Street.</p> <p>At the intersection with Lyttelton Street on Sparks Road, I would like to see the separated cycleway continue over to Frankleigh St, not transition to a shared path for 20m- please continue the separated cycleway right to the intersection as is the case with every other intersection.</p> <p>I fully support the proposed removal of property on Barrington St for the cycleway, as Roker St will provide a far better connection for cyclists- in terms of safety along quiet streets, and in directness. I do NOT support the alternative on Milton St as this will remove carparks!</p> <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>The proposed raised tables along Roker Street go from kerb to kerb. I would like to see cycle bypasses at the raised tables, like what is being built on Worcester St. It will allow cyclists to flow through without interruption, and further outline to drivers that this is a cycle-friendly street.</p> <p>On Roker Street at the intersection with Selwyn St, I would like to see a more cycle-friendly crossing, like what's being built on the Shag Rock cycleway on England St. This would have turn restrictions for cars while bikes can ride straight through, making the passage much safer for cyclists while also lowering through traffic volume.</p> <p>I strongly support the removal of carparks along Strickland and Antigua Street(s).</p> <p>Finally, I would like to see a decent cycle connection to Braddon Reserve just south of Disraeli Street. Can there please be a pedestrian refuge at this location so pedestrians and cyclists can access this reserve from the eastern side of Antigua St</p> |

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| | | | | safetly? |
| | | | | Many thanks to the Council- on the whole, this cycleway looks mint! |
| 345 | | | Y | <p>QUARRYMAN'S CYCLE TRAIL FEEDBACK – SUPPORT FOR ALTERNATIVE ORANGE ROUTE THROUGH SOMERFIELD AND SPREYDON</p> <p>Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the “Orange Route”), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.</p> <p>Blue Route via Roker Street This route is undesirable and far from idea for the following reasons:</p> <ul style="list-style-type: none"> • Un-necessary demolition of homes and displacement of families, when other less intrusive options are possible • Traffic congestion on Barrington/Selwyn/Strickland Streets will likely increase due to the close placement of new signal crossings close to the Milton Street intersections on each street • Cyclist safety will be compromised when Roker Street is busy with parked/driving cars while Bradford Park is being used for sports • Narrowness, which makes navigating parked cars difficult – youngsters and families often ride on the footpath for this reason • The character of the cul de sac will be compromised, with boundary properties and the cul de sac becoming significantly more busy, noisy, and unsafe for residents.. <p>Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street</p> <ul style="list-style-type: none"> • This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the “interested but concerned” cyclist • Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the “interested but concerned” cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so • Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse close enough to community resources such as libraries, shops, or schools to be useful. An informal survey of the “interested but concerned cyclists” in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group. <p>Green Routes via Spreydon</p> <ul style="list-style-type: none"> • The green routes are circuitous and complex • Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through/across busy roads in order to access the Quarryman's Trail. <p>Red Route via Stanbury Ave/Studholme Street</p> <ul style="list-style-type: none"> • This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and is undesirable for that reason • This route involves two complex right hand turns across busy roads, which are unsafe for younger cyclists • The use of Studholme Street is unsuitable due to the number of pedestrians and moving cars during school hours, given the narrowness of the street. The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa <p>Preferred “Orange Route” Our preference is for an alteration to the Milton Street blue route (the “Orange Route”), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.</p> |
| 346 | Y | | | |
| 347 | | | Y | <p>First and foremost, I strongly support the removal of the flats at Roker St to accommodate the cycleway. As someone who will ride their bike along Quarryman's Trail this will be far safer and more direct than Milton St, and also won't compromise the carpark situation.</p> <p>Also, the alternative route along Milton St is not favourable as this is a busy road that would not attract the “interested but concerned” cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> |

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| | | | | <p>Firstly, the cycle crossing from the domain to James Hight Drive should (and can) be much more direct, intuitive, and safer, by installing a crossing like the one being built at the England/Hereford intersection on the Shag Rock cycleway. There is a cycle island in the middle of the intersection, allowing cyclists to flow straight through. Refer to the Social Pinpoint comment.</p> <p>Secondly, along James Hight Drive I would like to see cycle bypasses at the proposed raised platforms, similar to what's being built along Worcester St. This will reinforce that it is a cycle street and allows cyclists to ride at a constant speed seamlessly.</p> <p>Thirdly, at the cycle crossing for eastbound cyclists near the Milns Rd intersection, there is a terrible alignment for the crossing. Considering cars are going to be giving way at this raised table, the 90° turn to cross looks as if the cyclists are giving way. Please align this crossing so it's more of a 45° angle for both cyclists and drivers.</p> <p>Furthermore, at the junction with Sparks Rd along the drain reserve, I would like to see a much smoother alignment of the turn. Does it have to be that sharp. The cycleways are being designed for a 20km/h speed in mind- even with sufficient braking, a sharp turn combined with a frosty morning could result in a cyclist sliding into the traffic lane. Please smoothen the alignment!</p> <p>Also, what is the possibility of the pathway along Sparks Rd being extended south towards the township? After all, it is called the 'Quarryman's Trail.' This would be a much utilised link! Or at the very least, widen the on-road cycle lanes...</p> <p>At the intersection with Hendersons Road, how do cyclists coming up Hendersons Rd from the south get onto the cycleway? Will there be a phase that accommodates them?</p> <p>On Sparks Road from Victors Rd the cycleway becomes 2.5m wide- this is a bit narrow. 20cm should be taken from the flush median to accommodate a wider cycleway.</p> <p>I strongly support the proposed cul-de-sac treatment at Rydal Street.</p> <p>At the intersection with Lyttelton Street on Sparks Road, I would like to see the separated cycleway continue over to Frankleigh St, not transition to a shared path for 20m- please continue the separated cycleway right to the intersection as is the case with every other intersection.</p> <p>I fully support the proposed removal of property on Barrington St for the cycleway, as Roker St will provide a far better connection for cyclists- in terms of safety along quiet streets, and in directness.</p> <p>I DO NOT support the alternative on Milton St as this will remove carparks!</p> <p>The proposed raised tables along Roker Street go from kerb to kerb. I would like to see cycle bypasses at the raised tables, like what is being built on Worcester St. It will allow cyclists to flow through without interruption, and further outline to drivers that this is a cycle-friendly street.</p> <p>On Roker Street at the intersection with Selwyn St, I would like to see a more cycle-friendly crossing, like what's being built on the Shag Rock cycleway on England St. This would have turn restrictions for cars while bikes can ride straight through, making the passage much safer for cyclists while also lowering through traffic volume.</p> <p>On Strickland Street at the intersection with Milton St, I would like to see off-road cycle bypasses so cyclists can do a free-left turn onto and off the cycleway.</p> <p>I strongly support the removal of carparks along Strickland and Antigua Street(s).</p> <p>Finally, I would like to see a decent cycle connection to Braddon Reserve just south of Disraeli Street. Can there please be a pedestrian refuge at this location so pedestrians and cyclists can access this reserve from the eastern side of Antigua St safely?</p> <p>Cheers CCC for persevering with the cycleway network, despite the vocal minority about their carparks!</p> |
| 348 | Y | | | I have recently returned from a trip to Europe a cycling convert. It is the future of all liveable cities and projects like this allow cities to incorporate cycling smoothly and effectively, encouraging low carbon, healthy transport. I strongly support the proposal. |
| 349 | | | Y | <p>We totally agree with the need for the Quarrymans trail but it needs a link to the quarry via Sparks road to the Halswell Junction & Halswell road intersection as was originally planed. This services the Southern part of Halswell and the notified proposal services the central and more northern areas of Halswell eg Oaklands- Dunbars Road. BOTH CAN BE JUSTIFIABLY ACCOMODATED</p> <p>The continuation down Sparks Road to Halswell Junction Road has sufficient width beside the road and is partially done to the access point to Garforth Green and the signalized crossing point is already in place. The linkage to the Quarry can run directly down Kennedys Bush Road on a low volume, one way entry point road near the Fish & Chip Shop.</p> <p>Congratulations to all involved in the planning, implementation & consultation stages.</p> <p>Very Good & well attended public meetings</p> |
| 350 | Y | | | |
| 351 | | | Y | <p>I wholeheartedly support the Council's commitment to improving cycling infrastructure in ChCh. I would like to voice my support for the idea that safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe on the cycleway. This is the only way to really increase the number of cyclists in our city. If physical separation is not part of the new cycleways, the 'interested but concerned' cyclist or potential cyclist is unlikely to take the step of switching to two wheels.</p> <p>For the same reason, I don't believe that the alternative route along Milton St is a good idea as this is a busy road that would not attract the "interested but concerned" cyclist.</p> <p>The intersection between Sparks Road and Henderson's Road requires bike crossing lights at the northern and southern end of Henderson's Road to ensure cyclists can safely turn right from Henderson's Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles.</p> |

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| 352 | Y | | | <p>The Council's target user market for this route is the “interested but concerned” portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the “interested but concerned” cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more “interested but concerned” cyclist will feel safe and confident to use this route.</p> <p>The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route.</p> <p>The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents’ private vehicles.</p> <p>The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> |
| 353 | Y | | | <p>The Council's target user market for this route is the “interested but concerned” portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the “interested but concerned” cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more “interested but concerned” cyclist will feel safe and confident to use this route.</p> <p>The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route.</p> <p>The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents’ private vehicles.</p> <p>The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> |
| 354 | Y | | | This is an important piece of infrastructure to help like the rapidly growing suburbs of the s.west to the city. Also it would serve well recreational cyclists who trip out to Tai Tapu in droves. |
| 355 | Y | | | <p>I am very much in favour of this long overdue cycleway, but it needs to travel along Sutherlands Rd, Cashmere Rd to the Quarry, surely! Mountain bikers and road cyclists use the very busy Cashmere Rd entrance to the Quarry.</p> <p>Cyclists need a safe passage to commute to the city and at present Sparks and Halswell are both 80k roads and are dangerous for cyclists.</p> |
| 356 | Y | | | <p>While the cycleway itself in general provides a good route along the corridor, it's not always obvious (or easy) how people will get on or off the cycleway to access other destinations, esp. key ones such as shops, parks and schools - more work is needed to make it more useful to the surrounding neighbourhood.</p> <p>Fully support the purchase of properties to provide a link through to Roker St, but please consider the possibility of rebuilding some smaller units on the remaining space after creating a pathway corridor.</p> |
| 357 | Y | | | Christchurch should be a cyclists' paradise, but instead, it lacks safe and enjoyable cycling networks. Every day I cycle to work and every day I have near misses with traffic that appears not to have seen me despite my hi-vis gear and lights. A trail cycleway would be such a treat and is long overdue for cyclists, who are decongesting the city literally and figuratively. |
| 358 | | | Y | <p>Overall, this route will provide some greatly improved cycling between Halswell and the CBD. If I had to identify a common theme that still needs work, I think that better connections to/from adjacent streets and destinations (shops/schools/parks/etc) should be worked on; it's no good having a great facility for going along if it's not easy to get on or off it.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>Physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident “interested but concerned” cyclists feel safe and are encouraged to hop on their bikes.</p> <p>Selfishly, if it could get nearer the Little River link that would be even better for me.</p> <p>I support the Quarryman's Trail cycleway, and will use it when built.</p> <p>It's a critical step towards establishing Christchurch as a great city for cycling.</p> |
| 359 | Y | | | I am looking forward to riding this route - it will be another opportunity for me to enjoy being a visitor to my friends in Christchurch. |
| 360 | Y | | | |

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| 361 | Y | | | |
| 362 | Y | | | In general the new cycleway is very good and I look forward to using it. Going down Roker st is a better option but is it further away from Barrington Mall. Going down Simeon St is probably the best option to get to the mall given how busy Barrington Street is, but you still need to get across Milton St. It is the connections to facilities that encourage cycling. |
| 363 | Y | | | I support the Quarrymans Trail cycleway, it is excellent to see these developments which will get more people cycling |
| 364 | | N | | It has not been thought through that well or had been presented to neighbourhood support groups for ideas and consultation. Sparks Rd for instance will cause major problems and disruption as parking is already a problem there among other things. |
| 365 | | | Y | Traffic flow and parking outside hoon hay school, this is a busy school and has added traffic with ola next door. It is great that you are making roads safer for people, on bikes, but please do so for kids on there way to and from school |
| 366 | Y | | | I support the creation of this cycleway as there is demand for it and a need for safer, separate cyclists from cars allowing for more public use of cycles as a transport opinion in such a flat city. Keeping cyclists safe, encouraging physical activity for health of residents and easy access are all key reasons why i support this. |
| 367 | Y | | | I love this proposal. I will use the section up Strickland/Antigua daily in both directions on my commute to the uni from Huntsbury. Currently this route is scary and dangerous, being a major route for both bikes and cars. The constriction caused by parked cars significantly increases the hazard. I will include the Quarryman's Trail for weekend recreational cycling in a circuit returning on Cashmere Rd and Centaurus Rd |
| 368 | | | Y | <p>We own a property at ██████ St Somerfield which is a long the route that is proposed for the "Quarryman's Trail". We have looked at the plan and are very concerned for the potential loss off "on street" parking for our tenants at that address. We are mostly concerned for the tenants in our front flat ██████ of this old house divided into two separate flats. The back flat ██████ has a garage but the front flat only has - on street - parking. As landlords we wonder whether there could be a rebate i.e. a slight easement - convert what is currently a grass berm into a park away allowing the extended "no parking" painted lines zone along Roker St as it meets Selwyn St to stand.</p> <p>Additionally we feel that our tenants in ██████ Roker will lose a lot of parking space outside ██████ Roker on Selwyn St if this cycleway goes ahead - we refer to the proposed cycleway plan as viewed at the Baptist Church and with discussions with Head Planner ? Barry.</p> <p>We had a fence put in at ██████ and the Asphalt was slightly damaged by the Tradesman - we realize most probably the path will get a reseal (by the look of the plan) so should we reseal or will the corner be reworked anyway?</p> |
| 369 | Y | | | The more people we have cycling in Christchurch the better. Less cars on the road is good for everyone and improves the safety too. I see how many more people are now using the cycle route that comes from Riccarton through Hagley Park |
| 370 | | N | | Having fully read the Peleton Addendum Report I find the statistics alarming. 15000 vehicle movements per day, 810 cyclists west bound daily, 750 cyclists eastbound daily. I have calculated the cyclists allowing 300 cyclists out of peak times, leaves 1260 cyclists in peak. This equates to 1 cyclist every 12 seconds plus the vehicle movements. I have to reverse out into this (help I am a prisoner in my own property) |
| 371 | Y | | | <p>The Council's target user market for this route is the "interested but concerned" portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more "interested but concerned" cyclist will feel safe and confident to use this route.</p> |
| 372 | Y | | | |
| 373 | Y | | | I appreciate the planned trail providing a cycle path physically separated from the vehicle traffic on the roadway, even if this means the loss of some street parking. A separated trail is essential to increasing the number of people comfortable with cycling around Christchurch. The health and environmental benefits of getting people out of their cars and onto bicycles are well known. I cycle in the Somerfield area frequently and to avoid the traffic often use Roker St as an alternative to Milton St, so it is great to see the CCC proposing to make this easier and safer. |
| 374 | Y | | | <p>The Council's target user market for this route is the "interested but concerned" portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more "interested but concerned" cyclist will feel safe and confident to use this route.</p> <p>The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route.</p> <p>The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles.</p> <p>The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> |
| 375 | Y | | | <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>I have been knocked off my bike when I was just turned on the roundabout on the corner of Hoon Hay and Sparks Rd. My husband has been knocked off his bike on the roundabout at Henderson and Sparks Road as well as a friend of ours. It is a dangerous bit of road that that Quarryman's trail will help to improve. We are also careful riders. I had a bicycle accident years ago which meant a 8 year recovery for myself. I enjoy healthy riding so please make a difference in my home area. Thank you.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> |
| 376 | Y | | | I cycle nearly everyday around Christchurch and would love to see our city grow into a truly cycle friendly city. I also speak to a number of people who are not comfortable to cycle in areas where there are not cycleways. |

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| 377 | Y | | | <p>FANTASTIC that the council is being brave and forward thinking - I fully support this wonderful cycling infrastructure :)</p> <p>I was knocked off my bike 7 years ago by a van, at a roundabout, driven by a driver who was at fault. He was not paying attention and it could have cost me my life ! We NEED this safe (and as much as possible) separated infrastructure. Cars and bikes don't mix well, so much The alternative route along Milton St is not favourable as this is a busy road that would not attract the “interested but concerned” cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <p>The Council's target user market for this route is the “interested but concerned” portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more “interested but concerned” cyclist will feel safe and confident to use this route.</p> <p>The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route.</p> <p>The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents’ private vehicles.</p> <p>The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> |
| 378 | Y | | | <p>I really like the separated cycle lanes. I commute on my bike EVERY DAY and the parts that I really enjoy are when I am separated from trucks, buses and cars. I can relax and enjoy the journey. With the population growth in Halswell, now is the time to bed in cycling infrastructure and continue to normalise cycling as a viable mode of transport. This is another great step forward to making Christchurch a liveable, relaxed, healthy and green city.</p> |
| 379 | Y | | | <p>I strongly support the construction of the Quarryman's Trail overall. I think this will be a fantastic addition to our transport infrastructure and a much-needed safer option for cyclists of all ages. Personally I commute via bicycle throughout the city every day. While I understand that in some cases alternative routes will need to be investigated, I encourage the council to proceed with caution when facing a choice that would make the route too indirect. I.e. if the route is not by and large direct and straight, many cyclists will likely not use it, continuing to prefer more direct routes (albeit on more dangerous roads). I also encourage the council to strive to reach a balance of effectiveness of infrastructure and simplicity. If the new infrastructure is too complicated, there will be confusion amongst both drivers and cyclists, which is likely to cause accidents. In addition, I strongly encourage the council to consider how cyclists can make right-hand turns from separated cycleways. This does not appear to have been considered in some of the new cycling infrastructure (e.g. Tuam Street). It is currently not easy or intuitive to make right-hand turns from this cycleway.</p> |
| 380 | | N | | <p>Self employed with two staff at Nouvelle Milton hairdressing salon. And worried about parking for my clientele existing and future. It would destroy not only me but my employees as well and my clients. We have been here for 20 years.</p> |
| 381 | | | Y | <p>Great design and route! Some comments for your consideration.</p> <p>General Comments Two-way Cycle Paths There is a potential safety risk with turning vehicles having to give way to two-way cycleway traffic particularly as there will be pressure on turning motorists to avoid holding up traffic and they will not be expecting to give way to two-way traffic. Whilst the median will alleviate this on some parts of the route the volumes where this is proposed are significantly higher than what would be considered acceptable for a two-way cycle facility. Has adequate consideration been given to the safety risks associated with the two-way path?</p> <p>Shared Paths Has widening of shared paths to 4.0m been considered? Pedestrians often walk in pairs or with a dog making it difficult for a cyclist to pass. 4m provides additional conflict negotiation space improving safety and level of service and future proofs for increasing pedestrian and cycle volumes.</p> <p>Access to Side Roads Separated and off-road cycle paths make it significantly more difficult for cyclists to travel between the cycleway and side roads. On-road cycle lanes without separation allow cyclists to indicate their intentions and merge into a gap in traffic to turn right to a side road. The separation strip will make this significantly more difficult as it reduces the length over which cyclists can carry out this manoeuvre. Consider ending the physical separator further back from side road intersections and providing a flush separator to enable this manoeuvre to be safely carried out. It is also important that all crossings and refuges be designed or upgraded to be wide enough (3-4m) to allow cyclists and pedestrians to safely use these to access side roads. Good access to the cycle route is critical if the Council want to encourage use of the cycle routes particularly by less confident cyclists who will not feel comfortable turning directly from the cycleways.</p> <p>Shared Streets Parking is permitted on both sides of shared streets. If parking is occupied this will reduce the available carriageway width to <5m and force cyclists to ride close alongside parked vehicles. Consider prohibiting parking on one side of the street to improve safety and comfort for cyclists.</p> <p>Lane widths The plans show very widths for cycle lanes, cycle paths, and traffic lanes etc. This makes it difficult to access the safety and adequacy of the facilities provided. Council should include this information on future consultation plans</p> <p>Advance Stop Boxes Consider including advanced stop boxes in front of straight through lanes at signalised intersections to allow cyclists to turn right with turning traffic particularly if there is a right turn phase for vehicles.</p> |

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| | | | <p>Bus Stops</p> <p>Consider measures such as a special surfacing type or pavement marking at bus stops adjacent to cycle lanes to highlight the conflict zone and discourage pedestrians from standing in the cycle lane whilst waiting for a bus.</p> <p>Specific Comments</p> <p>Access to Te Hapua (Sheet 1)</p> <p>The shared path begins at the northern carpark access to Te Hapua. It is not clear from the plans how cyclists using the shared path will access the Te Hapua entrance on the southern side of the building. Consider extending the shared path to the other side of the building and providing clear direction to cycle stands at Te Hapua.</p> <p>Halswell Road crossing to Halswell Shopping Centre (Sheet 1)</p> <p>The new shared path will encourage cyclists to use the existing to access the Halswell Shopping Centre. Consider widening this crossing to make it safe for cyclists and pedestrians to use at the same time as it is currently very narrow. The Council should work with the Shopping Centre to ensure safe access and secure cycle parking can be provided to encourage use of the cycleway.</p> <p>Halswell Road crossing near Lillian Street (Sheet 1)</p> <p>Consider widening this crossing to make it safe for cyclists and pedestrians travel between the shared path and the shops and residential area west of Halswell Road.</p> <p>Halswell Domain shared path (Sheet 2)</p> <p>Consider widening the shared path to 4 m to provide increased safety and level of service for increased future cycle and pedestrian volumes.</p> <p>James Hight Drive Crossing (Sheet 3)</p> <p>There appears to only be about 10m between the intersection with William Brittan Avenue. Is this sufficient separation to provide a safe priority crossing for cyclists? Whilst there is currently good visibility this could be compromised if a future property owner chose to construct a front boundary fence.</p> <p>James Hight Drive Shared Street (Sheet 3)</p> <p>Parking is permitted on both sides of James Hight Drive. If parking is occupied this will reduce the available carriageway width to 5m and force cyclists to ride close parked vehicles. Consider prohibiting parking on one side of the street to improve safety and comfort for cyclists.</p> <p>Milns Drain shared path (Sheet 4)</p> <p>Consider widening the shared path to 4 m to provide increased safety and level of service for increased future cycle and pedestrian volumes.</p> <p>Sparks Road shared path (Sheets 5 and 6)</p> <p>Consider widening the shared path to 4 m to provide increased safety and level of service for increased future cycle and pedestrian volumes.</p> <p>Hendersons Road / Sparks Road Intersection (Sheet 7)</p> <p>Cycle give-way marking should be included to control the left-turn cycle slip lanes from Hendersons Road onto Sparks Lane.</p> <p>How do cyclists complete right turns from Hendersons Road onto the Sparks Road shared path or cycle path? This manoeuvre looks difficult unless there is a completely separate phase for cyclists and even so would still be confusing.</p> <p>Can cyclists travel westbound from the westbound cycle path to the Sparks Road on-road cycle lane? Are the right turns from Sparks Road are set-up to be on a simultaneous phase with the diagonal shared path movement? If this is the case it may be difficult to allow for this manoeuvre.</p> <p>The eastbound left-turn lane limit line appears to be too close to the cycle crossing.</p> <p>The tactile paver arrangement on the north-west quadrant looks confusing. Would it be possible to run the directional pavers across the cycle slip lane parallel to the shared path?</p> <p>Sparks Road two-way cycle path (Sheet 7-12, 14-15)</p> <p>There is a potential safety risk with turning vehicles having to give way to two-way cycleway traffic particularly as there will be pressure on turning motorist to avoid holding up traffic and they will not be expecting to give way to two-way traffic. Sparks Road is designated as a minor arterial road with potential for traffic volumes to exceed 10,000 vpd. Whilst the median will alleviate this these volumes are generally much higher than what would be considered acceptable for a two-way cycle facility.</p> <p>Sparks Road Signalised Pedestrian Crossing (Sheet 12)</p> <p>Consider including a signalised cycle crossing at this location. This would make it safer for both pedestrians and cyclists accessing the school. Also consider providing a shared path on the north of Sparks road to provide better access for students riding to school.</p> <p>Some of the turning manoeuvres on the south side of Sparks Lane are going to be difficult for cyclists i.e. access between the pedestrian crossing and cycle lane, access from Rydal Street (particularly if there is kerb separating the cycle lane and shared path). Has consideration been given to combining the shared path and cycle path between #88 to #92 to form a wider shared path to provide increased conflict negotiation width and allow for better turning manoeuvres? This may also allow the left turn from Sparks Road to Rydal Street to be improved (crossing offset further back from Road). There is a potential safety risk with left turning vehicles having to give way to two-way cycleway traffic particularly as there will be pressure on left turning motorists to avoid holding up traffic on Sparks Road.</p> <p>Sparks Road / Hoon Hay Road intersection (Sheet 12)</p> <p>The signals arrangement crossing Hoon Hay Road on the south side is confusing with a two-cycle path crossing + ped crossing + cycle crossing to allow cyclists to turn right from Hoon Hay Road to access the two way cycle path. In practice it is likely the cyclists wanting to turn right will do so on the two-way cycleway phase (ignoring the red light on Hoon Hay Road as this manoeuvre will be much more attractive than using the slip lanes and shared paths. Would it be possible to incorporate a hook turn north of the pedestrian crossing rather than providing and additional crossing to the south?</p> <p>A right hook turn box has been provided for cyclists turning right from Hoon Hay Road (northbound) to Sparks Road but no on-road cycle facilities are provided on Sparks Road. This is inconsistent with the Frankleigh Street intersection where no hook turn box has been provided for this movement.</p> <p>Consider and advance stop box for cyclists to allow direct right-turns from Hoon Hay Road (southbound) to the two-way cycleway on Sparks Road (similar to the Frankleigh Street intersection).</p> <p>Pedestrian Crossing near Pablo Place (Sheet 14)</p> <p>Consider widening the pedestrian crossing refuge and providing a widened shared path on the north side of Sparks Road with a slip lane to Pablo Place to allow better safety and access for cyclists and pedestrians. Pablo Place provides access to the residential area to the north via a pedestrian accessway.</p> <p>Right turn into Waimokihi Place (Sheet 14)</p> <p>Does the flush median have sufficient width to accommodate a right turning vehicle? If not consider extended slightly to reduce impact on Sparks Road traffic.</p> <p>Pablo Place and Waimokihi Place access for cyclists (Sheet 14)</p> <p>Consider providing gaps in the separator so confident cyclists can turn directly from Pablo Place and Waimokihi Place to access the two-way cycleway.</p> <p>Frankleigh St / Lyttelton St Intersection (Sheet 15)</p> <p>The signals arrangement crossing Lyttelton Street on the south side is confusing with a two-cycle path crossing + ped crossing + cycle crossing to allow cyclists to turn right from Lyttelton Street to access the two way cycle path. In practice it is likely the cyclists wanting to turn right will do so on the two-way cycleway phase (ignoring the red light on Hoon Hay Road as this manoeuvre will be much more attractive than using the slip lanes and shared paths. Would it be possible to incorporate a hook turn north of the pedestrian crossing rather than providing and additional crossing to the south?</p> <p>There is a potential safety risk in providing an advanced stop box on Lyttelton Street (northbound) for right turning cyclists onto Frankleigh Street as there are no on-road cycle facilities on Frankleigh Street and there appears to be insufficient width in the</p> |
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| | | | | <p>departure lane hence the cyclists will get squeezed into the kerb.</p> <p>Both the Frankleigh St and Hoon Hay Road intersection may work better with shared paths and separated signalised crossings (similar to the eastern quadrant at the Frankleigh intersection). This would avoid having to include the additional cycle crossings on the approach side of the pedestrian crossing.</p> <p>Frankleigh Street two-way cyclepath (Sheets 15 and 17)</p> <p>There is a potential safety risk with turning vehicles having to give way to two-way cycleway traffic particularly as there will be pressure on left turning motorist to avoid holding up traffic and they will not be expecting to give way to two-way traffic.</p> <p>Frankleigh Street is designated as a minor arterial road with potential for traffic volumes to exceed 14,000 vpd. Whilst the median will alleviate this these volumes are generally much higher than what would be considered acceptable for a two-way cycle facility. Has adequate consideration been given to this risk?</p> <p>Barrington Street Pedestrian/Cycle Crossing (Sheet 18)</p> <p>Consider including a slip lane for cyclists to access the cycle crossing when turning right onto the cycleway from Barrington Street (southbound).</p> <p>Strauss Place and Roker Street (Sheets 18-21)</p> <p>Consider including sharrows on these shared streets so the route is consistent with other streets like James Hight Drive.</p> <p>Parking is permitted on both sides of Roker Street. If parking is occupied this will reduce the available carriageway width to <5m and force cyclists to ride close to parked vehicles. Consider prohibiting parking on one side of the street to improve safety and comfort for cyclists.</p> <p>Roker Street / Selwyn Street intersection (Sheet 20)</p> <p>Some of the manoeuvres at the intersection appear tight for cyclists. The cycle slip lanes back onto Roker Street are also very close to the intersection. There is a potential safety issue as cyclists are expected to give-way to vehicles turning left and right from Selwyn Street and straight through from Roker Street. Consider including a length of shared path on the prior to directing cyclists back onto Roker Street.</p> <p>Roker Street / Strickland Street intersection (Sheet 21)</p> <p>Consider including a slip lane for northbound cyclists on Strickland Street to access the crossing to turn right into Bradford Park.</p> <p>Consider including a slip lane for cyclists to turn left from Roker Street to the Strickland Street separated cycle lane.</p> <p>Strickland St / Milton St intersection (Sheet 22)</p> <p>If the signal phasing allows consider reducing the length of the cycleway separator on the Strickland Street approaches to the signals and provide an advance stopping box that confident cyclists can use to turn right onto Milton Street with traffic rather than having to use the hook turn boxes.</p> <p>Burn Street / Manhire Street (Sheet 23)</p> <p>Consider widening the pedestrian crossing and providing slip lanes so cyclists can also use this crossing point to safely travel between the cycleway and side streets.</p> <p>Ruskin Street intersection (Sheet 24)</p> <p>Consider widening the pedestrian crossing and providing slip lanes so cyclists can also use this crossing point to safely travel between the cycleway and side streets.</p> <p>Burke Street intersection (Sheet 25)</p> <p>Consider widening the pedestrian crossing and providing slip lanes so cyclists can also use this crossing point to safely travel between the cycleway and side streets.</p> <p>Fairfield Avenue, Hazeldean Road (Sheet 25-26)</p> <p>Consider including slip lanes so less confident cyclists can use pedestrian crossing points to access side roads.</p> <p>Council needs to improve the website feedback form as it is difficult make comment given the small size of the feedback box. There is also no option to add an attachment which has been an option during past consultations.</p> |
| 382 | | | Y | <p>I wholeheartedly support the general plan for this trail and think it will lead to huge improvements for cyclists in Christchurch, with a knock-on positive effect for the whole community with fewer cars on the road and safer journeys for all.</p> <p>I am concerned that Milton Street will be used. I have cycled along this street many times and it is very busy and quite dangerous for cyclists. I do not support any change of plan to use Milton Street.</p> <p>I am generally in favour of removing some or most on-street parking to build safe, separated cycle lanes, and putting time restrictions on the remaining spaces, because this is shared land and nobody should be able to use it as all-day private car storage anyway. The benefits to the community by turning on-street parking into safe cycle lanes are far higher than the inconvenience to a small number of individuals.</p> |
| 383 | Y | | | This just makes sense |
| 384 | Y | | | |
| 385 | | | Y | <p>My concern is some residents want the cycle way to go through milton street instead of Roker street .I live on milton street which is extremely busy with huge trucks buses and traffic jams at from 8am to 9am .5 pm until 6.30 pm every day it would be so dangerous to take street parking out and put a cycle way in as its already very difficult to get out of our driveways as it is .If there's no parking people will find it harder to get out of their driveways on to milton street .it will be very dangerous for cyclist.keep the new cycle way on Roker street. I would even use it i hate cycling on milton st. Im not against cycle ways just not on the main roads or at least make it at least as possible .they need to be on the quieter streets safer for children as well .great to get rid of the roundabouts traffic is way to heavy on the main road. Traffic lights a way safer</p> |
| 386 | Y | | | <p>More people out of cars and on bikes is going to be a big boon for making chch a more attractive place to visit, study and live. This needs to be safe and council needs to show a concerted effort to reprioritise non-motor forms of transport eg through the reduction in speed and parks to make cycling safer and more enjoyable, as is proposed in the plan</p> |
| 387 | | | Y | <p>I can see the rationale of the the route to pass through at the end of Roker St and therefore provide a contiguous route and avoid a detour and loss of parking on Milton Street, but the forced purchase of 2 private properties seems extremely unfortunate. I have ridden the route as part of a Spokes Ride and wonder at the option of a tunnel under the driveways- though accept this might be more expensive and possibly impractical. The option to divert the route out to Milton street is a worse case option but might be a temporary fix until the properties come on to the market?</p> |
| 388 | Y | | | This will be an excellent resource and support and the encourage cycling in the city. |
| 389 | Y | | | |
| 390 | Y | | | <p>Cycling is a really neat mode of transport, but currently doing it safely is not the easiest or most accessible thing. I wholeheartedly support the implementation of better cycleways as a means to reduce traffic and thus carbon emissions, and promote health! This is a cycleway that I probably won't make too much use of, but for it to be an option for those who will I fully support.</p> |
| 391 | Y | | | |
| 392 | | | Y | <p>I'm a regular road user of Sparks Road, Hoon Hay Road, Frankleigh Street, Lyttelton Street, Milton Street and Strickland St. I would like to comment on these sections.</p> <p>1. General</p> <ul style="list-style-type: none"> • At pedestrian refuge island – potential conflict with pedestrian and cyclists on the separated cycleway. Do cyclists give way to pedestrian or pedestrian to give way to cyclists? If pedestrian is to give way to cyclists, then the waiting area at the cycleway separator does not seems very wide to accommodate pedestrian in particular those with prams or mobility scooter. • Separated cycleway – is cyclists allow on the general traffic lane? Or do they have to use the separated cycleway? If cyclists allow on the general traffic lane. They will have to take the lane as the traffic lane is not wide enough to have vehicles alongside the cycle. This could impede traffic movement on the general traffic lane. |

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| | | | | <ul style="list-style-type: none"> • Bus stop – will tactiles paver be provided at all bus stops along the route? Some of the bus stops along the route do not have tactiles pavers. Do cyclists on the separated cycleway give way to bus passenger at the bus stop? <p>2. Sparks Road</p> <ul style="list-style-type: none"> • Mid-block signalised pedestrian crossing on Sparks Rd west of Rydal St – the directional tactiles do not aligned with the traffic signal pole to lead vision impaired pedestrian to the push button on the pole. • Cutdowns leading cyclists on the separated cycleway to/ from footpath – provide wider cutdown and smoother transition to accommodate cyclists. • Parking on the northern side - consider additional road marking to clearly define the extent of on street parking at property access. i.e. parking ticks The loss of parking on the southern side will encourage parking over property driveways. <p>3. Gainsbrough Street</p> <ul style="list-style-type: none"> • Pedestrian refuge island west of Gainsbrough St – is right turn out of property at No.142B Sparks Rd be restricted? The location of the refuge island could restrict turning movements from the property. <p>4. Maryhill Avenue</p> <ul style="list-style-type: none"> • Loss of parking on south side of Sparks Road - Concerns about the increase in on street parking on Maryhill Avenue in particular to safety and traffic movements. Maryhill Road is currently busy with school parking along whole length restricting the road down to one lane. There are lot of on street parking on both sides of Sparks Road parking up to Gainsbrough Street at school start and finish times. Hoon Hay School has a path connecting to Maryhill Avenue and Our Lady of Assumption has secondary entrance on Maryhill Avenue creating parking demand. <p>5. Rydal Street/ Sparks Road intersection</p> <ul style="list-style-type: none"> • Concern about conflict between ped and cycle at the cycle path. The footpath between Rydal St and existing ped crossing is very busy at school finish time in the afternoon. • Is there Give Way for the cycle path where it connects with Rydal St cul-de-sac to the Sparks Rd southern footpath and connection to the separated cycleway? • Conflict between traffic at the cul-de-sac and traffic left turn from Sparks Rd – Would you need Give way for traffic left turn into Rydal St from Sparks Rd? • The existing tree proposed to be removed on the west side of the cul-de-sac has been removed on site. • Concerns about increase traffic at Hoon Hay/ Leistrella and Leistrella/ Rydal intersection - Consider treatments to assist ped to crossing intersection, deter shortcutting, reduced vehicle speed at intersections. • Leistrella Rd and Rydal St is a popular route with local school children travel to school by walking/ cycling/ on scooter to school. • Rydal Street is a local street and the section between Sparks Rd and Northaw St is popular for school pick up and drop off during school time. Changing Rydal St at Sparks Rd to cul-de-sac with left turn in only from Sparks Rd will direct more traffic (local and school traffic) down Rydal St. This makes the intersection with Leistrella St very busy as only way to exit out of Rydal St is via the Leistrella/ Hoon Hay intersection. The cul-de-sac at Sparks Rd will introduce more traffic at the intersection making it harder for school children crossing the road. <p>6. Hoon Hay/ Sparks intersection</p> <ul style="list-style-type: none"> • NE quadrant - duplicated path along Orion building <p>7. Waimokihī/ Sparks intersection</p> <ul style="list-style-type: none"> • No tactiles on Sparks Rd footpath across Waimokihī PI <p>8. Frankleigh/ Lyttelton/ Sparks intersection</p> <ul style="list-style-type: none"> • The directional tactiles at traffic signal do not lead vision impaired ped to traffic signal pole with push button. • SE quadrant - Conflict at shared path with property access. Potential for vehicle blocking the shared path while waiting to join traffic at the limit line on Frankleigh St <p>9. Lyttelton Street</p> <ul style="list-style-type: none"> • Bus bays on Lyttelton St – No bus stop marking and no stopping line along the bus stop. <ul style="list-style-type: none"> • Barrington/ Struss • is right turn out of Struss restricted? If yes, the relocated bus stop north of Struss would block visibility to southbound traffic on Barrington St. Potential conflict between vehicle exiting Struss PI and ped/ cyclists using the mid-block traffic signal crossing. • No directional pavers at the mid-block crossing <p>10. Strickland/ Burns St</p> <ul style="list-style-type: none"> • is right turn into Burns St restricted? Difficult to right turn into Burns St where the ped island located. <p>11. Strickland/ Brougham/ Antigua</p> <ul style="list-style-type: none"> • Would the existing drainage issue along the kerb & channel and road shoulder south of Brougham be fixed as part of the project? The ponding along the kerb can be uncomfortable for cyclists. |
| 393 | Y | | | I think its great you're building the cycleway, do not perpetually give in to automobile interest please! The Victoria street result was very disappointing for everyone who believed CCC was serious about improving accessibility for Christchurch. A reduction of car parking spaces is just fine. |
| 394 | Y | | | I will use to get to work |
| 395 | Y | | | <p>I am very much in favour of the proposal as it is, and I have some comments, mainly about the part I'm most likely to use between the centre of the city and Lyttelton St, to get to Pioneer Leisure Centre (although as my children get older I would hope to use the cycleway all the way to Halswell, especially to Te Hapua.</p> <ul style="list-style-type: none"> - In order to get 'interested but concerned' people onto bikes and cycling, it is very important that the proposed safety measures are retained and not compromised, included keeping bikes separate from other road traffic, and the wide cycleway. - I understand residents' concerns about the loss of houses in Barrington St / the end of Roker St. But it is the best alternative for 'interested but concerned' cyclists, as it will be quieter than Milton St, which is a busy road. This will especially be the case if Roker St becomes 30kph. However, with strong safety features, Milton St could be an option, knowing that it will require removal of car parks, which may be unpopular. - Parking restrictions and removal of parking spaces on Antigua ST, Strickland St, Frankleigh St, and Sparks Rd) are essential to provide adequate safety measure s for the 'interested but concerned' cyclist |
| 396 | | | Y | Cycle infrastructure and mass transport are the main options for traffic management in the long term, and a good long term investment for the future. |
| 397 | Y | | | <p>This is a great extension of the fantastic work Council has been doing in the safe-cycling area. My comments are:</p> <p>1. Milton St is busy and this option necessitates the removal of all car parks on the street, which would prove unpopular with the locals and cost a fair bit. Roker Street is quieter and most people have on-site parking, so it's not as inconvenient or</p> |

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| | | | | <p>expensive to use. Roker Street's an obvious choice.</p> <p>2. I'm not sure how to resolve the Sparks Road/Hendersons Road intersection, as this is busy with all sorts of traffic. Bike crossing lights maybe? Or some area we can cross away from the intersection perhaps? A tough call but make sure you investigate it well.</p> <p>3. Is the proposed 30km/hr speed limit on James Height Drive, Dunsford Close and Cridland Place necessary? They seem like pretty quiet neighbourhoods. I think the idea for a limit in Roker Street is a good idea, as it's busier and the residents will probably be happier knowing there's a restriction (especially if they have kids or pets).</p> <p>4. The proposed reduction of car parking spaces is essential in order to implement a safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles. It's unfortunate that some people lose a free park that wasn't theirs, but they should know that they were lucky until now and not feel they are being disenfranchised from now.</p> <p>5. Outside of the cycling idea, the proposed restriction of parking to 120 minutes on Antigua Street seems fine. They will continue to provide parking options for customers and visitors, while commuters are incentivised to consider alternative modes of transport to work. Perhaps they could cycle? :D</p> |
| 398 | Y | | | We need to get more people cycling in NZ for the sake of our environment, our health and to make our cities more liveable. |
| 399 | Y | | | <p>Dear Philippa,</p> <p>I tried to send in my ideas re the above via the submission form, but I don't think it went through. So, in case you didn't receive it, I'm sending it by email:</p> <p>I support the idea of the Barrington Issues Group (BIG) which considers the green route to be the simplest, most direct & uncomplicated route to Barrington Mall. It avoids the already congested Frankleigh & Milton Streets, & by crossing busy Barrington Street further away from the Mall, it may enable traffic rather than creating further difficulties that would occur if the crossing were at Strauss Place. It also avoids the need to buy & demolish houses, which is distressing to home owners. I would also point out that BIG and the Spreydon Neighbourhood Network are already advocating for changes to be made re traffic turning out of the Mall into Barrington Street as they are seen as very dangerous. It is a real problem area.</p> <p>I live near Barrington Mall and cannot speak for the Sparks Road part of the Trail.</p> <p>I am a member of Barrington Issues Group and Spreydon Neighbourhood Network.</p> <p>██</p> |
| 400 | | | Y | <p>Barrington Issues Group submission: point by point decision-tree argument:</p> <p>1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensive transport planning is our primary concern. (Point 1)</p> <p>2. We note the core purpose of this Trail - to provide a safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters - and we hold the Trail's design to this yard stick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes our next greatest concern: the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters (Point 2)</p> <p>3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group - we have worked for nearly three years to optimise transport facilities around Barrington and see this an important opportunity for improvement here, not to be lost or reduced (Point 3.)</p> <p>4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this particular purpose in this particular location - where there is a clear and superior alternative available (Point 4)</p> <p>5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety and congestion reasons. A safe Trail needs to be at distance from this busiest area, for safer separation of the cycle and motor vehicle users. It makes no sense at all to introduce family cycle groups into this traffic pinchpoint (Point 5)</p> <p>6. Recognising this Milton Street and Barrington Street vehicle convergence, we have to reject the Orange route community proposal to re-propose it for the Trail. We reject the Orange route also because a) it requires private property loss on Milton Street south, that is contrary to our housing point 4 above, and b) it requires Milton Street shopfront parking loss that would undermine the Barrington commercial hub, where vehicle parking is already limited and under pressure (Point 6)</p> <p>7. Our view of the proposed Roker Street cycle crossing at Barrington Street is that it is too close to the Milton Street intersection to answer safety point 5, that cyclists will still be intermingled with intense traffic queues and changing movements at that place, on the Blue route. We look instead to the Red or Green routes as providing adequate separation and clear lines of sight, with room for new traffic queues to build up, to resolve congestion point 5. The Blue route also fails our consideration on housing point 4, for its proposed sacrifice of and intrusion on built private property (Point 7)</p> <p>8. The Green route variation through Athelstan Street fails our consideration on safety and congestion point 5, being too close to Milton Street and being the next busiest intersection after it. We cannot imagine learner cyclists possibly feeling confident and safe using either of these heavy traffic routes (Point 8)</p> <p>9. The Red route through Somerfield we have to reject as it compromises our commuter priority point 2 - Halswell riders are never going to divert this far south en route for the central city and vice versa. The Red route proposal is to amend Halswell-City into a Halswell-Somerfield-City or a City-Somerfield-Halswell circuit. This is an entirely separate, conflated purpose to what the Trail is intended to achieve that would detract from the easing of Lincoln Road commuter traffic that is primarily being sought. Secondary cycle routes, connecting Somerfield and suburbs south of it, to the Trail, we fully support (Point 9).</p> <p>10. Where the Blue route does achieve a Somerfield connection to the Trail, nearly as effectively as the Red route could have, it also introduces complexity and reduced safety by needing a new Milton Street crossing somewhere to reach the Mall and service our Barrington priority point 3. So because the Blue route has this distance and disconnection from Barrington and is already excluded under the Roker Street concerns at point 7, this just leaves us with the Green route to choose (Point 10).</p> <p>11. The Green route answers our main priorities very clearly the best:</p> <p>a) It connects Halswell commuters most directly to the central city, as the crow flies, per our point 2, with room to even improve upon this (see Point 12)</p> <p>b) It connects learner-cyclists most effectively, of all the potential routes, with the Barrington hub per our point 3 - mixed-use pathway already takes cyclists and pedestrians directly from the north of Barrington Park to the playground, library, parking area and Mall.</p> <p>c) No private land would be lost, per our housing point 4.</p> <p>d) The new crossing at busy Barrington Street, from Barrington Park to Wychbury Street, allows plenty of traffic queue space and line of sight, giving reduced congestion and higher safety per our Point 5.</p> <p>e) Greatly reduced roadside parking loss on Strickland Street, Milton Street and potentially Simeon Street (if using Orange route, see our point 6) answers the great bulk of resident complaints about the Trail already heard. Bletsoe Avenue and Wychbury Street are quieter and wider streets more suited to this enhancement and the adequately direct route.</p> <p>f) There is not substantial difference in length between the Blue route and the Green route, but the latter is on much quieter and safer street, for much calmer journeys.</p> <p>The argument that upgrading Wychbury Street to the required standard is more expensive than knocking down houses does not wash and is unacceptable to us. We request government to expend the funds necessary to do this job properly and not subsidise it by expropriating private property (Point 11)</p> <p>12. Can Council next investigate and report on any potential to extend the Green route (as validated in our point 11) to have it avoid Sparks Road and the commercial-area parking complaints there entirely and travel more directly, safely and scenically all the way to Halswell? Viz, at Lyttelton Street safely cross and reach the short distance north to Glynne Crescent. Then travel at left to the reserve, walkway and river crossing to Smartlea Street and Hoon Hay. A new and safe crossing to be made on Hoon Hay Road towards Lewis Street. Then travel Wyn Street to Downing Street to connect - very helpfully - to Hoon Hay Park and the Rowley area. From Downing Street via Kevin Street then Newland Street reaches Victors Road, where Council</p> |

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| | | | | suggests traffic calming measures are currently needed. At Victors Road two options are created: a) short-term link to Sparks Road, west of the commercial area, and use the safer north side for reaching Halswell: b) long-term plan for a cross-country Trail to utilise the Council-owned "Henderson's Basin" storm-water attenuation area, with the last new safe crossing made at Henderson Road (Point 12) |
| 401 | | | y | <p>1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensive transport planning is our primary concern. (Point 1.)</p> <p>2. We note the core purpose of this Trail – to provide a safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters – and we hold the Trail's design to this yardstick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes our next greatest concern: the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters. (Point 2.)</p> <p>3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group – we have worked for nearly three years to optimise transport facilities around Barrington hub and see this an important opportunity for improvement here, not to be lost or reduced. (Point 3.)</p> <p>4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this particular purpose in this particular location – where there is a clear and superior alternative available. (Point 4.)</p> <p>5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety and congestion reasons. A safe Trail needs to be at distance from this busiest area, for safer separation of the cycle and motor vehicle users. It makes no sense at all to introduce family cycle groups into this traffic pinchpoint. (Point 5.)</p> <p>6. Recognising this Milton Street and Barrington Street vehicle convergence, we have to reject the Orange route community proposal to re-propose it for the Trail. We reject the Orange route also because a) it requires private property loss on Milton Street south, that is contrary to our housing point 4 above, and b) it requires Milton Street shopfront parking loss that would undermine the Barrington commercial hub, where vehicle parking is already limited and under pressure. (Point 6.)</p> <p>7. Our view of the proposed Roker Street cycle crossing at Barrington Street is that it is too close to the Milton Street intersection to answer safety point 5, that cyclists will still be intermingled with intense traffic queues and changing movements at that place, on the Blue route. We look instead to the Red or Green routes as providing adequate separation and clear lines of sight, with room for new traffic queues to build up, to resolve congestion point 5. The Blue route also fails our consideration on housing point 4, for its proposed sacrifice of and</p> |

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| | | | <p>intrusion on built private property. (Point 7.)</p> <p>8. The Green route variation through Athelstan Street fails our consideration on safety and congestion point 5, being too close to Milton Street and being the next busiest intersection after it. We cannot imagine learner cyclists possibly feeling confident and safe using either of these heavy traffic routes. (Point 8.)</p> <p>9. The Red route through Somerfield we have to reject as it compromises our commuter priority point 2 - Halswell riders are never going to divert this far south en route for the central city and vice versa. The Red route proposal is to amend Halswell-City into a Halswell-Somerfield-City or a City-Somerfield-Halswell circuit. This is an entirely separate, conflated purpose to what the Trail is intended to achieve that would detract from the easing of Lincoln Road commuter traffic that is primarily being sought. Secondary cycle routes, connecting Somerfield and suburbs south of it, to the Trail, we fully support. (Point 9.)</p> <p>10. Where the Blue route does achieve a Somerfield connection to the Trail, nearly as effectively as the Red route could have, it also introduces complexity an reduced safety by needing a new Milton Street crossing somewhere to reach the Mall and service our Barrington priority point 3. So because the Blue route has this distance and disconnection from Barrington and is already excluded under the Roker Street concerns at point 7, this just leaves us with the Green route to choose. (Point 10.)</p> <p>11. The Green route answers our main priorities very clearly the best:</p> <p>a) It connects Halswell commuters most directly to the central city, as the crow flies, per our point 2, with room to even improve upon this (see point 12).</p> <p>b) It connects learner-cyclists most effectively, of all the potential routes, with the Barrington hub per our point 3 – mixed-use pathway already takes cyclists and pedestrians directly from the north of Barrington Park to the playground, library, parking area and Mall.</p> <p>c) No private land would be lost, per our housing point 4.</p> <p>d) The new crossing at busy Barrington Street, from Barrington Park to Wychbury Street, allows plenty of traffic queue space and line of sight, giving reduced congestion and higher safety per our point 5.</p> <p>e) Greatly reduced roadside parking loss on Strickland Street, Milton Street and potentially Simeon Street (if using Orange route, see our point 6) answers the great bulk of resident complaints about the Trail already heard. Bletsoe Avenue and Wychbury Street are quieter and wider streets more suited to this enhancement and the adequately direct route. Traffic calming may be required in Bletsoe Avenue.</p> <p>f) There is not substantial difference in length between the Blue route and the Green route, but the latter is on much quieter and safer streets, for much calmer journeys.</p> <p>The argument that upgrading Wychbury Street to the required standard is more expensive than knocking down houses does not wash and is unacceptable to us. We request government to expend the funds necessary to do this job properly and not subsidise it by expropriating private property. (Point 11.)</p> |
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| | | | <p>12. Can Council next investigate and report on any potential to extend the Green route (as validated in our point 11) to have it avoid Sparks Road and the commercial-area parking complaints there entirely and travel more directly, safely and scenically all the way to Halswell? Viz, at Lyttelton Street safely cross and reach the short distance north to Glynne Crescent. There travel at left to the reserve, walkway and river crossing to Smartlea Street and Hoon Hay. A new and safe crossing to be made on Hoon Hay Road towards Lewis Street. Then travel Wyn Street to Downing Street to connect – very helpfully – to Hoon Hay Park and the Rowley area. From Downing Street via Kevin Street then Newland Street reaches Victors Road, where Council suggests traffic calming measures are currently needed. At Victors Road two options are created: a) short-term link to Sparks Road, west of the commercial area, and use the safer north side for reaching Halswell; b) long-term plan for a cross-country Trail to utilise the Council-owned “Henderson’s Basin” storm-water attenuation area, with the last new safe crossing made at Hendersons Road. (Point 12.)</p> <p>13. An alternative route from Barrington park is the Simeon St - Collins St pedestrian crossing At Brougham St, Through Church Square to Grove Rd, crossing to Hagley Park which then feeds the CBD. This route is currently being used by local cyclists from the Barrington area wanting to avoid the traffic</p> |
| 402 | Y | | <p>The proposed plans for the Quarryman's Trail Cycleway will improve accessibility to many of the amenities along the route, as well as ensuring a safe environment for work commuters, school children and casual riders alike. If any of the safety design measures are compromised as a result of this consultation process, the success of this major cycleway will be jeopardised, and this may also set the precedent for future consultations on other major cycle routes. The newly elected councillors must make the right tough decisions to ensure the sustainable future of our city.</p> <p>To ensure the safety design measures of the proposed plans are implemented, I am in support of the following points:</p> <ul style="list-style-type: none"> - The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street will help ensure a safer environment for the “interested but concerned” cycling population using this major cycle route. - The proposed route’s location and safety design measures will be incredibly beneficial to the surrounding schools (Hoon Hay, Our Lady of Assumption Schools, Te Kura Kaupapa Māori o Te Whānau Tahi and Christchurch South Intermediate). This proximity will encourage more of pupils to safely travel to and from school by bike. More pupils cycling to school will mean less traffic congestion during school drop-offs and pickups times, and will also improve the health of the pupils. - The proposed signalised pedestrian crossing outside Hoon Hay and Our Lady of Assumption Schools will allow school cyclists to safely access the separated cycleway. I support the removal of on-street parking to allow for the signalised pedestrian crossing, as this will be offset by the on-street parking gained from the removal of the zebra crossing. I am also in support of retaining all existing P3 school parks to accommodate for pupils who are unable to use alternative transport options to travel to and from school. - The proposed traffic signals at the intersection of Sparks Road and Hoon Hay Road will improve safety for cyclists and pedestrians and improve traffic flow. I also support that turning traffic on Sparks Road be held by red arrows to allow people travelling by bike and on foot to cross Hoon Hay Road safely. - I support the proposed new cycle lanes on Lyttelton Street to the south of the intersection. - The proposed relocation of bus stops in the vicinity of Te Kura Kaupapa Māori o Te Whānau Tahi will provide pupils travelling to and from the school with a more direct and safer travel route. I support the relocation of the eastbound bus stop to the west of Waimokihi Place to the eastern side of Waimokihi Place and the relocation of the westbound bus stop outside No. 32 Frankleigh Street being shifted approximately 70 m west to a safer location outside No. 22 and 24. I also support the retainment of the west-bound bus stop between Waimokihi Place and Pablo Place and existing bus stops on the southern side of Lyttelton Street, near the Sparks Road intersection. The proposed pedestrian refuge island at the eastern side of Waimokihi Place will provide pupils with a safer and more direct point to cross Sparks Road. - I support the current proposed plan to implement a quiet cycle thoroughfare through Roker Street, by acquiring the private land separating this street from Strauss Place. The Somerfield Residents Association's argument that this will turn their quiet street into a thoroughfare is illogical, as bikes are a quiet and slower alternative to private vehicles. The alternative route along Milton St is not favourable as this is a busy road that would deter the “interested but concerned” cyclist. According to the media coverage, 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would attract even more unpopular criticism from the residents living on this street. - Holding turning traffic on Strickland Street by red arrows will allow cyclists and pedestrians to safely cross Milton Street. I also support the proposed crossing signal to be installed at the end of Roker Street to help cyclists and pedestrians safely cross Strickland Street. - The proposed pedestrian refuge island to be installed on Strickland Street, between Manhire Street and Burns Street, will provide pupils travelling to and from Christchurch South Intermediate with a safer travel route to school. - I fully support the proposed reduction of car parking spaces of up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road. This measure is essential in order to build a safe and user-friendly cycleway, as well as the flush medians and new traffic signals to ensure the safety of cyclists. This cycleway is predominantly located in suburban areas, where most housing sections already have onsite parking. It is not the responsibility of the Council, nor ratepayers to provide on-street car parking for residents' private vehicles. - I further support the proposed restriction of parking to 120 minutes on Antigua Street, as this will provide parking options for customers and short term visitors. This plan will incentivised commuters to consider more sustainable modes of transport to work (public transport, carpooling - hell, even cycling on the Major Cycle Routes!). <p>To improve the safety of the proposed plans, I call for the following revisions to be made or alternative options be further investigated:</p> <ul style="list-style-type: none"> - In order to encourage the uptake of the “interested but concerned” cycling population using this major cycle route, safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised throughout the entirety of the route. - The proposed intersection between Sparks Road and Hendersons Road does not currently provide safe access for cyclists wanting to turn right from Hendersons Road onto Sparks Road. Bike crossing lights at the northern and southern end of Hendersons Road need to be installed to ensure safe access for cyclists, or other solutions should also be investigated. |

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| 403 | Y | | | Excellent changes planned. I regularly have to deal with Frankleigh and Sparks road during peak hours and consider it one of my most dangerous routes. The new changes remove almost all my concerns attempting to travel between the Central City and Tai Tapu. |
| 404 | | | Y | <p>It appears that there is a disconnect between the needs of serious, regular cycle-commuters and the needs of children, families and more occasional (but keen) cyclists. Both need to be safe, but their needs are different – one needs a fast and direct route, the other needs a quieter route, but from the planning so far it seems that the former is taking precedence over the latter.</p> <p>Can you develop a commuter lane and a recreational cycleway in the same area on different routes?</p> <p>If I were cycling to the city from Halswell everyday I would go straight down Lincoln Rd, or straight down Sparks, Frankleigh, Milton. Is there a chance that just a usual cycle lane markings – such as already exists on Strickland St and other cycle routes – could be added to this direct route and another less challenging route developed as the Quarrymans Trail? Afterall 'trail' sounds like a relaxed path, not a racing track.</p> <p>I support the Quarryman's cycleway, but have some concerns, especially about Section 2: Brougham Street to Hoon Hay Road.</p> <p>1. Adopt an alternative route continuing along Strickland Street to Roker Street, along Roker Street and Strauss Place to Frankleigh Street, continuing to Hoon Hay Road via Sparks Road.</p> <p>I approve this idea but not the proposed route. Although Strickland St is busy, Frankleigh St to Sparks Rd and the Lyttelton St roundabout are treacherous at any time of the day on a cycle and the route should avoid this.</p> <p>2. Strickland Street facility to be 2.0 m wide one-way separated cycleways with some on street parking alternating between the east and west sides (around 40% of existing retained), 6.5m carriageway retaining existing kerb and channel on one side.Total length of 450 m to Roker Street.</p> <p>Great idea, but what about the rest of Strickland St, is it part of another cycleway? This is a major commuter cycle route.</p> <p>3. Existing signalised intersections to be upgraded and new MCR crossing signals at Barrington Street and Strickland Street</p> <p>Always a good idea</p> <p>4. Roker Street as a neighbourhood greenway facility on low volume street/cul-de-sac, existing carriageway width of 9m, total length of 1,000 m. Very little impact on parking.</p> <p>I like the idea of using Roker St, but NOT the proposal of spoiling the character of the cul-de-sac beyond Simeon St. The better option would be to connect with Somerfield Primary School by passing through the Sydenham Cemetery which already has an adequate cycleway, improve the safety of crossings for children on Studholme St, and improve the crossing facility on Studholme St/Barrington St/Stanbury Ave intersection. The cycleway would continue down Stanbury Ave, cross Lyttelton St and meander through Pioneer Park either north back to Sparks Rd (thereby avoiding the busyness of Frankleigh St and the Lyttelton St roundabout) or south to Rose St and beyond. Regular and serious cycle-commuters will always use Frankleigh St and Milton St regardless of a cycleway. A cycleway that is safe for children and families getting to and from school or to community facilities needs a safer, quieter route. And corners make it more interesting.</p> <p>5. Strauss Place as a neighbourhood greenway facility on low volume cul-de-sac for 100 m, existing carriageway width of 14 m. Very little impact on parking.</p> <p>Not required if alternate route used</p> <p>6. Frankleigh Street and Sparks Road to Hoon Hay Road to be a 3.0m wide two-way cycleway on the south side, with a 8.2 m wide carriageway including a 1.8m wide flush median, with on street parking on the north side</p> <p>7. Left in entry only proposed for Rydal Street to minimise conflict at side road, mitigating safety concerns around a two-way cycleway crossing an intersection along a busy road.</p> <p>Key issues/opportunities:</p> <p>1. Roker Street connection to Barrington Street requires purchase of two properties.</p> <p>This is not acceptable. It will destroy the character of that end of Roker St. This is a safe cul-de-sac for families and some of the residents here will have bought their homes with that at the forefront of their decision-making. This is a genuine motive and there are better alternative routes than to forever change the nature of these people's dwelling space.</p> <p>If there is an opportunity to speak to this submission I would like to if it's convenient.</p> |
| 405 | Y | | | I like to cycle away from the road. This is great. |
| 406 | Y | | | <p>I support a direct, safe connection for interested but concerned cyclists from town out to Halswell.</p> <p>I like the option of Roker St, as I cycle along here most weeks. It is a better route than Milton St (too busy). The proposed intersection controls at Roker / Strickland will make this safer and easier to use.</p> <p>30km/h speed limits on the quieter sections will enhance the streets for residents and all users.</p> <p>The loss of car parking (along Antigua, Strickland, Frankleigh, Sparks) is a reasonable trade off in order to provide safe and attractive cycle routes. The affected streets already have off road parking.</p> |
| 407 | Y | | | Investment into dedicated or shared (pedestrian/cycles) cycleways is an investment into the future. This is especially important for the western suburbs that have grown dramatically after the earthquake. It is critically important to connect these new housing areas with the city and community facilities like schools, shopping centres, sports facilities etc. Children should be able to bike to school/sport safely. The dependence on 2-3 cars per household must be broken. If we don't connect the new subdivisions with alternative cheap transport options these will be tumbleweed towns in 35 years when we are heading towards a carbon neutral society. |
| 408 | Y | | | <p>Thank you for the opportunity to provide feedback.</p> <p>I wholeheartedly support the planned Quarryman's Trail - Puari ki Otūmatua as a cyclist and motorist that has just moved from Dunedin to Christchurch I find the roads (particularly in this area) quite challenging to cycle alongside fast paced traffic. And to always be checking for cyclists at every turn or opening of a car door.</p> <p>I support all plans to have cycle ways that protect cyclists from the traffic with physical separators/barriers.</p> |

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| | | | | <p>On the very route that this cycle way is planned I witnessed a vehicle hit a cyclist last week which was quite traumatic for all involved. The accident happened at the corner of Strickland and Brougham where a left turning vehicle either didn't check or didn't see the cyclist in the lane beside him and turned left onto Brougham (off Strickland) cutting the cyclist off that was going straight through the lights, and knocking him off his bike. I'm not 100% convinced that your proposed plan will fix this issue, but I think it will move us a step closer to fixing it.</p> <p>I would also like to mention that the van driver did not stop to check if the cyclist was okay which really disturbed me, and perhaps speaks to the attitude that some drivers have towards cyclists and sharing the road.</p> <p>I would like to see more initiatives to separate cyclists from vehicle traffic throughout the city (and country).</p> |
| 409 | Y | | | <p>I fully support the councils preferred route for the Quarryman's cycle trail. Safety along my cycle route is a barrier to commuting to work. The plan as it is proposed, with wide cycle paths and where possible avoiding busy streets like Milton Street would enable me to cycle regularly. I certainly don't feel that removing packing spaces in the indicated areas should be a major issue for residents.</p> |
| 410 | | | Y | <p>My concerns with the Trail are as follows:</p> <p>The removal of parking in the vicinity of the Our Lady of the Assumption church is of concern to me. Many of our parishioners are elderly and walking can be difficult for them. We have minimal parking on site so most parishioners park on the road. By restricting the parking in the vicinity of the church there may be quite a few who will no longer be able to attend church because they are unable to walk that distance from their cars. We are also concerned that by limiting car parking within the area of the church, the safety of our Parishioners attending Mass and funerals will be compromised. It is already difficult getting in and out of the church area with the traffic from the service station next door.</p> <p>Also the entrance to the church is one of the entrances to Our Lady of the Assumption School. With restrictions of parking on the Sparks Road entrance and Hoon Hay Road entrances & the changes to Rydel St entrance this is going to make things very difficult for parents doing school drop offs.</p> <p>My mother lives along the proposed cycleway in an area for proposed no parking. Because of the busyness of the road she will often park her car on the street during the day as it is safer than having to back out of her driveway all the time. As my mum is one of those who cannot walk too far having to park further down the road will make things difficult for her. She also has family members who visit and park on the street as we cannot fit everyone's cars up the driveway when everyone comes. There are quite a few cars from other neighbours who park on the streets as well. If one side of the street is blocked off as no parking then this will make only one side of the road available for everyone and there will be a lot more people having to cross a very busy street to their houses. Most people will not walk down to the lights or allocated crossing areas to cross and there will be higher risk of accidents because of this. With the narrower road it will also be difficult to get out of cars on the driver's side safely – it is already something that needs to be done with care and quickly because of the amount of traffic that goes along this route.</p> <p>The proposed cycleway may make things safer for cyclists but I believe there will be numerous increases in risks for other users / pedestrians as a result of these proposed changes.</p> <p>Unwanted demolition of the homes on Roker St/Barrington St. Surely another option which has been suggested by others (an Orange Route, see below) would be more beneficial to the community that families losing their homes. Families have lost enough in Christchurch over the past 6 years due to the earthquakes, and I believe it is unethical and immoral to force more families out of their homes because of a cycle way that could be better designed and not take out more homes.</p> <p>"Orange Route" (Bear in mind I am concerned still about the limited parking that will be along Frankleigh St) My preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> • Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street • There would be no need to demolish homes and displace families • Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated • Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) • An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School • Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner • This route is a much more quiet and pleasant way to access the city than using Strickland Street • Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant • Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. <p>The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community."</p> <p>Not everyone in Christchurch is a cyclist and I can hear how you would like Christchurch to be more safer for cycling, however there is an older generation who do not cycle and rely on their cars to get around which requires parking outside Doctors surgeries, Churches, Schools, their homes etc... We need to bear these people in mind too when creating a cycle trail, that we are not putting those who are more vulnerable and shouldn't have to walk further than they need to. I am not a cyclist, due to a couple of crashes in my earlier years of cycling.</p> <p>I hope that you will listen and hear all the submissions that have been brought forward to you and think of the impact the Quarryman's Trail will have on the community within the path of this trail.</p> |
| 411 | Y | | | <p>Overall, I support the design of the Quarrymans Trail as released for consultation. The routing of the trail down Roker Street instead on along Milton Street has avoided a busy arterial route but does take the path further from the shops at Barrington thereby reducing connectivity. It is hoped the secondary cycle routes will not be far behind the Major Cycleways programme so connectivity to this major local attraction is made simpler.</p> <p>The railway crossing between Moorhouse Avenue and Hazeldean Road will require a very smooth transition if the path is to be used by the interested but concerned aged from ten to eighty years old.</p> <p>There are a number of points on the consulted trail where the width of the path has been reduced to a marginally adequate width. Often this comes about because it is deemed that motorists need a flush median so right turning traffic can give way in the median to avoid delaying following traffic. This seems to suggest that motorised traffic is important and squeezing a cycle path is justified. I submit that these are MAJOR cycleways and should not be left with the remaining road space when all other modes have their desired share.</p> |

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| | | | | Furthermore where there are likely to be a number of cycles turning right and left off the cycle path on their way to the schools on Sparks Road there is no provision to keep following cyclists with a clear path. It would be good if the proposed car park had good connections from Halswell Road so it could be promoted as a park and pedal place for commuters from the South west of the city and the Peninsula. |
| 412 | | | Y | I am a cyclist who has lived on Hoon Hay Road for 27 years, I am not against cycle lanes but this trail is unnecessary, what we currently have in this area is fine for the number of cyclists that use them, not that many if you spent a day watching. Extreme amounts of money to be wasted to make these changes for only a few users. Demolishing houses, narrow roads, reduced car spaces, traffic lights for goodness sake at Hoon Hay and Sparks Road totally unnecessary, the roundabouts are good for traffic flow no cars are held up because everyone has stopped waiting for green, feel sorry for those residents in the houses along these two streets that will have trouble getting out into the flow of traffic due to banked up cars waiting at the lights, we are in the suburbs not the city. It is definitely not the right time for Christchurch City Council to be spending this amount of money on these sorts of issues when the city has so much roading etc etc that needs tending to and ccc housing rebuilt. What we have in this area is fine for now, once the city is back to some normality and money is building, then have a look at these trivial issues that effect very few people that use our bike. |
| 413 | Y | | | |
| 414 | | | Y | <p>The proposed Quarryman's Trail Cycleway will greatly improve cycling accessibility between Halswell and other south-western suburbs and the central city and is a critical step towards establishing Christchurch as a great city for cycling. The proposed plans provide safe access to many of the amenities along the route, ensuring a safe environment for work commuters, school children and casual explorers alike. For these reasons our organisation strongly supports the proposal.</p> <p>We ask that the newly elected Council ensure the safety design measures are not compromised as a result of this consultation process. It is important that this route appeals to the "interested but concerned" portion of the cycling population if we are to see Christchurch move closer in the direction of a healthier, low carbon future.</p> <p>To ensure the safety design measures of the proposed plans are implemented, Generation Zero is in support of the following points:</p> <ul style="list-style-type: none"> - The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route. - By giving cyclists right of way over motor vehicles along James Hight Drive more "interested but concerned" cyclist will feel safe and confident to use this route. - The proposed route's location and safety design measures will prove incredibly beneficial to the surrounding schools (Hoon Hay, Our Lady of Assumption Schools, Te Kura Kaupapa Māori o Te Whānau Tahī and Christchurch South Intermediate). A safe cycleway will encourage more of pupils to safely travel to and from school by bike. More pupils cycling to school will see a reduction in traffic congestion during school drop-offs and pickups times, and an improvement in pupils' health and well-being. - The proposed traffic signals at the intersection of Sparks Road and Hoon Hay Road will improve safety for cyclists and pedestrians and improve traffic flow. We also support holding turning traffic on Sparks Road and Strickland Street by red arrows to allow people travelling by bike and on foot to cross Hoon Hay Road and Milton Street safely. - We also support the proposed crossing signal to be installed at the end of Roker Street to help cyclists and pedestrians safely cross Strickland Street, and also support the proposed new cycle lanes on Lyttelton Street to the south of the intersection. - Generation Zero are in support of the proposed plan to implement a quiet cycle thoroughfare through Roker Street, by acquiring the private land separating this street from Strauss Place. The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street. - The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway, along with flush medians and new traffic signals to ensure the safety of cyclists. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles. - The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work. <p>To improve the safety of the proposed plans, Generation Zero asks for the following improvements to be made or alternative options be further investigated:</p> <ul style="list-style-type: none"> - The Council's target user market for this route is the "interested but concerned" portion of the cycling population. Therefore safety measures of physical separation from motor vehicles and 3m wide cycleways must not be compromised throughout the entirety of the route in order to ensure less confident cyclists feel safe and are encouraged to hop on their bikes. - The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists. |
| 415 | | | Y | <p>I have cycled in this area (Barrington, Spreydon, Somerfield and CBD) on a daily basis for the last 20 years. My route selection mostly centers around trying to avoid busy (with cars etc) roads, even if it means a longer route. To this end, I would not be keen to cycle along Sparks Rd, Frankleigh and Milton Streets as they are very busy, and at rush hours are often jammed solid with traffic.</p> <p>I would prefer a route that uses streets such as Stanbury and Studholme and onto Stenness or Cooke (via Somerfield Park) and then onto Bradford Park via Leitch or Penrith streets. This has the added advantage that it passes Somerfield school and is a short distance from Barrington Mall, but a decent crossing of Milton St would be needed (ie between Somerfield Park/Cemetery and Simeon St).</p> <p>Any cycleways sharing roads with vehicles should have physical barriers separating the two forms of transport; these could be curbs or warratahs etc.</p> |
| 416 | Y | | | I am concerned that the cycle route may be diverted down Milton St. This would seem counterproductive to the aim of getting more people to cycle, as the traffic volumes are busy and intimidating for casual or infrequent cyclists. The cycle route as planned otherwise looks great. |
| 417 | | | Y | <p>The alternative route along Milton St is not favourable as this is a busy road that would not attract the "interested but concerned" cyclist. 39 cycle accidents have occurred on this road over the past 10 years, four of which were serious. This option would also require all car parks on Milton Road to be removed, which would prove more unpopular with the locals than a quiet cycle thoroughfare through Roker Street.</p> <ul style="list-style-type: none"> •The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists. |
| 418 | | N | | I do not support the proposed cycle way along Sparks Road, resulting in the removal of on street parking for residents and their visitors, with 3 min restrictions on the northern side during certain times. For those with shared drive ways and little off street parking it is important that there is access to safe parking for their properties. |

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| | | | | <p>The removal of access to Rydal St takes away an option for residents to have easily accessible parking.</p> <p>I also have concerns regarding access to properties across the cycle way as there will be no room to pull off the road in order to give way to cyclists.</p> <p>I also have concerns for safety with a two way cycle way for drivers needing to cross it to access/exit their property.</p> <p>I also wonder if property values will be negatively affected due to restricted access and parking due to this cycle way.</p> <p>I feel that as it is, this stretch of Sparks Road is wide enough and mostly quiet enough to safely accomodate cyclists, without needing to compromise residents access to properties and remove parking for residents and school traffic.</p> |
| 419 | Y | | | |
| 420 | Y | | | <p>I think this will be a wonderful route across the south of the city, thank you for all the work on this, and for this interactive map - it's a great tool for understanding potential issues along a route.</p> <p>I support the Roker Street route if adequate compensation and kindness can be given to the people who will lose their houses - and I expect that it just means adding the cycle path and then enabling new housing to be built on the remaining section. I do agree with a commenter on the map that milton St is far too busy and dangerous to cycle on even with a cycle lane.</p> <p>I would like to see a more direct connect to Chch South Intermediate as it passes so near by, and some kind of milton St crossing at Simeon St to connect up to Barrington Mall and park more safely.</p> <p>For any cycle path crossing Moorehouse Ave and Brougham Street I would like to see clear traffic light controls that ensure cyclists can cross before turning traffic - my 69 year old mother was hit by a car that turned into her while she cycled across Moorehouse Ave on Strickland / Antigua Sts a few weeks ago. Astonishingly she was unhurt, but the car turned without identifying that there was a cyclist travelling straight across the intersection, and there must be some way to control traffic that reduces the risks of driver inattention.</p> |
| 421 | Y | | | <p>I think a Quarryman's cycleway urgent and necessary, too many of my friends have been hit by cars and hurt biking on unsafe routes to and from the city.</p> <p>I think it would be quicker and more beautiful to make the city link down Simeon rather than Antigua st, from Hagley Park as this is the safest route we currently use. Simeon could immediately have one side of car park wiped and have yellow lines with a white cycle line made immediately. We need this URGENTLY</p> |
| 422 | | | Y | <p>Hi there,</p> <p>I strongly support this proposal and I commend the work of the council and other key stakeholders in getting the project to this stage - thanks for the awesome work!</p> <p>I believe that ANY of the proposed routes would work, however I would like to emphasize the importance of these features for the next design phase.</p> <ul style="list-style-type: none"> - I believe substantial signs are needed to advise motorists to watch out for bikes. Driver education is important! - I also believe physical barriers are essential to separate cyclists from motorists. Barriers, barriers, barriers... and more barriers. |
| 423 | Y | | | <p>I strongly support the proposal. Ensuring that cycling is a viable option of Christchurch citizens over the long term requires the cycling infrastructure to be at an excellent level from the beginning. Particular aspects in the plan to achieve this are:</p> <ul style="list-style-type: none"> - The physical separation from motor vehicle lanes and 3 m wide cycleways must be in place - Having the 30 km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street - The reduction of car parking spaces along the route <p>Also, at the Sparks Road and Hendersons Road intersection, the current plan does not provide a safety option for cyclists turning right from Hendersons Road onto Sparks Road (both Northern and Southern ends). Solutions such as bike crossing lights need to be investigated and incorporated.</p> |
| 424 | | | Y | <p>SUBMISSION FROM SPOKES CANTERBURY</p> <p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> <p>If you require further information or there are matters requiring clarification, please contact our chair, Don Babe in the first instance. His contact details are:</p> <p>[REDACTED]</p> <p>Overall Spokes supports the design of the Quarrymans Trail as released for consultation. The routing of the trail down Roker Street instead on along Milton Street has avoided a busy arterial route but does take the path further from the shops at Barrington thereby reducing connectivity. It is hoped the secondary cycle routes will not be far behind the Major Cycleways programme so connectivity to this major local attraction is made simpler.</p> <p>The railway crossing between Moorhouse Avenue and Hazeldean Road will require a very smooth transition if the path is to be used by the interested but concerned aged from ten to eighty years old.</p> <p>There are a number of points on the consulted trail where the width of the path has been reduced to a marginally adequate width. Often this comes about because it is deemed that motorists need a flush median so right turning traffic can give way in the median to avoid delaying following traffic. This seems to suggest that motorised traffic is important and squeezing a cycle path is justified. Spokes submits that these are MAJOR cycleways and should not be left with the remaining road space when all other modes have their desired share.</p> <p>Furthermore where there are likely to be a number of cycles turning right and left off the cycle path on their way to the schools on Sparks Road there is no provision to keep following cyclists with a clear path.</p> <p>As a group Spokes has little preference for the end of the path at Halswell, some of our local members may have submitted a preference one way or the other. However it has been noted that there is a concurrent consultation on further car parking in Halswell Domain. It would be good if the proposed car park had good connections from Halswell Road so it could be promoted as a park and pedal place for commuters from the South west of the city and the Peninsula.</p> <p>Spokes considers the above points to be minor and wishes to stress again the overwhelming support of members for the route and the design as consulted. The Council staff should be commended for their efforts.</p> |
| 425 | Y | | | Really need more cycleways in the city. Everyone you build reinforces the next, building essential infrastructure. |
| 426 | Y | | | I am very much in support of the plan. I don't own a car and cycle all over. This is good news! |

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| 427 | Y | | | <p>I think the Quarryman's Trail Cycleway is a fantastic idea, and I'm happy with the route suggested by the CCC. As someone who has just started cycling this year, I like the idea of using Roker St, which is a bit quieter and makes me feel safer than using, say, Milton St.</p> <p>I've heard some of our Residents' Association have issues with the use of Roker St, but for me as a cyclist I think this is the best choice. Especially as I live near the Heathcote, so would already be travelling north to get to the cycleway and wouldn't want to travel much further north. The loss of four houses and a few parking spaces in my opinion an acceptable price to pay for progress and something that will greatly improve the journey for many cyclists in the south-west.</p> |
| 428 | Y | | | <p>I fully support the Quarryman's Trail cycle route going ahead as it will help to establish Christchurch as a great city for cycling, and provide much needed options for the 'interested but concerned' cyclists- those who currently don't feel safe on a bike. The Council MUST NOT compromise the features of this route that are designed to keep cyclists safe (i.e. wide paths and physical separation from traffic).</p> <p>I don't think Milton Road is a good option as an alternative route given the number of accidents that have occurred on this road, and the number of parks that would need to be removed.</p> <p>Other points: Bike crossing lights should be included at the intersection between Sparks Road and Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road.</p> <p>Giving cyclists right of way over motor vehicles along James Hight Drive is sensible as more will feel safe and confident to use this route.</p> <p>The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route.</p> <p>The proposed reduction of car parking spaces (by up to 70% on Antigua Street, 60% on Strickland Street and 50% on Frankleigh Street and Sparks Road) is essential in order to implement and safe and user-friendly cycleway. Most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles! I feel very strongly about this!</p> <p>The proposed restriction of parking to 120 minutes on Antigua Street is a good idea and will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> |
| 429 | Y | | | |
| 430 | Y | | | <p>I think the Quarryman's Trail is a great idea. Furthermore I think initiatives like this are essential for Christchurch to become a modern, sustainable city. Many people I know of, including myself, would like to cycle more often but are hesitant due to safety concerns. Cycle-lanes, separate from cars are brilliant for those who are interested in cycling more but don't feel comfortable currently. They are also better for motorists who can continue unimpeded by cyclists. Having new cycle routes such as this in the city will encourage more people to cycle, easing traffic congestion and contributing to a more sustainable city. It is likely to also lower accident rates. I think this is a very worth-while project and will definitely use it when it (hopefully) comes to fruition.</p> |
| 431 | Y | | | <p>I would like to express my support for the Quarryman's Trail Cycleway. This route will make it much easier, safer, and more enjoyable to cycle between Halswell and other south-western suburbs to the central city and beyond. It is an important part of establishing Christchurch as a great city for cycling once again.</p> <p>It is crucial that CCC doesn't compromise the safety design measures that have been included in this proposal. If we are to get more people cycling and see Christchurch become a healthier, low carbon city, people need to feel safe on a bike. Therefore physical separation from motor vehicles and 3m wide cycleways must be maintained</p> <p>The alternative route along Milton St is nowhere near as good as the proposed option as this is a busy road that would not attract the "interested but concerned" cyclist.</p> <p>The intersection between Sparks Road and Hendersons Road requires bike crossing lights at the northern and southern end of Hendersons Road to ensure cyclists can safely turn right from Hendersons Road onto Sparks Road. Other solutions should also be investigated to ensure safe access for cyclists.</p> <p>By giving cyclists right of way over motor vehicles along James Hight Drive more "interested but concerned" cyclist will feel safe and confident to use this route.</p> <p>The proposed 30km/hr speed limit on James Hight Drive, Dunsford Close, Cridland Place and Roker Street ensures a safer environment for cyclists using this route and should definitely be implemented.</p> <p>The proposed reduction of car parking spaces (by up to 70% in some cases) is essential in order to implement and safe and user-friendly cycleway. As this cycleway is located predominantly in suburban areas, most housing sections already have onsite parking and ratepayers should not be obliged to support on-street car parking for residents' private vehicles.</p> <p>The proposed restriction of parking to 120 minutes on Antigua Street will help provide parking options for customers and short term visitors, while commuters will be incentivised to consider other alternative modes of transport to work.</p> |
| 432 | Y | | | <p>This is a great draft plan which will encourage and enable more new cyclists of all ages.</p> <p>It is important to keep safety in mind when building cycling infrastructure for new and returning cyclist lacking in confidence/experience. Safety spaces between parked cars and cyclists are paramount, as are traffic calming for safe crossing of streets and ensuring that separated cycle ways are wide enough to cater for adults cycling alongside smaller children, cargo bikes and the new trike type bikes used by Cycling Without Age (Avida retirement).</p> <p>On street car parking areas are public space, which should be utilized for better transport for all if needed, and private cars should be parked on private land.</p> <p>We are many who look forward to cycling on this new cycleway.</p> |
| 433 | Y | | | <p>Full support of this. We are long overdue for safe dedicated cycle paths to the city.</p> |
| 434 | | | Y | <p>Having a cycle trail directly running through already heavily congested school zones and would have severe effects on the already sparse parking is of huge concern. While I like the idea if more cycle trails in Christchurch I feel a more ideal route would be around the bottom of the cashmere hills as most cyclists and those who enjoy riding as families,use this route regularly anyway. I would be incredibly unhappy if this were to go forth add cause more danger to already unsafe school pick ups and drop offs.</p> |
| 435 | Y | | | |
| 436 | | | Y | <p>Thank you for the opportunity to provide feedback on the Quarryman's Trail. The New Zealand Transport Agency (NZTA) is a co-investor in the Major Cycleway Route (MCR) programme and is the road controlling authority for Brougham Street, the national high volume state highway that the trails crosses. The Transport Agency therefore fully supports the Quarryman's Trail and wish to see the project's success, alongside the needs of the whole network. While we have had some involvement in the concept development, we request that there be very close engagement as the detailed design is undertaken to ensure the best outcomes for all users.</p> <p>We are currently working with the Christchurch City Council (CCC) and other stakeholders to undertake a Programme Business Case investigation of Brougham Street and the adjacent "One Network" system. This has used the joint NZTA, CCC and Environment Canterbury (Ecan) Network Management Plan as a basis for the road user priority, for which Brougham Street is a major freight and preferred vehicle. Antigua Street is identified as a key cycle routes, but we note that a high number of vehicle also use this route. Having the cycleway separated will enable modes to co-exist safely.</p> |

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| | | | <p>We also note that Sparks Road, Frankleigh and Milton Street form a main arterial rout tot he south west Christchurch area, including Halswell and Lincoln via Ellesmere Road. This corridor will experience considerable demand growth in the future as development continues. The Quarryman's Trail must take that into full consideration.</p> <p>The Transport Agency has some specific concerns with the proposed details of the Quarryman's Trail and request to be engaged with by the designers to explain how the impacts of some features have been assessed. In particular the proposed removal of the right hand turning movement from Antigua St onto Moorhouse Ave, and where those right turns may now be undertaken. We note that no provision has been made in the scheme to facilitate this via local roads to gain access to Montreal Street. In the absence of tha, we suspect that banning the northbound right turn movement from Antigua St onto Moorhouse Ave will increase right turn demand on SH76 Brougham St.</p> <p>Brouham St is a national high volume road (One Network Road Classification) and is one of the most congested streets in Christchurch, given the high demands, especially turning movements, at the at-grade signalised intersections. Increasing turning demands at the Stickland St / Antigua St / Brougham St intersection and other intersections east along Brougham St that may be used by road users to continue travelling north has the potential to exacerbate delays and increase conflicts that impace travel time, reliability and safety.</p> <p>During peak periods, traffic signals on Brougham St struggle to keep up with the demand and all road users experience extensive delays and driver frustration leads to individuals making risky manoeuvres and endangering themselves as well as other road users. The proposal of holding turning traffic with red arrows to enable cyclists and pedestrians to safety cross Brougham St will impact network efficiency and the detailed design needs to be carefully assessed to ensure there is the best possible outcome for everyone. We look forward to working with Council on this.</p> <p>We would like to discuss these matters and work with Council to find solutions suitable for all road users.</p> |
| 437 | | Y | <p>Barrington Issues Group submission: point by point decision-tree argument</p> <ol style="list-style-type: none"> 1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensive transport planning is our primary concern. (Point 1.) 2. We note the core purpose of this Trail to provide a safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters and we hold the Trail's design to this yardstick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes our next greatest concern: the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters. (Point 2.) 3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group we have worked for nearly three years to optimise transport facilities around Barrington hub and see this an important opportunity for improvement here, not to be lost or reduced. (Point 3.) 4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this particular purpose in this particular location where there is a clear and superior alternative available. (Point 4.) 5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety and congestion reasons. A safe Trail needs to be at distance from this busiest area, for safer separation of the cycle and motor vehicle users. It makes no sense at all to introduce family cycle groups into this traffic pinch-point. (Point 5.) 6. Recognising this Milton Street and Barrington Street vehicle convergence, we have to reject the Orange route community proposal to re-propose it for the Trail. We reject the Orange route also because a) it requires private property loss on Milton Street south, that is contrary to our housing point 4 above, and b) it requires Milton Street shop-front parking loss that would undermine the Barrington commercial hub, where vehicle parking is already limited and under pressure. (Point 6.) 7. Our view of the proposed Roker Street cycle crossing at Barrington Street is that it is too close to the Milton Street intersection to answer safety point 5, that cyclists will still be intermingled with intense traffic queues and changing movements at that place, on the Blue route. We look instead to the Red or Green routes as providing adequate separation and clear lines of sight, with room for new traffic queues to build up, to resolve congestion point 5. The Blue route also fails our consideration on housing point 4, for its proposed sacrifice of and intrusion on built private property. (Point 7.) 8. The Green route variation through Athelstan Street fails our consideration on safety and congestion point 5, being too close to Milton Street and being the next busiest intersection after it. We cannot imagine learner cyclists possibly feeling confident and safe using either of these heavy traffic routes. (Point 8.) 9. The Red route through Somerfield we have to reject as it compromises our commuter priority point 2 - Halswell riders are never going to divert this far south en route for the central city and vice versa. The Red route proposal is to amend Halswell-City into a Halswell-Somerfield-City or a City-Somerfield-Halswell circuit. This is an entirely separate, conflated purpose to what the Trail is intended to achieve that would detract from the easing of Lincoln Road commuter traffic that is primarily being sought. Secondary cycle routes, connecting Somerfield and suburbs south of it, to the Trail, we fully support. (Point 9.) 10. Where the Blue route does achieve a Somerfield connection to the Trail, nearly as effectively as the Red route could have, it also introduces complexity an reduced safety by needing a new Milton Street crossing somewhere to reach the Mall and service our Barrington priority point 3. So because the Blue route has this distance and disconnection from Barrington and is already excluded |

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| | | | | <p>under the Roker Street concerns at point 7, this just leaves us with the Green route to choose. (Point 10.)</p> <p>11. The Green route answers our main priorities very clearly the best:</p> <p>a) It connects Halswell commuters most directly to the central city, as the crow flies, per our point 2, with room to even improve upon this (see point 12).</p> <p>b) It connects learner-cyclists most effectively, of all the potential routes, with the Barrington hub per our point 3 mixed-use pathway already takes cyclists and pedestrians directly from the north of Barrington Park to the playground, library, parking area and Mall.</p> <p>c) No private land would be lost, per our housing point 4.</p> <p>d) The new crossing at busy Barrington Street, from Barrington Park to Wychbury Street, allows plenty of traffic queue space and line of sight, giving reduced congestion and higher safety per our point 5.</p> <p>e) Greatly reduced roadside parking loss on Strickland Street, Milton Street and potentially Simeon Street (if using Orange route see our point 6) answers the great bulk of resident complaints about the Trail already heard. Bletsoe Avenue and Wychbury Street are quieter and wider streets more suited to this enhancement and the adequately direct route.</p> <p>f) There is not substantial difference in length between the Blue route and the Green route, but the latter is on much quieter and safer streets, for much calmer journeys.</p> <p>The argument that upgrading Wychbury Street to the required standard is more expensive than knocking down houses does not wash and is unacceptable to us. We request government to expend the funds necessary to do this job properly and not subsidise it by expropriating private property. (Point 11.)</p> <p>12. Can Council next investigate and report on any potential to extend the Green route (as validated in our point 11) to have it avoid Sparks Road and the commercial-area parking complaints there entirely and travel more directly, safely and scenically all the way to Halswell?</p> <p>Viz, at Lyttelton Street safely cross and reach the short distance north to Glynne Crescent. There travel at left to the reserve, walkway and river crossing to Smartlea Street and Hoon Hay with new and safe crossing to be made on Hoon Hay Road towards Lewis Street. Then travel Wyn Street to Downing Street to connect very helpfully to Hoon Hay Park and the Rowley area. From Downing Street via Kevin Street then Newland Street reaches Victors Road, where Council suggests traffic calming measures are currently needed. At Victors Road two options are created: a) short-term link to Sparks Road, west of the commercial area, and use the safer north side for reaching Halswell; b) long-term plan for a cross-country Trail to utilise the Council-owned Henderson's Basin storm-water attenuation area, with the last new safe crossing made at Hendersons Road. (Point 12.)</p> |
| 438 | | | Y | <p>Barrington Issues Group submission: point by point decision-tree argument</p> <p>1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensice transport planning is our primary concern (Point 1)</p> <p>2. We note the core purpose of this Trail - to provide safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters - and we hold the Trail's design to this yardstick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes out next greated concern; the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters (Point 2)</p> <p>3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group - we have worked for nearly three years to optimise transport facilities around Barrington hub and see this an important opportunity for improvement here, not to be lost or reduced (Point 3).</p> <p>4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this partifular purpose in this particular location - where therer is a clear and superior alternative available (Point 4).</p> <p>5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety and congestion reasons. A safe Trail needs to be at distance from this busiest area, for safer separation of the cycle and motor vehicle users. It makes no sense at all to introduce family cycle groups into this traffic pinchpoint (Point 5).</p> <p>6. Recognising this Milton Street and Barrington Street vehicle convergence, we have to reject the Orange route community proposal to re-propose it for the Trail. We reject the Orange route also because a) it requires Milton Street shopfront parking loss that would undermine the Barrington commercial hub, where vehicle parking is already limited and under pressure (Point 6).</p> <p>7. Our view of the proposed Roker Street cycle crossing at Barrington Street is that it is too close to the Milton Street intersection to answer safety point 5, that cyclists will still be intermingled with intense traffic queues and changing movements at that place, on the Blue route. We look instead to the Red or Green routes as providing adequate separation and clear lines of sight, with room for new traffic queues to build up, to roolve congestion point 5. The Blue route also fails our consideration on housing point 4, for its proposed sacrifice of and intrusion on built private property (Point 7).</p> <p>8. The Green route variation through Athelstan Street fails our consideration on safety and congestion point 5, being too close to Milton Street and being the next busiest intersection after it. We cannot imagine learner cyclists possibly feeling confident and safe using either of these heavy traffic routes (Point 8).</p> <p>9. The Red rout through Somerfield we have to reject as it compromises our commuter priority point 2 - Halswell riders are never going to divert this far south en route for the central city and vice versa. The Red route proposal is to amend Halswell-City into a Halswell-Somerfield-City or a City-Somerfield-Halswell circuit. This is an entirely separate, conflated purpose to what the Trail is intended to achieve that would detract from the easing of Lincoln Road commuter traffic that is primarily being sought.. Secondary cycle routes, connecting Somerfield and suburbs south of it, to the Trail, we fully support (Point 9).</p> <p>10. Where the Blue route does achieve a Somerfield connection to the Trail, nearly as effectively as the Red route could have, it also introduces complexity an reduced safety by needing a new Milton Street crossing somewhere to reach the Mall and</p> |

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| 439 | Y | | | <p>Great to see a way to cycle safely around some of Christchurch, I love cycling but at the moment feel Chch's roads are too dangerous</p> <p>Would love to also see a cycleway connecting this area with university as a member of my family is finding it hard to afford the bus to uni!!</p> |
| 440 | Y | | | <p>I think that it would be a great thing to get people fit and safe at the same time. Currently, Christchurch is too dangerous for me to cycle in however this trail would be enough to reassure me.</p> |
| 441 | | N | | <p>I am totally opposed to a Luxury Cycleway for the Interested but Concern.</p> <p>Cyclists are a part of our traffic system, if people decide to use cycles as a mode of transport, they should have well maintained cycle lanes on these roads. However I am totally opposed to 'Luxury Cycleways' for 'Interested but Concerned people". To destroy 4 homes, displace 4 families, destroy a cul-de-sac, take away parking outside numerous houses along the 'Luxury Cycleway', for people who may decide to buy a bicycle and then decide not to use it, for Families who may decide (if the weather is nice) to have a wee cycle down the cul-de sac or, for novelty reasons, cycle on the purpose built cycle path, is just wrong on so many levels and as it was pointed out in the consultations this 'Luxury Cycleway" is not for the serious cycle commuter. The old movie saying "Build it and they will come" should not have made its way into the real world.</p> <p>Also it was glaringly obvious that there was only ever one route and that was the one the Christchurch City Council wanted. Showing people alternates routes and then advising what the Councils preferred routes was, gave the impression that there was a choice hence the submission process. But as I now know, there is no choice but the one the Christchurch City Council wants. By giving the impression that there was a choice, you have lovely people running around trying to find alternate routes that don't impact too much on people or their communities. They also don't have the benefit of having traffic/road/safety engineers or the ratepayer's money that you seem to throw at your consultations to come up with the 'Luxury Cycleway". You also have pitted street against street, suburb against suburbs and cyclist against road users/home owners all so that the waters can be muddled and the one and only option will be pushed through. Also the misinformation/statistics regarding how dangerous some roads are, just so that people will accept your reasoning's for not keeping or taking the cycle way on a particular road, is appalling. The Christchurch City Council would have been totally aware of how this would play out and how people would react, as you have been down this road before and know how misinformation is best used for maximum effect.</p> <p>I am not going to waste my time in submitted an alternate route, the above shows my distaste for the whole 'Luxury Cycleway" idea. The Christchurch City Council should be looking at spending ratepayers monies on the 'Needs' of the city not the 'Wants' of a small minority. I'm betting the East side of the city would love some of the Christchurch City Councils attention and money.</p> <p>To end a bit more positively, I will say that the Halswell end of the cycleway, prior to Henderson's Rd is fine, no houses lost, no parking removed, and removes the only piece of the current cycle path that is dangerous. The rest is totally unnecessary/costly/ill considered.</p> |
| 442 | Y | | | <p>I fully support this cycle trail.</p> |
| 443 | Y | | | <p>I strongly support the development of a quality quarryman's trail cycle way. I live on Huntsbury Hill and frequently cycle along Strickland St and Antigua St in to the Center of the city. My safety would be greatly enhanced if the cycle lane was widened and separated from car traffic. I believe removal of most car parks on these streets would not inconvenience the residents as they all have driveways.</p> <p>I am also a car driver but I believe that the more SAFE cycleways there are the less cars on the road and so less congestion. Therefore all road users win and those of us on bikes improve our health. I might add that I am 79 years old and find cycling is a wonderful way to keep fit and get about the city? As a car owner I pay my road user charges, as do almost all adult cyclists so we are entitled to a fair share of the road.</p> <p>I voted for this council because they have such a forward thinking cycle policy. Please stick with it.</p> |
| 444 | Y | | | |
| 445 | Y | | | <p>I support the proposal for the cycle track and improvements. I use part of this route daily and safety improvements particularly crossing moorhouse road and brougham st are encouraged, as is wide cycle paths and removing hazard of parked cars opening doors onto the cyclist.</p> <p>I would love to see the cycle path extended to the actual quarry it is named after too.</p> |
| 446 | | | Y | <p>General comment: I do miss a lot of safe connections/crossings from the shared path to side streets on the opposite side of the carriageway.</p> <p>cycle phasing at intersections, does that mean cycle lights as well? if so, waiting in hook turn boxes, you cannot clearly see the cycle light at other end of intersection. Especially when intersection is large. Cycle light should be clearly identifiable for cyclists and motorist (not to confuse them) by hanging the lights next to each other. i.e. Moorhouse intersection.</p> <p>hook turn boxes need loops!!</p> <p>Sheet 1. NBD cyclists have to cross the road to access the shared path. There is no provision designed.</p> <p>SBD cyclists do not have an exit ramp at the bottom of the shared path.</p> <p>sheet 3. Is it possible to create build out at the proposed platforms, so people won't park on them and the raised platform will have non-raised parts on the sides to create higher comfort for cyclists. The platforms are for drivers, not cyclists and with flattened sides of the platform you still slow traffic down.</p> <p>Is this whole area 30km/h? Which is great, but if the side streets are not, signage is missing.</p> <p>Sheet 4. the refuge island seems small to hold cyclists waiting. Try instead of the build outs a wider refuge island.</p> <p>At #4. I don't know what the lines in the shared path are, but I don't hope these are guard rails, that would be a safety concern when cyclists turn into the reserve.</p> |

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| | | | | <p>At #4. Who has right of way from Sparks Road turning into the car park(?). If the cyclists/pedestrians are, place them on a raised platform / crossing.</p> <p>sheet 5: who has right of way from Spark road into the side roads</p> <p>sheet 6. Like the traffic calming at #2. Needs to be placed somewhere, but could placed closer to the intersection. Now it is in the middle of nowhere and there is not any change (lane marking/speed) after this calming treatment.</p> <p>sheet 7. How do cyclists from hendersons road sth getting on the shared path with the signal phasing or do they have to cross 4 lanes and cycle against the cycle lane (near property 142). Can cyclists coming from the east from the shared path get onto the cycle lane on Sparks Road without conflict from cars turning right into Hendersons Rd or Left turning traffic from Hendersons Road onto Spark road south west?</p> <p>sheet 10+11: make refuge islands wide enough to cater for cyclists waiting. Should be at least 2 m wide.</p> <p>Sheet 11: where si the crossing point to Hoon Hay school. I image a school kids require a safe crossing. And that crossing need to cater for sufficient waiting space for kids to cross safely. Think about the quantity of cyclists/pedestrians that will use the crossing just before school bell and after. And create a piece of shared path on the north side to connect to the crossing.</p> <p>Sheet 12: see sheet 11 comments for school crossing.</p> <p>- use loops in the hook turn boxes, otherwise you have a safety issues with turning traffic</p> <p>sheet 18. shared path does not to be a straighth line, try to avoid cutting the tree and go around it at #1</p> <p>interesting solution to connect the cul-de-sac..... Probably could do with one property less buying out (#220).</p> <p>sheet 21: how to get from strictland st NBD into Bradford Park with this signal configuration?</p> <p>sheet 27. design on west side of Armagh St, does not tie into AAC design.</p> <p>Moorhouse intersection should be easily upgraded to a safe Dutch intersection with better phasing.</p> |
| 447 | | | Y | <p>I oppose the Roker Street section of the proposed Quarrymans's Trail because it will fundamentally change the character of the street, particularly the quiet cul-de-sac end where we have lived for nearly a year. A busy cycle thoroughfare will undoubtedly make the street a less desireable place to reside, create inconvenience that does not currently exist, and potentially impact on property values.</p> <p>I am a regular cyclist and support the council's aim to promote cycling, however, this shouldn't be done to the detriment of existing homeowners. We moved to Roker Street from Little River, where we had a three acre lifestyle block. It was a difficult decision to move back to the hustle and bustle of the city, and was only made when we found relative peace and quiet in a family-friendly cul-de-sac.</p> <p>If the streets' character is to be altered so radically to create amenity for other ratepayers, then those who are asked to sacrifice liveability, convenience and, perhaps, house values, should be compensated.</p> <p>I also question how effective the diversion down Roker Street will be. As a cyclist I am always looking for the shortest route and the diagonal path from Frankleigh to Milton will cut valuable time off the journey and, as such, will be irresistable to cyclists. And perhaps that will cause safety issues when citybound riders look to jump from the dedicated cycle path on the southern side of Frankleigh Street, across 2 lanes of traffic, to the northern side of the road to make that all-important "short cut".</p> <p>I think cyclists will be dissuaded further from using a Roker Street route when they realise how often they will have to slow down or stop to allow cars to pass each other, due to residents' cars parked on the road. It happens so often that I would hardly exceed 30kph along large stretches of the road now. So the proposed new speed restriction is unlikely to improve the situation. With large volumes of cyclists, it will become a significant inconvenience for drivers and cyclists alike.</p> <p>The Quarrymans' Trail requires a big investment of taxpayer s'money, so planners need to be sure the route will be effective and not negatively impact on the lives of people living along the path.</p> |
| 448 | | | Y | <p>Barrington Issues Group submission: point by point decision-tree argument</p> <ol style="list-style-type: none"> 1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensice transport planning is our primary concern (Point 1) 2. We note the core purpose of this Trail - to provide safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters - and we hold the Trail's design to this yardstick rigorously. 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| 449 | Y | | | <p>The cycleway is an excellent idea, and I particularly like the idea of running it along Roker st instead of Milton, which is very busy in peak traffic times.</p> <p>There are many kids that cycle to Chch South Intermediate and the recommended path from the South is to come up Selwyn St and turn right into Roker, then left into Strickland and then right into Dominion. This cycleway certainly supports the school's recommended pathway.</p> |
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| | | | | <p>complexity an reduced safety by needing a new Milton Street crossing somewhere to reach the Mall and service our Barrington priority point 3. So because the Blue route has this distance and disconnection from Barrington and is already excluded under the Roker Street concerns at point 7, this just leaves us with the Green route to choose. (Point 10.)</p> <p>11. The Green route answers our main priorities very clearly the best:</p> <p>a) It connects Halswell commuters most directly to the central city, as the crow flies, per our point 2, with room to even improve upon this (see point 12).</p> <p>b) It connects learner-cyclists most effectively, of all the potential routes, with the Barrington hub per our point 3 mixed-use pathway already takes cyclists and pedestrians directly from the north of Barrington Park to the playground, library, parking area and Mall.</p> <p>c) No private land would be lost, per our housing point 4.</p> <p>d) The new crossing at busy Barrington Street, from Barrington Park to Wychbury Street, allows plenty of traffic queue space and line of sight, giving reduced congestion and higher safety per our point 5.</p> <p>e) Greatly reduced roadside parking loss on Strickland Street, Milton Street and potentially Simeon Street (if using Orange route see our point 6) answers the great bulk of resident complaints about the Trail already heard. Bletsoe Avenue and Wychbury Street are quieter and wider streets more suited to this enhancement and the adequately direct route.</p> <p>f) There is not substantial difference in length between the Blue route and the Green route, but the latter is on much quieter and safer streets, for much calmer journeys.</p> <p>The argument that upgrading Wychbury Street to the required standard is more expensive than knocking down houses does not wash and is unacceptable to us. We request government to expend the funds necessary to do this job properly and not subsidise it by expropriating private property. (Point 11.)</p> <p>12. Can Council next investigate and report on any potential to extend the Green route (as validated in our point 11) to have it avoid Sparks Road and the commercial-area parking complaints there entirely and travel more directly, safely and scenically all the way to Halswell?</p> <p>Viz, at Lyttelton Street safely cross and reach the short distance north to Glynne Crescent. There travel at left to the reserve, walkway and river crossing to Smartlea Street and Hoon Hay with new and safe crossing to be made on Hoon Hay Road towards Lewis Street. Then travel Wyn Street to Downing Street to connect very helpfully to Hoon Hay Park and the Rowley area. From Downing Street via Kevin Street then Newland Street reaches Victors Road, where Council suggests traffic calming measures are currently needed. At Victors Road two options are created: a) short-term link to Sparks Road, west of the commercial area, and use the safer north side for reaching Halswell; b) long-term plan for a cross-country Trail to utilise the Council-owned Henderson's Basin storm-water attenuation area, with the last new safe crossing made at Hendersons Road. (Point 12.)</p> |
| 451 | | | Y | <p>I am submitting this on my own behalf rather than as a Spreydon Neighbourhood Network submission because it is impossible to meet everyone's concerns which reflect whether they live on the proposed routes. However, the preferred Green route suggestion here does remove the concerns that have been shared with me as SNN Secretary and we have encouraged others to make their own individual submissions</p> <p>Barrington Issues Group submission: point by point decision-tree argument</p> <p>1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensive transport planning is our primary concern. (Point 1.)</p> <p>2. We note the core purpose of this Trail to provide a safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters and we hold the Trail's design to this yardstick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes our next greatest concern: the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters. (Point 2.)</p> <p>3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group we have worked for nearly three years to optimise transport facilities around Barrington hub and see this an important opportunity for improvement here, not to be lost or reduced. (Point 3.)</p> <p>4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this particular purpose in this particular location where there is a clear and superior alternative available. (Point</p> |

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| | | | <p>4.)</p> <p>5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety and congestion reasons. A safe Trail needs to be at distance from this busiest area, for safer separation of the cycle and motor vehicle users. It makes no sense at all to introduce family cycle groups into this traffic pinch-point. (Point 5.)</p> <p>6. Recognising this Milton Street and Barrington Street vehicle convergence, we have to reject the Orange route community proposal to re-propose it for the Trail. We reject the Orange route also because a) it requires private property loss on Milton Street south, that is contrary to our housing point 4 above, and b) it requires Milton Street shop-front parking loss that would undermine the Barrington commercial hub, where vehicle parking is already limited and under pressure. (Point 6.)</p> <p>7. Our view of the proposed Roker Street cycle crossing at Barrington Street is that it is too close to the Milton Street intersection to answer safety point 5, that cyclists will still be intermingled with intense traffic queues and changing movements at that place, on the Blue route. We look instead to the Red or Green routes as providing adequate separation and clear lines of sight, with room for new traffic queues to build up, to resolve congestion point 5. The Blue route also fails our consideration on housing point 4, for its proposed sacrifice of and intrusion on built private property. (Point 7.)</p> <p>8. The Green route variation through Athelstan Street fails our consideration on safety and congestion point 5, being too close to Milton Street and being the next busiest intersection after it. We cannot imagine learner cyclists possibly feeling confident and safe using either of these heavy traffic routes. (Point 8.)</p> <p>9. The Red route through Somerfield we have to reject as it compromises our commuter priority point 2 - Halswell riders are never going to divert this far south en route for the central city and vice versa. The Red route proposal is to amend Halswell-City into a Halswell-Somerfield-City or a City-Somerfield-Halswell circuit. This is an entirely separate, conflated purpose to what the Trail is intended to achieve that would detract from the easing of Lincoln Road commuter traffic that is primarily being sought. Secondary cycle routes, connecting Somerfield and suburbs south of it, to the Trail, we fully support. (Point 9.)</p> <p>10. Where the Blue route does achieve a Somerfield connection to the Trail, nearly as effectively as the Red route could have, it also introduces complexity an reduced safety by needing a new Milton Street crossing somewhere to reach the Mall and service our Barrington priority point 3. So because the Blue route has this distance and disconnection from Barrington and is already excluded under the Roker Street concerns at point 7, this just leaves us with the Green route to choose. (Point 10.)</p> <p>11. The Green route answers our main priorities very clearly the best:</p> <p>a) It connects Halswell commuters most directly to the central city, as the crow flies, per our point 2, with room to even improve upon this (see point 12).</p> <p>b) It connects learner-cyclists most effectively, of all the potential routes, with the Barrington hub per our point 3 mixed-use pathway already takes cyclists and pedestrians directly from the north of Barrington Park to the playground, library, parking area and Mall.</p> <p>c) No private land would be lost, per our housing point 4.</p> <p>d) The new crossing at busy Barrington Street, from Barrington Park to Wychbury Street, allows plenty of traffic queue space and line of sight, giving reduced congestion and higher safety per our point 5.</p> <p>e) Greatly reduced roadside parking loss on Strickland Street, Milton Street and potentially Simeon Street (if using Orange route see our point 6) answers the great bulk of resident complaints about the Trail already heard. Bletsoe Avenue and Wychbury Street are quieter and wider streets more suited to this enhancement and the adequately direct route.</p> <p>f) There is not substantial difference in length between the Blue route and the Green route, but the latter is on much quieter and safer streets, for much calmer journeys.</p> <p>The argument that upgrading Wychbury Street to the required standard is more expensive than knocking down houses does not wash and is unacceptable to us. We request government to expend the funds necessary to do this job properly and not subsidise it by expropriating private property. (Point 11.)</p> <p>12. Can Council next investigate and report on any potential to extend the Green route (as validated in our point 11) to have it avoid Sparks Road and the commercial-area parking complaints there entirely and travel more directly, safely and scenically all the way to Halswell?</p> <p>Viz, at Lyttelton Street safely cross and reach the short distance north to Glynne Crescent. 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| | | | | Henderson's Basin storm-water attenuation area, with the last new safe crossing made at Hendersons Road. (Point 12.) |
| 452 | | | Y | See full submission at the bottom of this document pages 92 - 98 |
| 453 | | | Y | <p>Hi Phillipa</p> <p>We've come up with responses as below in red...</p> <p>Orange Route</p> <p>Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:</p> <ul style="list-style-type: none"> Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street – There is a difference of around 75 metres between Milton Street and Roker Street, which equates to less than 15 seconds for most cyclists. The remainder of the proposed Orange Route would actually be a less direct connection than the Strickland Street-Antigua Street route for many cycleway users wanting to get into the CBD so would be a longer travel time. <p>Given that the target group for the cycle way is the "interested but concerned cyclist" it would be preferable to cycle a safer and more pleasant, if minimally longer route, to the city. In fact, it is possible that many of those cyclists will use the route to travel to community resources (Barrington Mall, Addington, Hagley Park, Metro Sports) rather than right to the CBD, and so the Orange Route is in fact more direct than the Blue Route, with the advantage of being safer and more pleasant. Commuter cyclists, we are told by CCC, will likely continue to take the most direct/fast route, whether it has a cycle lane or not, though we have had feedback from commuters saying that the Orange Route is their current route and will continue to be used as such.</p> <ul style="list-style-type: none"> There would be no need to demolish homes and displace families – If parking was to be maintained outside the shops on Milton Street, road widening into the properties opposite would be required, which would be expected to make some unviable to keep the houses on. Therefore property purchase and demolition would still be required. <p>The Roker Street option is preferred by CCC but is dependent on land purchase. If an agreement is not reached with owners (who have expressed that they do not wish to sell), the Roker Street option may not be possible. Surely it is then wise to consider the options for Milton Street? It is possible that the affected Milton Street property owners may be willing to sell – have these owners been approached? If not then the next best route to consider would be the Green Route, this would need to tee off down Simeon Street, across Milton St, right up to the Cemetery to connect Somerfield Residents to the cycle trail.</p> <ul style="list-style-type: none"> Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated – Traffic modelling has been undertaken and no issues with traffic congestion are anticipated on these streets. The additional cycle and pedestrian crossing on Barrington Street actually has less impact on traffic than adding an MCR through the existing intersection at Milton Street. <p>This is interesting and we obviously can't provide traffic modelling but the Milton/Simeon St intersection will need addressing with all 3 routes if you want to connect Barrington Mall as a destination point of the cycleway regardless. Currently the Blue Route provides no safe way for cyclists to get to Barrington Mall, same with the Red Route.</p> <ul style="list-style-type: none"> Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street) – Vehicle traffic is not expected to increase on Roker Street as a result of the cycleway. Roker street traffic volumes are generated by the houses and cemetery and are unlikely to change much from the existing volumes. Cycle volumes are anticipated to be 2,150/day on Roker Street by 2031. The Orange Route would not be expected to attract any more cyclists than Roker Street. <p>The response above serves to reinforce the concern of Roker Street residents. The quote taken from the Orange Route submission is out of context – previously we made clear that we were not discussing vehicle traffic on its own, but overall traffic, including cyclists. What we intended to convey was that using Milton Street would not unduly affect the overall "traffic" (cars, cycles etc) on Milton Street, but would have a huge effect on Roker Street, where "traffic" (cars and cycles) will increase from a tiny amount to something in excess of 2000 per day. This increase is significant and will alter the cul de sac irreversibly.</p> <ul style="list-style-type: none"> An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School – Running an MCR around a corner at a signalised intersection requires all other traffic to be held for a period of approximately 20 seconds, which, combined with allowing for other traffic movements, would have a significant impact on traffic flows along Milton Street. The Council is developing a secondary cycle network to connect the primary MCR network with local destinations, such as the mall and schools. The Roker Street route provides a good connection to the area around Somerfield School via the Sydenham Cemetery and Somerfield Park. It also provides a good connection into Sydenham via Bradford Park which the alternative Orange route would not have. <p>This intersection will have to happen regardless with the secondary cycle network so it's an invalid argument to say it will hold up traffic when it will be upgraded in the future and most likely have some form of traffic lights. On the CCC map Barrington Mall is cited as a Key Destination but the Strauss/Roker option does not provide a safe route to the mall, while the Orange Route does. The planned "secondary cycle network" is of higher priority and usefulness to our community than the planned Blue Route, and we believe that reprioritisation needs to take place regarding this. Though we understand that connecting Beckenham to the city is important, and this is why the Strickland Street option is preferred by CCC, there are already white cycle lanes on this section of the route that allow access. We suggest that the Strickland Street section should become the secondary connection.</p> <ul style="list-style-type: none"> Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner – As above, unless property is purchased, signalised intersections require the removal of parking on both sides of the road. This would apply on the approaches to both Barrington Street and Simeon Street. Parking would be removed on the side of the road with the cycleway, to maximise both safety and the amount of parking provided. <p>This explanation is very unclear. Property owners on Milton Street may be willing to sell. There is already no parking in the approaches to Barrington and Simeon streets, so there would be no change to this (or perhaps very small sections, if at all?). We understand that the existing parking would need to be removed on the southern side of the street to accommodate the cycle way, but the impact of this is much less than the impact of increased cycle traffic, loss of houses, and ruining the character of the cul de sac on Roker Street.</p> <ul style="list-style-type: none"> This route is a much more quiet and pleasant way to access the city than using Strickland Street – While this would be a quieter route, there would be a large deviation between the Central City and parts of South Christchurch for many people. <p>Without the route continuing down Strickland and Antigua Streets there would also be a gap in the MCR network connecting into the CBD from the south, which would extend from the Little River Link MCR to the proposed Heathcote Expressway MCR running through Waltham/Phillipstown. Antigua and Strickland provide a good connection to the Beckenham, Huntsbury, East Spreydon and Sydenham areas that would not be provided by the Orange Route.</p> <p>Somerfield, Westmorland and Cashmere would not benefit from the Roker St route as it deviates in the wrong direction, the orange route provides good options for all these areas including Hoon Hay and Halswell. As we have said above, the planned "secondary cycle network" connecting Simeon St to the Little River Trail is of higher priority and usefulness to our community than the planned Blue Route, and we believe that reprioritisation needs to take place regarding this. Though we understand that connecting Beckenham to the city is important, and this is why the Strickland Street option is preferred by CCC, there are already white cycle lanes on this section of the route that allow access. We suggest that the Strickland Street section should become the secondary connection.</p> <ul style="list-style-type: none"> Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant – Simeon Street is around 13 m wide. To fit a separated cycleway within the existing kerb lines would require the removal of parking on one side of the road to accommodate the traffic volumes around Barrington Mall, and the bus route between Coronation Street and Howard Street. The impact on residents living on Simeon is higher than Roker as Roker does not need parking removal, whereas Simeon would. It is highly likely that Simeon residents would object to the loss of parking to avoid minor impacts on Roker street. <p>You are incorrectly comparing Roker with Simeon St. You should be comparing Simeon St with Strickland/Antigua. The loss of parking along Simeon St would be nowhere near as drastic as that on Strickland/Antigua Streets, so will have much less impact on residents than what is currently being proposed by CCC.</p> <ul style="list-style-type: none"> Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets. – The large number of intersections and the mall access along this route make it a less desirable environment for an MCR. There are 13 intersections that would need to be upgraded and potentially signalised as well as a busy mall entrance. <p>If the trail was a dual cycleway along the East side of Simeon St (as we have proposed) there would only need to be 6 minor intersection upgrades and 1 major (Simeon/Coronation St). It seems very unlikely that these would need to be signalised, as</p> |

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| | | | | <p>they connect to very small streets (akin to the Simeon/Roker intersection which is not proposed to become signalised). This is a lot less than Strickland/Antigua which we count to be 18 from Milton St right through to St Asaph St. We have not included the Collins St stretch as that is already being developed. The access to community resources provided by this route is significant.</p> <ul style="list-style-type: none"> The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community. – The intention of the statement on page 9 of the consultation document was not that connecting MCR's is bad – it isn't – but rather that the green route runs relatively close to the Little River MCR, whilst leaving a large area (eastern parts of Somerfield and Beckenham, for example) unconnected to an MCR. The proposed route down Roker Street services a greater catchment area than the Orange Route, whilst still connecting to Hagley Park and Metro Sports via the Central City cycle network. Somerfield, Westmorland and Cashmere would not benefit from the Roker St route as it deviates in the wrong direction, the orange route provides good options for all these areas including Hoon Hay and Halswell. Cyclists from Beckenham could still use the existing cycle lanes on Strickland/Antigua Street, and these could be upgraded as the "secondary route" in future. <p>In summary, the Orange Route will have a higher impact on parking compared to the preferred Roker Street route as the cycleway will need to be separated removing parking on at least one side, and it could be potentially higher network impacts depending on the intersection controls for the cycleway required along the alternative route as there are up to 13 intersections that will need some form of control to ensure safety. If parking outside the Milton Street businesses was to be retained this would likely also require property purchase, resulting in houses still needing to be removed. The Orange Route would provide a less direct connection into the CBD for many cycleway users. It would leave a gap in the MCR network connecting into the CBD from the south, which would extend from the Little River Link MCR to the proposed Heathcote Expressway MCR running through Waltham/Phillipstown.</p> <p>The alternative route places significantly higher impacts on Simeon Street than the proposed impacts on Roker Street and we would expect significant concern from residents and businesses when there is a low impact route along Roker street that could provide a cycleway.</p> <p>Again it is incorrect to compare Simeon St with Roker St. The Simeon Street stretch of the Orange Route should be compared to the currently proposed Strickland/Antigua Street route. In addition, there are no businesses on Simeon Street to be negatively affected by any loss of parking (unlike Strickland and Antigua Street) – the cycle way would not negatively affect the Mall, and may in fact make it more easily accessible to local residents.</p> <p>We dispute that the Roker Street option is low-impact. The impact on residents of the western block (from the cemetery to the cul de sac), are significant, and far in excess of a loss of parking. You will note that although some cul de sac residents will lose parking from outside their homes if the Roker Street option progresses, this has not been included in our submission – a loss of parking on one side is a minimal and acceptable compromise. The Roker Street option should be avoided because of the dramatic impact on the cul-de-sac; including degradation of the street's character, loss of homes, and the huge increase in overall road traffic.</p> |
| 454 | | | Y | <ol style="list-style-type: none"> 1. Concern re: no parking on one side of Sparks Road - pressure onto i.e. Maryhill Ave 2. How do residents on that side put out their wheelie bins for emptying - re cycleway and collecting trucks? Not able temporary stop on on cycleway. 3. Major concern re: Cars parking at rear of Hoon Hay School on Maryhill Avenue. Impact for residents; width road near that area <p>Vehicle travelling along Maryhill Avenue to turn onto Hoon Hay Road. Vehicles turning right onto Hoon Hay Road - this is a "blind bend"</p> <ol style="list-style-type: none"> 5. Access for all emergency vehicles. Several streets in Christchurch have "speed reduction humps" across road. Emergency vehicles times can be reduced by these speed reductions. 6. Believe Rydal Street junction Sparks Road - cars parked here whilst children taken into school. ? have angle parking one side Rydal Street. 7. Some properties effected by this proposal have tenants. Query owners of these properties actually received the book 8. Some folk - English not their own language? Translations available? |
| 455 | | | y | <ol style="list-style-type: none"> 1. Introduction <p>Hoon Hay school is a year one to six state contributing school located on Sparks Road. We have a roll of approximately 460 students, which is continually growing and could exceed 500 students in the next ten years. We have located directly adjacent to Our Lady of the Assumption School a year one to eight state integrated school with a roll of approximately 350 students. In our direct area we also have Hoon Hay Chemist and Hoon Hay Medical Centre directly opposite us Sparks Road and Our Lady of the Assumption Church and Hoon Hay BP around the corner on Hoon Hay Road which contributes to general traffic and parking pressure.</p> <ol style="list-style-type: none"> 2. Quarryman Cycleway Implications <p>From reviewing the literature and presentation, we believe the following are the most likely implications for Hoon Hay School:</p> <ul style="list-style-type: none"> · The conversion of Rydal Street to entry only and a turning bay. · Installation of traffic lights at Hoon Hay-Sparks road intersection · Removal of parking on Hoon Hay Road · Removal of parking on the southern side of Sparks road. · Increase usage of Mary Hill Avenue. <ol style="list-style-type: none"> 3. Concerns <p>Hoon Hay School is a strong promoter of both fitness and environmental sustainability. We believe our students should be active and aware of our environment, so to this end we are largely very excited and supportive of this cycleway. Getting people out of cars and on the road is such a win for everyone. Therefore we believe that most of the implications are manageable for Hoon Hay School.</p> <p>However as a board, there is one very important concern we have, which is the removal of parking from Sparks Road. This community is a really busy community at certain times, and it is important for you to understand the impacts.</p> <ol style="list-style-type: none"> 3.1. Students <p>Between OLA and Hoon Hay we have 850 students coming to and from school every day between 8:30 and 9:00am and 2:45 and 3:30pm. Our roles are growing and in the near future this could be up to 800 students daily. This does not account for pre-schooler that are brought in to school daily as well.</p> <p>As a school we cherish and actively encourage home – school partnership. We want and encourage our parents to come into the classroom. All research shows that when a child has an actively engaged caregiver in their education their outcomes are always improved. We find that this benefits the students but also often makes transition to school for pre-schoolers who have been into the classrooms with their older siblings more successful.</p> <p>Most of our families also have both parents that work and need to be as quick as possible with drop offs, so do require relatively close parking.</p> <ol style="list-style-type: none"> 3.2. Alternative Parking <p>The other road that the school community uses is Mary Hill Avenue. Recently Scirt has performed major road works on Sparks Road, and they diverted traffic down Mary Hill Avenue. At the time this caused major disruption and congestion down Mary Hill Avenue. The long term consequences of this is that now many of the public realise this is a good option to avoid congestion on Sparks Road and has since become a busy thoroughfare.</p> <p>It is also a major entry point for our school as many of our students who walk come from that direction and cross Mary Hill Avenue to enter the school. Lastly it is another major area for parking. So we now have a small narrow road that is used as thoroughfare, heavily congested with parking and many children crossing a road that has no formal crossing.</p> <p>I have attached photos of the road taken at 8:30 in the morning and 3:00 in the afternoon. Our concern is that with less parking on Sparks Road there will be even more impact upon this road.</p> <ol style="list-style-type: none"> 3.3. Elderly Parishioners, Chemist Users and Medical Centers <p>Often our most vulnerable are our elderly, and in this community we do have many elderly. They attend the Our Lady of the Assumption Church, Medical Centre and Chemist. With virtually no parking this really puts them at risk.</p> <ol style="list-style-type: none"> 3.4. Wider Community Use <p>Our school facilities are used outside of school hours. We have itinerant music teachers and a dance school, which again puts pressure on parking. Hoon Hay School has just entered the Christchurch Schools Renewal Phase and as part of the renovation we will be looking at how even more of our local community will be able to utilise our facilities.</p> |

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| | | | | <p>3.5. Safety</p> <p>Our major concerns are really around safety. When situations become pressured and stressed, it is when the public starts taking short cuts. So consider this situation, there is a funeral at the church at 2:30pm, its raining and time for school pickup. This is when people start taking shortcuts. Parking where they shouldn't, crossing roads where there are no crossings and taking risks with their own lives and their children's. We want to ensure that in peak times, in adverse condition the design of the cycle way is capable of encouraging safe use.</p> <p>4. Suggestions</p> <p>4.1. Upgrading Maryhill Avenue</p> <p>With less parking on Sparks Road, there will be more pressure put on Maryhill Avenue. This means more children, cars and parking in an already congested street. The city council could look at installing a Kea Crossing, which would ensure safe crossing for children.</p> <p>4.2. Installing a Drop Off Bay at Hoon Hay School</p> <p>As previously mentioned Hoon Hay School has now entered the Christchurch Schools Renewal Phase. This means that we have the ability to make some changes to the way our school operates. This could mean installing a drive in drop off bay. However this will not be able to be funded out of Ministry of Education money, so perhaps the Christchurch City Council could look at helping with this to again ensure the safety of our children.</p> <p>4.3. Parent Education</p> <p>As with all change, when it first happens there is adjustment to be done, but once the community has gone through the process then they become used to it and it is second nature. However people are more likely to positively accept change if they have some options shown to them. We believe that it's a good option for parents to park slightly further away and walk, however if we suggest further down Sparks Road then they might be heading toward the 70km zone which would not be safe, and we are not sure where else is appropriate. It would be great if the Christchurch City Council could perhaps make some suggestions on where parents could park and walk from that we could communicate to our parents.</p> <p>The smooth implementation of this cycleway, will be reliant on ensuring good habits are formed by our community right from the outset. To this end we would require the city council to provide help outside the school i 8/11/2016n the opening phases talking to parents about apporriate parking and enforcing three minute zones.</p> <p>5. Conclusion</p> <p>We would really like to reiterate that we support the cycleway initiative and are actually very keen for this, however as a board the safety of our students is imperative and we would really like to work with the Christchurch City Council to find a work around for the issues around parking.</p> |
| 456 | Y | | | <p>I am a Sydenham resident and I strongly support the proposed Quarryman's Trail Major Cycle Route.</p> <p>It offers local residents safe and inviting options for mode choice, and by encouraging active transport it is a key part of reducing Christchurch's carbon emissions.</p> <p>I live on Burns Street in Sydenham and commute into the city for work, shopping, and other engagements. This submission therefore deals primarily with the route between Burns St and the city.</p> <p>This project will help to unlock the huge demand for safe, accessible, and convenient cycling routes from Halswell, Somerfield, Sydenham, and Addington to the city. It will build beyond the current demographics of cycling to allow the interested but concerned to make everyday cycling part of their lifestyle.</p> <p>I normally commute via Strickland and Antigua streets, and during the morning peak there will typically be 4-8 cyclists passing through each intersection each cycle. This route is already busy, but typically I will see one or two cars every day infringing the road rules in such a way as to endanger cyclists — cutting across cycle lanes, failing to give way when crossing a cycle lane at the lights, parking in cycle lanes, not giving cyclists enough room, etc etc. These incidents are stressful and put the "interested but concerned" off.</p> <p>Through constructing physically separated infrastructure, these incidents can be minimised, and cyclists' perception of safety improved.</p> <p>For this reason I strongly support the consequent removal of parking along Strickland and Antigua Streets. This is a major metropolitan transport route, which must take precedence over the use of public space for storage of private motor vehicles. This is particularly true along Antigua south of Moorhouse, where at least one automotive business regularly uses the on-street parking to store vehicles that will not fit into their yard.</p> <p>Beyond the route into town, while I would in principle support a separated cycleway along Milton Street, I am very aware that this would be almost impossible from a political perspective. If Milton is not an option, then the Roker Street route as currently drafted is the next best option. I would be very concerned if additional dog-legs were introduced into this route.</p> <p>Finally, this submission is of course made in a personal capacity.</p> <p>██████</p> |
| 457 | | | y | <p>Barrington Issues Group submission: point by point decision-tree argument</p> <p>1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensice transport planning is our primary concern (Point 1)</p> <p>2. We note the core purpose of this Trail - to provide safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters - and we hold the Trail's design to this yardstick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes out next greated concern; the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters (Point 2)</p> <p>3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group - we have worked for nearly three years to optimise transport facilities around Barrington hub and see this an important opportunity for improvement here, not to be lost or reduced (Point 3).</p> <p>4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this partifular purpose in this particular location - where therer is a clear and superior alternative available (Point 4).</p> <p>5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety and congestion reasons. A safe Trail needs to be at distance from this busiest area, for safer separation of the cycle and motor vehicle users. It makes no sense at all to introduce family cycle groups into this traffic pinchpoint (Point 5).</p> <p>6. Recognising this Milton Street and Barrington Street vehicle convergence, we have to reject the Orange route community proposal to re-propose it for the Trail. We reject the Orange route also because a) it requires Milton Street shopfront parking loss that would undermine the Barrington commercial hub, where vehicle parking is already limited and under pressure (Point 6).</p> |

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| 458 | | N | <p>Greetings</p> <p>Submission re Quarryman's Trail specific to Roker Street.</p> <p>I do not support the proposed cycleway to be located through Roker Street because:</p> <ul style="list-style-type: none"> • Roker Street is currently a relatively quiet, narrow residential street. A cycleway would compromise this much appreciated integrity. It is the foremost compelling reason not to put a cycleway through Roker Street. • Because Roker Street has a very pleasant green and quiet environment it is used by many pedestrians and runners. Vehicle use is generally limited to residents and visitors, ie minimal through traffic. I need this beneficial aspect of my living environment to be retained. • There are many children who live on and around Roker Street and use it, often with parents, to access their playcentres, schools and shops. An increase in cyclists could increase the danger of accidents. • I do not believe the CCC uses a beneficial design for cycleways. I understand that the adapted European model currently used in Christchurch is now being removed in Europe as they realise major design faults and are now redesigning for improved safety. • For safer cycleways the roads need to be opened up, widen for separate lanes for cycles and vehicles. The current model used often seems to push cyclists and motorists together, especially at the narrowed intersections. Roker Street provides a much narrower space for cycles and vehicles to share than eg Milton Street. • Raised platforms cause additional noise and vibration for residents from motorists accelerating, de-accelerating and bottoming out. • The current CCC practice of low plantings at narrowed intersections diminishes visibilty, especially for small children and pet animals, increasing the likelihood of accidents. • These intersection plantings need continual maintenance which is an ongoing cost in our rates and from my experience they are poorly maintained and I am very concerned that chemicals are used. Currently residents mow their council verges and have pride in maintaining their neighbourhood. • I do not support the removal of any street parking in Roker Street. • Changing speed limits are becoming increasingly confusing for road users in Christchurch. • I support those residents who do not want their homes demolished for cycle access at the west end of Roker Street. • I am very concerned at the increase of traffic through the proposed accessway from Barrington Street to Roker Street would cause. • I am concerned at the increasing number of scooters in the city making illegal use of accessways and footpaths resulting in noise and increased probability of accidents. • I do not support the undisclosed cost to the ratepayer that these cycleways incur with installation and maintenance. I strongly believe that CCC has higher priorities in ongoing earthquake repairs and other more beneficial improvements to our city. • The speed of cyclists on Roker Street is also of concern to me. They can maintain 30-50kms/hour, and go faster, which is an increased danger especially because of their size and diminished visibility. • The current discussions on whether cyclists, age restricted?, may be able to legally use footpaths could affect cycleways. • I believe that using Milton Street, rather than Roker Street, as the cycleway route would be the best option. This would mean less road alterations and hugely reduced cost. <p>If cyclists wish to use Roker Street they have the choice, without a cycleway.</p> <p>I strongly support increased and ongoing education for all road users to understand their individual role and responsibilities on our roads.</p> <p>I am a strong supporter of cycling, believing it is the first option before vehicles. I am a pedestrian, a past cyclist and have never been a motorist.</p> <p>I do not want Roker Street, as a minor residential street, becoming part of a major cycleway. I do not want increased traffic, narrowed intersections with plantings or raised platforms on Roker Street.</p> |

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| | | | | <p>I wish Roker Street to be retained as the delightful residential street that I currently feel blessed to live on.</p> <p>I do not support the proposed cycleway to be located through Roker Street.</p> |
| 459 | | N | | <p>My concern is the area of Sparks Rd from Hoon Hay Rd intersection to Hendersons Rd intersection, specifically the loss of parking along the South side of the road. This loss of parking will negatively impact my business - Hoon Hay Pharmacy. The ability for clients to be able to access parking on the road outside does influence their decision to stop and patronise the pharmacy, especially if they intend only a short visit.</p> <p>Many of our clients prefer to park on the roadside, call into the pharmacy, collect what they want and then go on their way. While the pharmacy and medical centre do have off street parking many people prefer not to use this for short visits, or prefer not to navigate a reasonably small space to obtain parking. At time the car park can be full, not with our clients but with school parents dropping off or collecting their children. This will only get worse when parking is further restricted to one side of the street.</p> <p>Our client base is predominantly elderly, and many who access the pharmacy and medical centre travel by car. Many are elderly and frail and use mobility aids such as walking sticks and frames, others are unwell. A number of our clients prefer to park on the roadside. With parking restricted to the north side of the road they will then have to cross two lanes of traffic at some speed. For those with mobility issues this will be difficult. To access a pedestrian crossing they will have to walk up past the school, cross and then walk back to reach the medical centre and pharmacy. This is not a short distance for a lot of people.</p> <p>For motorists accessing and leaving the car park the two way cycleway is likely to cause some issues. It is probable that drivers will not see cyclists coming from their left as they concentrate on traffic on their right, and the speed at which many cyclists travel will not leave much margin for any error.</p> <p>We have noted very few cyclists travelling along Sparks Rd. The majority of those who are join Sparks Rd after travelling along Cashmere Rd and Hendersons Rd on their way to Halswell. Cyclists travelling from the City to Halswell predominantly use Lincoln Rd which already has a cycle lane marked. It would appear unlikely that any cyclist travelling from the City to Halswell would cycle along to Roker St and then along the propose cycleway. It is certainly not the most direct route. Quarryman's Trail may be used for recreation (i.e. in the weekends) but is unlikely to be of much value as a commuting pathway. if the intention is to make commuting by cycle to the City more attractive this proposal is likely to be a failure, and a total waste of taxpayer and ratepayer funding.</p> <p>If there has to be a cycleway my preference is for a cycleway on both sides of the road, allowing parking to remain along both sides, as in Tennyson St, and removal of the flat median strip should enable this to occur. Many busy roads do not have this continual flat median strip and traffic still flows well.</p> |
| 460 | | | Y | <p>On behalf of Somerfield Residents Association - we wish to submit further information / details re: our opinions/thoughts on this Proposal.</p> <p>However, due to time constraints and our SRA meeting following the submission closing date of Nov 10th - our information will be forwarded to you in full following our formal discussion on Mon 14th Nov.</p> <p>The detailed submission information is pending upon further confirmation @ our meeting.</p> <p>SRA Representatives would also like to talk to the Cycling Project Team at the time of the review please.</p> <p>Thanking you for this opportunity. Julie Tobbell, SRA Chairperson</p> |
| 461 | | | Y | <p>Yes, we totally support the development of cycleways in Christchurch! It is a great investment for the future.</p> <p>Our concerns:</p> <p>We live on the corner of Strickland and Manhire Streets and access to our property is on Manhire St. We are concerned about potential congestion, noise and traffic safety on Manhire St.</p> <p>In the block between Manhire/Burns St and Milton St many residents park on Strickland Street. We are not sure of the properties (in particular the townhouses on the east side of Strickland St) being rental properties with several tenants. Some of the vehicles are trade vehicles, some of them large vans/small trucks. if these residents do not have sufficient parking at their properties they will have to park elsewhere and this could cause congestion and parking problems in Manhire St, which is a very narrow dead end street.</p> <p>As it is, when vehicles are parked beside our drive and on the other side of the street, it can be extremely tight to drive in and out of our property. Vehicles parked on our (south) side can also block visibility (esp vans & such). This is dangerous because we have to pull out into the middle of the street to see if there are any cars coming. If we do this we are at risk of being hit by north bound cars turning into Manhire St, especially as many cars do this at high speed. Another thing to be taken into consideration is that some houses on Manhire St do not have drive on access and the residents have no choice but to park on the street.</p> <p>We understand that affected residents in Strickland St may need to park elsewhere.</p> <p>However, because Manhire St is an extremely narrow deadend street the parking will have to be carefully considered and regulated in order to avoid unnecessary congestion, noise, frustration and danger</p> |
| 462 | | | Y | <p>Barrington Issues Group submission: point by point decision-tree argument</p> <p>1. We support provision of a safe learner-cycling route in south Christchurch, as Quarryman's Cycle Trail generally intends, although we want to see an integrated transport plan for the area fully developed around this. The absence of comprehensive transport planning is our primary concern. (Point 1.)</p> <p>2. We note the core purpose of this Trail to provide a safe, alternative commuter link between Halswell and central Christchurch, to divert commuter traffic off a constricted Lincoln Road, to get ahead of current and future housing growth in the city south-west steadily contributing new commuters and we hold the Trail's design to this yardstick rigorously. Where Trail design attempts to add other connection and other purpose, that undermines the core commuter purpose, it becomes our next greatest concern: the intention of the Trail is too readily confused, undermining its functionality. Remember these new commuters. (Point 2.)</p> <p>3. Thirdly, the Trail is pitched as connecting Barrington commercial hub, en route between Halswell and central Christchurch. That the final Trail design is the best to meet this objective is a concern especially pertinent to our forum group we have worked for nearly three years to optimise transport facilities around Barrington hub and see this an important opportunity for improvement here, not to be lost or reduced. (Point 3.)</p> <p>4. Our group sets priority on housing, especially in the recent Christchurch earthquake experience, with our conditions of demand growth and especially where the land is privately owned. It is not acceptable to us that government should require private land, for this particular purpose in this particular location where there is a clear and superior alternative available. (Point 4.)</p> <p>5. For crossing busy Barrington Street, the centre of council's proposed Trail route (the Blue route) is wrong, being the Milton Street intersection where much heavy traffic converges (meaning trucks, buses and many cars). This is simply the wrong area to try and increase cycle traffic through, for safety</p> |

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| 466 | | | Y | Although this is a personal submission of mine, I am the Somerfield Residents Association Chairperson (Of 3+ years) and I have been collectively finding out concerns of other local Somerfield Residents and our SRA Committee. Unfortunately the submissions close prior to our SRA meeting on 14th Nov. I have requested for an extensionwith little success unfortunately. I would like to request to speak re: this response if there is an opportunity. It will affect our community in many ways. Thank you for reading my submission attache, I also agree with the BIG submission apart from No9 point of rejecting the RED ROUTE!! See TRIM 16/1347698 |
| 477 | | | N | See full submission below pages 99 - 110 |

Quarryman's Trail Feedback

Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street

Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.

Unwanted demolition of homes

The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.

Unprecedented increase in traffic

The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.

Traffic danger from reversing cars

The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.

Increased crime

At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.

Decreased security and comfort of residents on the boundary of the proposed alleyway

Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.

Potential open park-like environment from Roker Street to Barrington Street

No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.

Safety of cyclists and drivers

Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle

on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.

Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street

Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.

Route Options via/through Somerfield

Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.

Blue Route via Roker Street

Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.

Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street

- This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the "interested but concerned" cyclist
- Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the "interested but concerned" cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so
- Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse close enough to community resources such as libraries, shops, or schools to be useful. An informal survey of the "interested but concerned cyclists" in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group.

Green Routes via Spreydon

- The green routes are circuitous and complex
- Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through/across busy roads in order to access the Quarryman's Trail.

Red Route via Stanbury Ave/Studholme Street

- This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and is undesirable for that reason
- This route involves two complex right hand turns across busy roads, which are unsafe for younger cyclists
- The use of Studholme Street is unsuitable due to the number of pedestrians and moving cars during school hours, given the narrowness of the street. The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa

Preferred “Orange Route”

Our preference is for an alteration to the Milton Street blue route (the “Orange Route”), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:

- Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street
- There would be no need to demolish homes and displace families
- Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated
- Increased cycle use (via the Quarryman’s Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council’s predicted 1000%+ increase in traffic on Roker Street)
- An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School
- Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner
- This route is a much more quiet and pleasant way to access the city than using Strickland Street
- Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant
- Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets.

The assertion in the consultation documentation that is undesirable/problematic for the Quarryman’s Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman’s Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.

#1: would require upgrade to the intersection to allow safe crossing (this is a very unsafe pedestrian crossing point at present, Major Cycle Routes so an upgrade would be helpful to all)

#2 + #3: there are already safe crossing points here which would only need small changes.





Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
448 Wigram Road,
CHRISTCHURCH, 8025

Submission: Quarrymans Trail Major Cycleway Route (Christchurch City Council)

Date: 5 November 2016

Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and represents the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, all Committee members and those on our mailing list have the opportunity for input and the final Submission is approved and minuted. For this submission, we also canvassed the views of the wider community using the Halswell Community facebook page. The Association Chairperson is John Bennett; the Secretary is David Hawke and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at chair.HRA@gmail.com

A. General comments

1. We are concerned that there is a pattern of delay in the implementation of the cycleway projects.
 - a. Every delay to implementing the cycleway programme has potential human cost, including those travelling along the Halswell – city route. Student nurse Shayla Haerewa died on Lincoln Road in April 2014, following a collision with a turning truck. Had this young woman been on a separated cycleway (we believe that she lived close to the Quarryman’s Trail route), the accident may not have occurred. There are also non-fatal incidents that nevertheless irrevocably change the life of the victim. A recent example: another nurse (Jacqui) was hit on the Lyttelton Street roundabout by a car that failed to give way. The damage to her pelvis caused her to resign her job; she now works as a shop assistant and has withdrawn from some sporting activity.

- b. At the Quarryman's Trail's drop-in at Te Hapua on 26 October, Council staff referred to a figure of 40 "serious crashes" at the Somerfield – Addington end of the proposed route. We point out that this is very conservative, because it does not include people using other routes who would otherwise be using Quarryman's Trail. The obvious example is Halswell-City along Lincoln Road.
- 2. Halswell Residents Association appreciates the inclusion of Halswell in City Council's Major Cycleway programme.
 - a. Providing non-vehicular options for people living in peri-urban suburbs is both a challenge and an essential component of city liveability and sustainability (Gehl 2010).
 - b. Since peri-urban development continues to be the predominant growth form for Christchurch (Salmon 2015), City Council now has to make it work in a sustainable fashion. Our Association believes that the Quarryman's Trail will make an important contribution.
 - c. Quarryman's Trail will provide a safe alternative to SH75 and Lincoln Road (see Photo 1, below, and paragraph A1a & A1b above) for people wishing to cycle to the central city. These people presently have to deal with high traffic density, multiple intersections, and lots of parked cars.



Photo 1: The present commuter route to central Christchurch from Halswell is for the brave.



Photo 2: Families getting around Halswell are likely to be major users of Quarryman's Trail.

3. We envisage two groups of people using Quarryman's Trail: those travelling beyond Halswell to work, and those cycling around Halswell to primary school or to community facilities. Those travelling beyond Halswell will tend to be older and more experienced, while we envisage that younger children and families are more likely to travel within Halswell (Photo 2, above).
4. A challenge for implementation of City Council's Major Cycleway Programme has been meeting local residents' objections to car park removal. In our recent submission on Issues and Options for a Draft Suburban Car Parking Policy, we set out three key principles:
 - a. The roadway is public space, provided by the city as a whole primarily for allowing people and goods to get around;
 - b. No fundamental parking rights on the roadway adhere to adjoining properties whether owner-occupied or rented, residential or business;
 - c. On-street parking is a serious safety hazard for people getting into or out of their vehicles, to people attempting to cross the road, and to people passing on bikes.

We think that these key principles should be borne in mind for the design and implementation of Quarryman's Trail.

B. The consultation document

The consultation document gives the following options:

- *I support the Quarryman's Trail Cycleway*
- *I do not support the Quarryman's Trail Cycleway (please comment)*
- *I generally support the Quarryman's Trail Cycleway but have some concerns (please comment)*

Halswell Residents Association **generally supports** the Quarryman's Trail Cycleway, with reservations as outlined below. Our commentary relates principally to the Halswell end of Quarryman's Trail.

C. Six major changes we would like to see

1. Addition of a secondary route along Sparks Road as far as the intersection with SH75 (see paragraphs D1d, D1e & E1e).
2. Provision of navigational signage guiding people from the north-western quadrant of Halswell (including Oaklands School) to Quarryman's Trail as it exits Halswell Domain (see paragraph E1a).
3. Widening of the section between Halswell Domain and Te Hapua to 3.5 m (see paragraph E1b).
4. Signage at Te Hapua directing people to the terminus of the traction engine route from Halswell Quarry (see paragraph E1d).
5. Changing the section along James Hight Drive from on-road to separated cycleway (see paragraph E3a).
6. A minimum width of 3.0 m for all sections of shared path (see paragraphs E3c, E4a & E4e), and wider in places where usage is likely to be high.

D. Overall comments on the route and design

1. We are really pleased to see that the route connects with Te Hapua and Halswell Domain, as key community resources in Halswell.
 - a. This connection will be particularly important with the implementation of the Meadowlands development south of Hendersons Road.
 - b. The broad sweep through Halswell Domain will allow a connection from the Halswell end to Nga Puna Wai.

- c. The route through Halswell Domain will connect community resources such as the new skate park and the model engineers' facility to users from other areas in Halswell, especially if navigational signage is provided. Our Association's advocacy many years ago for an extension of Halswell Domain envisaged that Halswell Domain would be a fundamentally important resource for the entire Halswell community, and the proposed route will contribute to this. The Halswell Domain segment will also complement other physical activity – related facilities that may be developed in future.
 - d. Our Association ran a poll on the Halswell Community Facebook page, asking for people's preferred route(s). We gained 17 responses. The majority favoured the Domain route as proposed, but a sizeable group favoured a secondary route to the intersection with SH75. Although this is a comparatively small number, our experience is that this most likely represents a younger demographic than that usually engaged by traditional consultation methods. We think that Council should take note of this response.
 - e. As well as more faithfully connecting to the route used by "quarrymen", the addition of a secondary route to the intersection with SH75 would allow an easier connection from Halswell on the Park to Halswell School, and would formalize a route from south-east Halswell into the city.
2. We are generally relaxed about the cycleway as a two-way design, but allowing adequate width is essential.
- a. Two-way designs can be especially problematic when usage is high, for example at weekends or after school.
 - b. Another issue with the two-way design is people on bikes attempting riding two-abreast without due attention to oncoming cyclists.

E. Detailed commentary

1. Halswell Road section
- a. Access to the cycleway from the northwestern side of Halswell Road on the cityside of Lillian Street is problematic. This northwestern quadrant of Halswell is home to large numbers of people, and a major primary school

(Oaklands School). In particular, it is not clear to our Association how children travelling from Oaklands School will be able to safely access the cycleway to get (for example) to Te Hapua. We think that signage needs to be put in place that directs these people to the cycleway. For this purpose, the footpath on the eastern side of Halswell Road is wide enough to be designated as a shared path, and there are only two intersections (Milns Road; Parklea Avenue) between the Halswell Road crossing at the BP station and the proposed cycleway exit onto Halswell Road.

- b. The 3 m width from St Mary's Church toward Te Hapua is too narrow for a two-way shared path, given its likely usage. We expect this section to be heavily used by school-aged children and by other inexperienced cyclists, while experienced commuter cyclists will probably stay on Halswell Road. This combination of heavy usage and inexperience means that the width should increase to 3.5 m, consistent with the section from opposite Lillian Street. A very second-best option is for bollards to be fixed to the edge of the existing cycle lane, to catch any overflow from the cycleway.
- c. There may need to be some signage or paint on the cycleway to highlight the existence of the cycleway to bus users and people crossing Halswell Road via the existing pedestrian refuges (and vice versa).
- d. We have heard some comments unhappy that the route doesn't match the name of Quarryman's Trail. One low-cost resolution would be to provide signage at Te Hapua (the end of the cycleway) directing people to the former terminus of the traction engine route from Halswell Quarry, in the vicinity of the Harcourts office and the former Halswell Library on Halswell Road. This terminus could be marked by a plaque of some description. As a side-note, our Association values highly the marking of connections with Halswell's past.
- e. The primary route needs to bear in mind the need for future secondary routes. As already noted, we see extending the route along Sparks Road to the intersection of SH75 as the start of one such secondary route. Ultimately, this secondary route could be extended to include the future subdivisions west of Sabys Road along the north side of Quaifes Road, which in turn could connect to Prebbleton and Little River Rail Trail.

2. Halswell Domain section

- a. Given the likely heavy usage by families and inexperienced cyclists, the proposed 3.5 m width is an absolute minimum.
- b. The proximity of the proposed route to the car park adjacent to the model engineers will facilitate people driving from other parts of Halswell with their bikes.

3. James Hight Drive and Milns Drain section

- a. We are not particularly happy with the route along James Hight Drive being on the roadway, even with the inclusion of the traffic calming measures proposed and the 30 km/h speed limit. Bikes and cars can mix as long as traffic density and speeds are low. Unfortunately, a moderate number of cars presently use James Hight Drive as a through-route from Milns Road to William Brittan Avenue, and this traffic will pose a significant issue for vulnerable cyclists such as school-aged children as well as those tentative about cycling.
- b. Following the on-road section along James Hight Drive, we are glad that the cycleway reverts to being a shared path along Milns Road given the considerable traffic density on already-narrow Milns Road.
- c. We could not find the width of the Milns Road shared path on the maps. It must be at least 3 m, to allow for children walking and on bikes, and for inexperienced cyclists.

4. Sparks Road section

- a. We envisage that this section will be less heavily used by families and inexperienced cyclists than the two sections at the Halswell end. Consequently, the proposed 3 m shared path width should be adequate.
- b. We strongly support the replacement of the roundabout at the section of Hendersons and Sparks roads with traffic signals. Roundabouts are particularly intimidating for people riding bikes (and especially children), except for “road warrior” types.
- c. Moving the cycleway route to the south side of Sparks Road once past Hendersons Road will ease the concern for residents exiting the existing

Sparks Road properties. We support this route, even though it complicates the intersection design.

- d. We also support the prohibition of parking on the southern side of Sparks Road to the east of Hendersons Road. There are no houses on this side of the road, and few people presently park there.
- e. Something we can't find on the maps for this section of Quarryman's Trail is the cycleway width. This must be retained at a minimum of 3 m, the same as the Halswell end of Sparks Road.
- f. We envisage that the proposed Key Activity Centre in the Meadowlands development will bring people from the Hoon Hay side of Hendersons Road/Sparks Road. Consequently, we are also pleased that people walking are catered for with the signalised intersection at Hendersons Road.

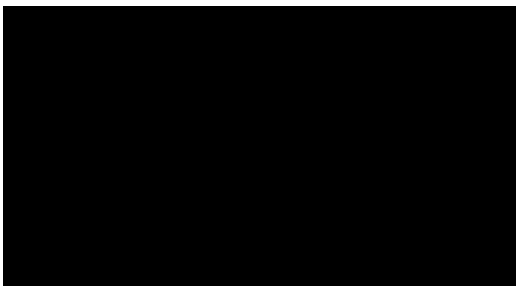
5. Comments on remaining sections of Quarryman's Trail

- a. We are particularly pleased to see the replacement of the roundabouts at Hoon Hay Road and Lyttelton Street with traffic signals. These upgrades will benefit all road users. Our association wonders why these roundabouts have lasted so long, given the proximity of schools to both intersections.
- b. We support the option of taking the cycleway on-road through Roker Street. As we have already noted, on-road sections can work if traffic volumes and speeds are low and traffic calming measures are in place. Furthermore, Roker Street provides a direct route to Strickland Street; the alternatives are either less direct or alongside (the rather busy) Milton Street. However, the busyness of Milton Street also complicates the intersection with Strickland Street.

F. Bibliography

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Salmon, G. (2015). Christchurch. In: Early, L., Howden-Chapman, P., Russell, M. (eds.) *Drivers of urban change*. Steele Roberts Aotearoa, Wellington; pp135-174.



2nd November 2016

Phillippa Upton,
Major Cycle Routes:
Quarryman's Trail,
Public Information and Participation Unit,
Christchurch City Council,
PO Box 73013,
Christchurch 8154

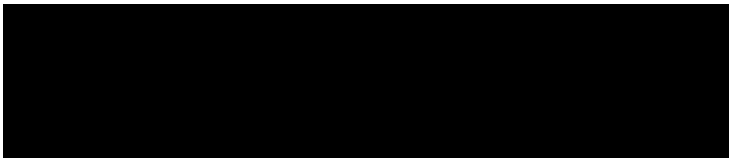
Dear Phillippa

My association with Roker Street dates back to April 1971 when My Husband and I purchased [REDACTED] when the last three sections in the cul-de-sac were auctioned. It was and has remained a quiet and pleasant Street to live in for nearly 45 Years, so I was shocked to learn in September of the proposed Quarryman's Cycle Trail which would run the entire length of Roker Street and require major changes, Including the removal of some houses in the cul-de-sac and on Barrington Street. The entire character of Roker Street will be changed forever if this proceeds.

I have enclosed a copy of the submission from [REDACTED] Roker Street which is an excellent document covering all aspects of the plan and has my full support.

From a personal point of view, I am very concerned about the loss of on Street parking on Roker Street. The entire Street frontage to My property is only 3.8 metres, i.e. the width of my driveway. This narrow turning access is frequently not acceptable to Visitors, Delivery Persons, Taxi Drivers and other People who depend on using on-Street parking.

Yours Sincerely



Quarryman's Trail Feedback

Concerns with the addition of a cycle trail/alleyway to the cul de sac end of Roker Street

- Although we are generally in favour of the cycleways project and the opportunities that it will bring to our community, we also harbour significant concerns regarding the proposed access to Roker Street through an alleyway/open park in the cul de sac. Although these concerns have the greatest impact on those living in the cul de sac some members of the community are proposing that this route is used but diverts to Leitch Street and on to Strickland/Antigua Street. Again, we believe that this route is too circuitous and unlikely to be used. It would add an additional right hand turn to the route, which is unsafe for cyclists. Although Leitch Street is in need of an upgrade, which we support, we believe that this should be addressed separately.

they are supported by many in our community. The proposed changes will compromise the character of the cul de sac, displace several neighbours, and leave the cul de sac a less pleasant and less safe environment to live in. In addition, there are several other factors that make Roker Street less than ideal as a location for the cycle trail, including the busy-ness on the street when Bradford Park is being used for sports, and the difficulty in navigating parked cars on this narrow street. We trust that you will consider our concerns and address these by removing the Roker Street option from the Quarryman's Cycle Trail. These concerns are outlined in more detail below.

Unwanted demolition of homes

The purchase and inevitable demolition of homes on Barrington Street and in the Roker Street cul de sac seems a very extreme and recklessly expensive action, with the pay-off being access to only 3 blocks worth of quiet cycle space. The demolition of a combination of these houses (necessary given that there is not a 4m wide space in which to build the required path) is opposed by those who own them, and we support the wishes of these significantly affected neighbours. The council's assertion that it may be possible to purchase/demolish one half of each 2-unit block, although possible, would leave the owner with an aesthetically sub-standard building, which would affect not only the owner, but all of those who look out toward it from their own properties. This seems wholly unreasonable. The alternative, to demolish 4 units and displace 4 groups/families, to provide such a small benefit to the wider community, again seems extreme. The removal of these homes will forever change the outlook of the cul de sac.

Unprecedented increase in traffic

The proposed cycle path/alley way through from Barrington Street to Roker St will result in an unprecedented increase in "traffic" for the cul de sac. At present the cul de sac sees only a very small number of cars and cyclists in a day, with most traffic being the cars or bicycles of residents. There is almost no pedestrian traffic, other than a small number of children walking to and from school. It is a very quiet and peaceful location. This quietness is a major reason why most residents have bought in and choose to continue to live in the cul de sac. The council's predicted cyclist numbers (up to 2500 within 5 years, and upwards of 5000 per day within 15 years) will increase the "traffic" in this part of the street (last counted by residents at less than 60 car movements per day) by upwards of 1000%. The traffic

increase for the more eastern blocks of Roker Street is much less, but will still be significantly greater than at present.

Traffic danger from reversing cars

The cul de sac currently has 6 driveways which serve 9 properties in the very end of the cul de sac (between 1-4 Roker Street). Each of the residents of these properties have to reverse into the middle of the cul de sac to turn around and exit. The removal of existing properties would result in 1-2 of these driveways being eliminated (depending on the option chosen), but there are still several driveways which converge at the entrance to the proposed cycle path. Cyclist safety would be compromised by this arrangement.

Increased crime

At present the block of Roker Street to the west of the Sydenham Cemetery (including the cul de sac) has been almost immune to the car break-ins, house burglaries and graffiti that have been problematic in Somerfield. The cul de sac has acted as a deterrent to criminals, given the difficulty they have in leaving the street if they are disturbed or noticed. There is significant concern that adding a long alleyway through to Barrington Street would improve access to these petty criminals (who usually are on foot or on bikes), and lead to this block of Roker Street being a frequent target.

Decreased security and comfort of residents on the boundary of the proposed alleyway

Neighbours who will border the boundary fences with the alleyway to Barrington Street are significantly concerned about the impact on their properties, and we support their concerns. Depending on where exactly the path is located, it may be very very close to their homes, and enable less-desirable people to damage their property or compromise their safety in way that is not currently possible. For example, throwing stones at windows from over the fence, disposing of rubbish on their properties, making noise at night time while using the alleyway, increasing ease of illegal access to their properties.

Potential open park-like environment from Roker Street to Barrington Street

No firm drawings/plans have been provided regarding what the cul de sac will look like if a cycle route is implemented. Council staff indicated that it is possible that the entirety of the purchased land in Roker/Barrington Streets could be turned into an open park-like environment. We are extremely concerned about this. Development of a park in this space would erode the character and quietness of the cul de sac even more than the inclusion of a 4m cycle path. The street would no longer be quiet/secluded/private. Traffic noise from Barrington Street would be significant, and the security and safety concerns outlined above would be multiplied.

Safety of cyclists and drivers

Roker Street is narrow and although it is relatively quiet it already poses some problems for cyclists and vehicle drivers. In the weekends the eastern block of Roker Street is used for parking by sports teams who are playing cricket and rugby league at Bradford Park, and is exceptionally busy. At these times the street is difficult to navigate in a vehicle and on a bike. This is less than ideal when being used as a major cycle trail with shared road access. The width of the street is also an issue during the rest of the week - there is not room for two cars to pass each other when there are cars parked on both sides of the street, and this is not safe for cyclists. As a result, younger cyclists and families often use the footpath to cycle on. Drivers already drive slowly on Roker Street, so reducing the speed limit to 30mk/hour is unlikely to improve this. The absence of a proper cycle path will probably result in larger numbers of young cyclists and families riding on the footpath, making Roker Street a very unsafe place to cycle. The only way to mitigate this would be to remove the established trees from the road-side berms, which would be unacceptable to our community.

Increased traffic congestion on Barrington Street, Selwyn Street, and Strickland Street

Placement of new signal crossings for bicycles (to cross Barrington/Selwyn/Strickland Streets) will add to the already problematic traffic congestion on these roads at peak times. The placement of additional signals so close to the Milton Street intersections will exacerbate this. This could be avoided by keeping the cycle route to Frankleigh/Milton Street as originally planned.

Route Options via/through Somerfield

Below we have provided feedback on the variety of route options through Somerfield and Spreydon, as described in the Quarryman's Trail consultation documentation. Our preference is for an alteration to the Milton Street blue route (which we have called the "Orange Route"), which would see the trail link onto Simeon Street, cross Brougham Street, and join the planned Litter River Trail via Collins Street.

Blue Route via Roker Street

Our concerns regarding the use of the Roker Street option have been outlined already, and we are strongly against this option.

Blue Route via Milton/Frankleigh Street and Strickland/Antigua Street

- This route is far from ideal. Although it enables the trail to link up with other proposed trails from further south and east, the route is considered unsuitable for the "interested but concerned" cyclist
- Commuter cyclists will continue to use Strickland/Antigua without the need for a dedicated cycle trail, but the "interested but concerned" cyclists need a more quiet and pleasant route to encourage them to cycle and to feel safe doing so
- Strickland Street is noisy, frightening, and unpleasant to cycle on. It is busy with fast-moving traffic, has unpleasant air quality due to car fumes, and does not traverse close enough to community resources such as libraries, shops, or schools to be useful. An informal survey of the "interested but concerned cyclists" in our community shows that, due to the above reasons, even with the addition of a dedicated and separated cycle path, Strickland/Antigua Streets would not be used by this group.

Green Routes via Spreydon

- The green routes are circuitous and complex
- Green routes avoid Somerfield, meaning that Somerfield residents would need to cycle through/across busy roads in order to access the Quarryman's Trail.

Red Route via Stanbury Ave/Studholme Street

- This route involves a considerable amount of backtracking for cyclists coming from the western end of the trail, and is undesirable for that reason
- This route involves two complex right hand turns across busy roads, which are unsafe for younger cyclists
- The use of Studholme Street is unsuitable due to the number of pedestrians and moving cars during school hours, given the narrowness of the street. The only way to mitigate this would be to 1) remove the beautiful heritage trees on one side of the street, 2) remove parking on one side of the street, 3) develop a shared cycle/pedestrian path on one side of the street. The loss trees would be of major concern to the community, as they are a beautiful feature that enhances the area. The loss of parking is likely to be a

significant issue for Somerfield School and its families. A shared cycle and pedestrian path seems unfeasible for safety reasons given the large numbers of pedestrians at the start and end of the school day, who would be a hazard to cyclists, and vice versa

Preferred "Orange Route"

Our preference is for an alteration to the Milton Street blue route (the "Orange Route"), which would see the trail continue from Frankleigh Street to Milton Street (on the southern side of the road), turn into Simeon Street an improved crossing, cross Brougham Street, and join the planned Litter River Trail via Collins Street. A map marking this trail is included on the next page. The reasons for this preference are:

- Continuing along Frankleigh Street to Milton Street is more direct than utilising Roker Street
- There would be no need to demolish homes and displace families
- Anticipated issues with traffic congestion on Barrington/Selwyn/Strickland Streets, caused by the addition of signal crossings for cyclists, would be eliminated
- Increased cycle use (via the Quarryman's Trail) will result in decreased vehicle traffic on Milton Street (as opposed to the Council's predicted 1000%+ increase in traffic on Roker Street)
- An upgrade of the Milton/Simeon Street intersection is urgently required to improve the safety of pedestrians/cyclists and vehicle users and could be easily incorporated into the cycle trail network. Inclusion of this in the route would make it much easier and safer for cyclists coming from the west (Spreydon etc.) and south (Somerfield) to access Barrington Mall, medical centres on Athelstan Street and Selwyn Street, the Spreydon Library, Addington School, and South Intermediate School. It would also provide a safe link via the Sydenham Cemetery and Somerfield Park to children cycling from north of Milton Street to Somerfield School
- Parking loss on Milton Street would be limited to the south side of Milton Street between Barrington Street and Simeon Street, rather than the larger section required if the blue trail was to extend to the Strickland/Antigua corner
- This route is a much more quiet and pleasant way to access the city than using Strickland Street
- Simeon Street is wide enough to cope with a dedicated cycle path without compromising parking, is quieter, tree-lined, and altogether more pleasant
- Simeon Street/Collins Street are already used as the cycle route of choice for many of our community members when heading into the city, Addington and Hagley Park. It would make sense to formalise the route by adding safer/easier cycle crossings at Simeon/Milton, Simeon/Coronation, and Simeon/Brougham Streets.

The assertion in the consultation documentation that is undesirable/problematic for the Quarryman's Trail to link to the Little River Trail seems misguided. There is significant advantage in linking to this trail as it will result in a highly utilised route that links easily and pleasantly, with minimal disruption to residents, to community facilities in Spreydon/Barrington, Addington, the city, Hagley Park, and the new Metro Sports facility. The plans presented by council have the Quarryman's Trail linking with other trails from the east and south on Antigua Street, and so the Orange Route proposal is merely a different way of linking trails, that would be much more suitable for our community.

#1: would require upgrade to the intersection to allow safe crossing (this is a very unsafe pedestrian crossing point at present, Major Cycle Routes so an upgrade would be helpful to all

#2 + #3: there are already safe crossing points here which would only need small changes



When I went to primary school in 1960 we were taught to cycle safely and learnt the basic of the road code. Look behind when passing a cyclist, allway check for road danger and cars. and watch out for other school children.

Cycle way have no speed limit and cyclist can ride at a dangerous speed endangering other cyclist causing serious injuries to other cyclist and pedestrian.

Street sign are need telling any cyclist they must obey the road code.

Put up cyclist sign every where and get people aware of cyclist are allow on this road with cyclist's speed limit and telling cyclist to look behind, give way and other safety road code requirement. Start spreading the word around.

In Ch Ch. ^{Existing} road are wide enough for cyclist and cars and motorist. Most of the existing roads are wide only need white line marked.

Cyclist with the skinny... tyres, tight pants and riding at speed have no respect to the road code they ride 2 and 3 abreast and don't seem to care they think they own the road to them self, they are a danger to other road user.

My daughter use to ride a bike on the road for Lesiure, but doesn't now, The bike is sitting my garage collecting dust. She use to go to a park at pine beach. She would put the bike into her car. and drive from Halswell to there, but what happen was when she park her car. her car got broken into and smash the car window so that the end of biking. she hardly ride on the road. she drive her car and then ride.
(No need for special Cycle route)

Existing road around Christchurch is adequate for Lesiure cycling our road in ChCh are wider than normal. Compare to other cities.

③

I Just recently met a cyclist on Cashmere road after 6pm going for a Leisure ride and I ask him about this new cycle route from Halswell to the City in CBD, he said he would hardly use this route in to town. I ask him why he said he would ^{not} leave his expensive bike in town because some one would steal it.

I have driven around Chch. all the time day and night from 8 AM. to night time summer, winter, spring, Autumn and there hardly any cyclist on the road. The reason is we all love our cars.

I say it again. not many people in ride a bike to go to work, riding bike is the last thing on the do!!! List. They barely get out of bed and race off to work by car.

ChCh. weather does not provide good condition for Leisure riding as we are cold with strong Eastly wind through out the year Compare with Auckland.

④

Speed Cyclist Group seem to use Cashmere road area for cycling because it is link to the Halswell Quarry cycling track or to Akorua, Govern Bay and to Heathcote Viva Sumner. This ^{new proposed} major cycle route seem to be in the wrong place, they should use Cashmere road and Link to Colombost.

If 1000 cyclist went to town where would you put all these bicycle on the foot path, pole, sign post all chain up, all over the place. This spell dangerous, hazardous to pedestrian. What would you do if you went shopping came back your bike was stolen you be angry, cheese off, and never cycle to town again.

What about bike security some bike are worth \$1000 or more are you going to provide lock up cubicle for these bike or other bikes.

Most people only buy a bike for leisure riding not for going shopping in town. Nowday you do not need to go to town because shopping mall serve the community we live in.

Overseas you can buy special clothing that can reduce injuries in a event of accident or crash costing around 3 to 4 thousand dollars. This should be compulsory for all Cyclist.

Most weekend Cyclist Cycle are to try to loose weight but there are many other ways to loose weight like G.Y.M. which is more popular than cycling.

The ChCh City Council should promoting better health and fitness and start opening up free GYM Centre by the Community Centre. would add far more benefit for the people living in there area than trying to get people to ride across town. If the ChCh City Council adopted this measure I would go to the gym I am in the 60yrs section but riding a bike No.

Now day if you are a responsible parent you advise your children not to ride a bike to school. I would not allow my children to ride a bike on the road. we use our Car. drop off Pick up.

Bicycle Technology is changing and bicycle power by electric motor is already here but expensive. are they going to comply to the same as motor bike and go faster than the 50 km Limits. Imagine on this new proposed cycle route battery power combine with peddle power you could reach speed up to more the 50 km per hour. This would be a accident in waiting. but these bike still look like a bike. eg TV. add show a lady in a dress passing a speed cyclist go up hill. riding this battery power bike. (mercury EnergyTV add)

A.C.C. does these cycle way are compliance. because what is existing comply with the old A.C.C. regulation. What you develop now comply with the new A.C.C. regulation where some get kill in an accident is accountable, and could be charge with manslaughter.

Look at the cars so many safety features and more to come with GPS technology and cameras, full of sensor and more to come like Auto-Pilot. Bicycle got None.

Only a few years ago Halswell road was promoted as a cycle way route into town (CBD) and \$500 000 was spent as a first stage of this cycle route. Halswell road is "extra" wide and is suited for a cycle way.

For special ^{cycle} way under ACC requirement you need to provide toilets for people to use at all times not lock up for 8am to 5pm. If 1000 of people use this cycle a day you need to provide medical care same as the sporting event. you have to provide. Backup assistant. Those in need of help.

As a business owner I had to make changes to how I operate my business. make sure safety in the work place came first. The same applies to these special cycle way.

Every thing is Changing
 we live in the 21 century
 There is a lot of pressure on
 staff to perform, wages
 have gone up and output has
 to increase. From my experience,
 salary earner are working
 at time more than 40 hour
 to meet their commitment.
 Some are working 2 to 3 jobs
 to stay afloat. Buy a house
 with huge Debt over your
 head create huge pressure
 to make end meets. on going
 Cost is Rates going up every
 year. These special Cycle way
 are only going increase the
 burden on these people especially
 the young ones. For them
 these special Cycle ways are
 on the Last do List.

Hawsell primary school. which
 is on this special route.
 all you see is parent using there
 car dropping off in the morning
 and afternoon picking up their
 children hardly any children
 riding bike to school. Even
 through^{out} the day hardly any
 body ride a bicycle.

(4)

You have witness ^{this} your self,
bicycle rider with cellphone,
in there hand talking or
texting as they ride, are
you going to ban cyclist of
these thing same as car
user. They should be
concentrating on the road.
Are you going to put up sign
that the use of these Texting
and talking is against the
regulation of safety.

If it not your children but your
friends children they all seem
to have cellphone and text
like crazy to who!
That the way we live now
and it going to get worse
as more advance Technology
come on line. Riding a bike
on a special cycle way does
not comput.

If you want to spend some
real money and develop some
thing that really stand out
you should read my submission
about a cycle way storm water
tunnel from Worsley road
to Governor Bay in my long term
plan for the Great of Christchurch
under Zero stormwater flooding
for the south west area storm-
water management Plan for our area.

After you have read my submission ^{man's} special cycle way like Quarryman's trail is not needed as to all Christchurch roads are of adequate for cyclist and all roads from all direction goes to the centre of the C.B.D. same as Quarryman's trail

Dropping the speed limit like what been done in the C.B.D. could apply to the rest of the Christchurch area say down to 40 km like they have for school area. This would make all cyclist safer and there would be no need for any special cycle way route.

By law all roads should have white line and centre line marking area for parking cycling and car driving. With more tourist driving on the road this is a must have.

Double standard! notice all new subdivision the roads are narrower they do not cater for cyclist.

Nowday we get married latter in age and only have one or two children. we become more protective of our children, we drop off and pick them up after school, we discourage our children from riding a bicycle on the road at any time. If your child was kill on a bicycle it would be devastating and could ruin your life forever. This why hardly any one ride bicycle on the road.

Only a handful of people cycle pass my place in Sparks road. I could look through my window for hours and never see a Cyclist.

As a rate payer my rates are to high and this new special cycle way only going increase my rate cost. For the number of cyclist on the road. These new cycle route are not needed.

The Chik City Council need to take a lead in road cycle way sign explaining how they should behave and speeding dangerously is not allow.

The world is moving in this new era where technology is advancing at a huge pace. Even the ChOk City Council will be or is at the moment how this new technology is going to affect us in this modern world.

The transport is driverless buses, driverless taxis and driverless car.

The hop and ride system from your Cell Phone. When you need a ride the bus will come to your house. all you do is pay by Cellphone.

because no is need to drive These buses they just park and wait for your Cell Phone call.

These new Cycleway route could cause a problem because they use too much road space. Most of us love our cars and if there were 1000s of cyclist on the road causing traffic problem a lot people will get frustrated and run over a few cyclist out of frustration.

We are only human and can only tolerate so much. do you understand what I saying? - with pressure of marriage pressure and other things ^{some} thing has to give. (road rage)