

ID	I support the Heathcote Expressway (Preferred Route)	I generally support the Heathcote Expressway but have some concerns	I do not support the Heathcote Expressway	Full Comments Heathcote Expressway consultation submissions
1	Y			This would be such a fantastic thing to have. A great incentive for people to use environmentally friendly transport and the added health benefits too. This will be a huge incentive to many in Heathcote to get on a bike!
2	Y			Excellent idea and plans. As a cyclist I would not allow any children or even teenagers to cycle under the motorway and through Port Hills Road due to excessive trucks and danger. I love the plans - thanks.
3	Y			No comment
4	Y			We have been waiting for this for a long time!
5	Y			I think the plans for this cycleway look great. Provides me with a great link to the new St Asaph Street cycleway. I will be more likely to bike to work when these are all completed - it makes the journey safer and more enjoyable.
6	Y			Much needed commuter/shopping link, I would however like to see innovative, long lasting, low running cost (solar?) lighting along the route. PS - I hope that cycling conditions will be improved on Port Hills Road, Centaurus rd and other very high use recreational cycling Roads soon too.
7	Y			Would definitely get a few more commuting cyclists safely on the Road.
8	Y			What a fantastic idea. I'd cycle to work in town if there was a safe, low traffic way of doing so. Full support from me.
9		Y		<p>I generally support the Heathcote Expressway, it's great to see a cycleway running through my neighbourhood. I live on Cumnor Terrace and in general it is a very peaceful Terrace, ideal for cyclist, however because it is through an industrial area that has vacant buildings which are eyes sores, we have the cars speeding through at high speeds and there is problem of rubbish being dumped along the riverbank on a regularly basis, not something that a cyclist wants to sees whilst out for a ride.</p> <p>I feel both these issues need to be rectified to make a successful cycleway.</p> <p>I am very upset to see on sheet 19, 2 very large gums trees opposite my house are going to be removed. They are home for numerous birds including at times Bellbirds, which one does not see often in the city, the fact it takes years to grows trees to this size, they look great, the Bellbirds made go somewhere else.</p> <p>Has there been any consideration to bring the cycleway up Chichester Street instead of Sheldon Street, it is a wide street and the two trees then could stay.</p> <p>I would also like to see Cumnor Terrace being changed to 30 km or someway to slow the traffic down, as I said before it is a Street that people tend to speed down.</p> <p>It is really great to see that turning right in and out of Cumnor Terrace / Garlands Road is going to be banned, it is a dangerous corner because of the Height on the Garlands Road Bridge, also yellow lines on the south side of Cumnor Terrace and beyond the corner is an excellent idea, when turning left from Garlands Road into Cumnor Terrace can be dangerous as there are often cars parked on the bend and one has to drive their car on the other side of the Road to get past.</p> <p>I also hope the bridge that is going to go over The Heathcote from Richardson Terrace to Clarendon Terrace is not going to look like the one that goes across the Heathcote River on Cashmere Road near Princes Margaret Hospital, as I feel it is an eyesore and does not do the Heathcote River justice.</p>
10	Y			No comment
11		Y		Our concerns are around the width of the current road and traffic flow we experience daily. The grass berms are very wide and with parked vehicles it virtually becomes one lane. Can you please provide information about how you are going to ensure the safety of cyclists in that situation?
12	Y			<p>I am in favour of the proposed cycle way. It will provide a pleasant route to the city for cyclists and improve the street aesthetics along the way. We wish to request the following be addressed for our street (Sheldon Street):</p> <ol style="list-style-type: none"> <li>1) It is essential to us that traffic flow on Sheldon Street, across Radley Street is retained.</li> <li>2) That a mirror be installed on the north west corner of the Sheldon and Radley Street intersection. This is to provide safety for cyclists due to the hidden curve on Radley Street (north of Sheldon Street) which is currently dangerous when exiting Sheldon Street. The mirror will give the cyclists a view of oncoming traffic before attempting to cross Radley Street.</li> <li>4) That yellow no parking lines be installed on Radley Street in front of [REDACTED] Radley Street. Currently a mini bus parks here daily obscuring the oncoming traffic when crossing Radley Street on Sheldon Street (heading east). Yellow no parking lines would ensure that cyclists have a safe, clear view when attempting to cross Radley Street.</li> <li>3) That car parking be retained directly in front of our property - [REDACTED] Sheldon Street.</li> <li>4) That current lamp posts and electrical wires be removed from Sheldon Street as part of the upgrade.</li> <li>5) That, if possible, right hand turning for cars into and out of Sheldon Street on to Radley Street be retained.</li> </ol>
13	Y			<ol style="list-style-type: none"> <li>1) I think this cycleway will especially enhance the look and feel of the area between The Tannery and Clarendon Terrace. This area alongside the river on Cumnor Terrace is perpetually littered with dumped household trash, overhanging and fallen branches and leaves, overgrown plants and grasses, and the terrible pollution emitted into the air from the gelatine factory. This stretch of land is long overdue for a makeover!</li> <li>2) At the Garlands Road intersection (where Cumnor Terrace meets Garlands Road) there is a proposed signalised crossing and new traffic island on Garlands Road. It is great that traffic over the Garlands Road bridge will be slowed down / stopped to allow cyclists and pedestrians to cross and have easier access to the Tannery and cycleway. However, it is of concern to me that vehicles are not able to turn right onto Garlands Road from Cumnor Terrace heading south west - this is a main route for residents who live on the north side of Garlands Road, who need to travel west or south west.</li> <li>3) I am concerned at the lack of on-street parking along Sheldon Street. On a typical day, there are at least 24 residents' cars parked between Cumnor Terrace and Radley Street. The proposed parking bays only allow for around 15 cars to be parked on the street at one time; this doesn't allow for residents to freely park as they need, nor does it allow for visitor parking. Many of the lots on this section of Sheldon Street have been subdivided, and residents either have no off-street parking or minimal parking on their property or driveway. There are a total of 8 Housing New Zealand state houses which have little to no off-street parking. These residents will need to be considered.</li> <li>4) The intersection where Sheldon Street meets Radley Street has been a contentious issue with local residents for some time. Firstly, if any large vehicles such as vans or Go Bus minivans are parked outside numbers [REDACTED] Sheldon Street, it is literally impossible to see oncoming traffic on Radley Street (south of Sheldon) for vehicles or cyclists heading straight through Radley Street on Sheldon Street, heading east. There happens to be such a vehicle parked outside this section of Radley Street daily, which causes near-miss accidents frequently. Also on Radley Street, north of Sheldon Street, the slight curve in the Road makes it difficult to see traffic when trying to cross Sheldon Street. We have to predict when cars are or are not going to speed around the corner, and cause an accident. I have felt for years that this intersection would greatly benefit by being fitted with a roundabout, to slow traffic on Radley Street, and give Sheldon Street traffic the confidence to cross no matter where vehicles are parked or traffic is coming from on Radley Street.</li> <li>5) The insertion of trees onto Sheldon is fabulous! It would be advantageous to remove the unsightly and outdated phone lines that droop along the street, as these would conflict with the aesthetics and growth of the trees.</li> <li>6) Upgrading the curbs and deep guttering to more standardised, modern curbs and gutters is a must also. The deep gutters fill with leaves, cabbage tree leaves and stones year round and inevitably cause flooding around driveways and cars parked on the street. The curvature on the street as it meets the deep gutter also causes damage to car doors when opened towards to footpath. Flattening the Road for cyclists will also have a secondary</li> </ol>

				positive effect on residents with vehicles too. In short - this cycleway is a very positive step in the right direction! It is safe, family friendly, and will enhance the look and feel of this part of our city. Consideration for residents' need for street car parking, removal of unsightly, low hanging, and outdated power poles/phone lines, and attention to the intersection at Radley Street and Sheldon Street needs to be addressed. I look forward to hearing your feedback on these suggestions, and when the CCC plans to move ahead with construction of this cycleway.
14	Y			I'm totally in favour of as many cycle routes as possible. Two major comments about this one: 1. The preferred (pink) route is not direct enough - the people who cycle most are the people who cycle daily to commute, not Sunday riders out for a cruise, therefore those with the most time constraints. They need a direct route not winding around the back streets. Fine for a Sunday 'stroll' but people simply won't use it to get from A to B on a day to day basis if it's so much longer. I would still ride Ferry Road to go direct and save time. 2. Also none of the seaside hills suburbs east of the bridge are served by this route, as these people would all need to leave the cycle route (coming from town) in Woolston and return to Ferry Rd (riding up into the Heathcote valley and down again is a significantly longer ride, especially if you still have to get to Sumner etc.). Can there be a change at the eastern end to accommodate this and get directly to the bridge and connect with the Coastal Pathway? Realise the Linwood corridor will be built, but this is no good for cycling to southern CBD or beyond. Everyone who crosses Ferrymead bridge ends up stranded between the two routes or had to take a long detour to join a cycleway. That's a lot of people on bikes.
15	Y			No comment
16	Y			My parents live in Heathcote on Martindales Road and we are very excited that we will have a dedicated bike path in order to visit them by bicycle.
17			N	I oppose the route involving Mackenzie Ave. This Road is too narrow for the safe passage of two cars. If there are parked vehicles then you cannot drive at the same time. The speed seems to be faster than when the carriage way was 14 metres. The addition of a cycleway is just asking for trouble. The idea of further reducing the Road way by placing tree pits is a complete waste of time. This will restrict my ability to reverse a trailer out of my property at Mackenzie Ave. Put the cycleways on the existing berm if you must. Ideally cycleways should be removed from the carriage way thus separating two vastly different modes of transport. I have had 20 years' experience with Land Transport in the area of Traffic safety. I think that the blue route makes much better sense. This avoids the need to construct a bridge over the Heathcote river. It uses much lower traffic volumes. I hope that common sense will prevail in this matter.
18			N	Cycleways are an expensive optional extra. They are not an essential item, and in this phase of the rebuild un-necessary expenditure must be resisted at all times. I do not want to pay rates for non-essentials. The cycle lobby certainly has the ear of the Council.
19	Y			I'm all for it. My partner and I cycle to and from work (Public Hospital) most days and this would give us an alternative to riding along busy Ferry Road. Having easy cycle access to the Tannery would also be handy. The species and habits of new tree plantings should be carefully considered with thought given to native options.
20			N	Bad for business in Ferry Road. Removing parking for businesses that rely on short term customer parking. Ferry Road is already narrow and congested - dangerous for cyclists and very high business impact. Your less favoured route Fitzgerald Avenue, Lismore Street is FAR SUPERIOR. See email for further suggestions and feedback.
21	Y			A detailed and well considered proposal. We are in support although anticipate that there might be opposition from Ferry Road businesses at the removal of car parking. Note: Arthurs Mews is shown as being between 21 and 25 Mackenzie Avenue - it is between 41 and 45.
22	Y			No comment
23		Y		Mackenzie Ave. is not wide enough to have New Tree Pits which would reduce the width of the Road and parking space. Having trees on the street berm is sufficient. The speed of 30km/hr. is too slow. A limit of 40km/hr. would be more acceptable.
24			N	The new cycleway means the footpath is removed outside Cumnor Tce. We use the area to safely enter and exit the property. This is particularly so when we have to open and lock the entrance gate, with no footpath area we cannot get to the gate without blocking traffic on the Roadway.
25		Y		Wow, what an exciting concept. I've spent years riding around these back Roads. Such a shame that living in Sumner we get two routes heading into town, but neither of them servicing the needs of Mt Pleasant/Sumner/Redcliffs residents who would usually use Ferry Road as the shortest most direct route into town (and this isn't the town with the mythical centre being Cathedral Square). A lot of people use the Heathcote River tow-path - if I'm riding to the Tannery, Cycleways bike shop or Rapaki I'll ride along this tow-path, from the Ferrymead bridge, behind Bromley School and either through Rutherford Park or continuing along the banks of the Heathcote to Radley Street. Rutherford Park already has a sealed path through it, the path along the Heathcote behind Bromley School is pretty good and only needs its edges fixed up. Why not connect these up with the Heathcote Expressway? Especially since they are already being used for purpose. At the very least give us a controlled crossing where the tow-path crosses over Rutherford Street (has a measly refuge/island not as wide as a bicycle is long) and seal or gravel the track between Gould Crescent and the Tunnel Road 'tidal underpass'. Please. NB: Also responded to Rapanui #11
26	Y			Great plan - thanks. Really looking forward to being able to cycle into town 'off-Road'.
27			N	How can you do this! Just when this area is starting to get back on its feet and starting to look good, you are thinking of depriving business of their customers by taking away car parking on Ferry Road. What is this obsession CCC have with pandering to cyclists all over the city? This particular area has struggled for many years, give them a chance and put the cycle ways somewhere else or widen the footpaths and keep the car parks.
28	Y			No comment
29			N	By reducing the parking space around ferry Road, this will reduce the number of customers that businesses can receive around that area. I really despise the idea that a cycle way could mean the end for many businesses. How will the council be responsible for the economic damage that many businesses will face?
30	Y			No comment
31	Y			This is a fantastic asset for the city and will make it much safer for me and my family. We own Shelton St and our son lives there. It will be wonderful for us to be able to cycle to see him and to visit the Tannery and for him and his flat mate and to ride to work. I would like to know whether there is a safe cycle way continuing from the corner of Ferry RD and Fitzgerald into the City Centre and Hagley Park.
32	Y			A fabulous facility for the East of the city, promoting safe and healthy transport. owns and operates general practices in Canterbury with an enrolled population of around 55,000 patients. We support all cycle ways and the promotion of cycling as a healthy activity.
33			N	Detailed letter which was distributed to Councillors and the Mayor also. Refer to #33 in Outlook folder 'Completed - Heathcote Express Consultation', In summary objections are: 1. objection to narrowing the normal Roadway to 9m 2. Objection to 30kph speed limit - having separated cycleway would eliminate this requirement 3. Narrowing the entrance to Mackenzie Ave at Ensors Rd

				4. Parking reduction 5. Photo is at non peak parking time 6. Provide combined pad and cycle crossing at Ensors 7. Cost of project
34			N	There are a lot of businesses along Ferry Road that will suffer from passing traffic from the lack of on street parking, as well as needing it for customers to park, they also need it for staff to park. Every day the all-day parks are taken leaving the 30 minute zones free for customer use. There are not a lot of cyclists that I have seen using Ferry Road There is already a cyclone beside the car parks on both sides which is a lot of room, maybe doing one of the cycle ways and allow cyclists to travel both ways along it so the other side is still free for car parking
35		Y		I applaud the concept of the Heathcote Expressway, and I believe the preferred route is the best option. I would also like to see a connector from the end of Dalziel Place (alternate green route) for cyclists confident enough to travel this route.
36		Y		The majority of it is great, small problem with the section of it affecting Ferry Road. It is very hard to find a park around there as it is, and with the cycle path, it will be almost impossible. Not to mention how it will affect business around that area such as vintage wonderland, grace church and gentle giant.
37	Y			No comment
38	Y			Cycleways are a fantastic investment for our city, reducing congestion and is good for the environment and people's health. Keep up the good work!
39	Y			No comment
40	Y			Interestingly, I was going to bike from my work in the central city to get to the 6pm drop-in session at The Tannery today (1 December) but I couldn't figure out how to do it averagely safely. Although this cycleway only covers the last of the section to the vicinity of The Tannery, my dilemma illustrates nicely the need for the Heathcote Expressway. A general comment: From observations of cars and delivery trucks illegally occupying the cycleway along the new inner city cycleways along Tuam & St Asaph streets, the design of the protecting kerbs etc. needs to make this sort of occupation more difficult.
41		Y		Thanks for the opportunity to submit on the Heathcote Expressway. Firstly I was at the information evening held at the Tannery on the 1st Dec and listened to a business owner on Ferry Rd opposed to the cycle lane outside her shop as she would lose 3 car parks and this would have a major effect on her business. As I listened I could see it would affect her business but as I cycled home I couldn't help thinking that if a business owner has identified a major risk to their business, in this case losing car parks that they don't control they should move to a place where they own their own car parks to eliminate that risk. This should be thought of as normal business practice and not that it is the rate payer who should assume that part of their business risk. I have identified a major risk to me is losing my house so have taken out insurance, I don't expect someone else will assume that risk for me, this is also seen a normal practice. Sheet 1 Cycle lanes on Fitzgerald better next to the kerb but keep advanced stop boxes. Where they are could stop cyclists turning left onto MCR with left turning cars on their left. Could cycle lanes be a bit wider, do we really need 5 car lane in each direction? Sheet 2 Give way signs or painted on the driveways to show drivers exiting they need to give way to cyclists. Sheet 3 Consideration should be given to preventing right turns into Phillips and Lancaster from Ferry as cyclists coming up the inside of stationary traffic will be at risk of right turning vehicles being let through the stationary traffic. Sheet 9 Can sensors be installed at all the signalised crossings on the route Sheet 14 How about a widened section in the middle of the bridge so people can pull over and look at the river without hindering other bridge users and maybe a seat at either end. Sheet 15 I assume Radley has a light traffic flow, if not cyclists will need more help than a centre island to cross. Sheet 17 A 3m shared path is not really wide enough anywhere along the route Sheet 32 A smooth crossing of the railway tracks to prevent wheels becoming stuck. Good lighting and removal of trees act in the more remote stretches that prevent cyclists having good sight lines for a feeling of safety Bollards will be needed in places to prevent cars using the path as a short cut. 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.
42		Y		The more shared pathways and separated cycle lanes the better. It's a bit indirect to the central city for my liking.
43		Y		I am a transport planner with 25+ years of experience, previous Christchurch resident for over 40 years until 2008 and one of the many people who cycled frequently in Christchurch since I was a child. Whilst I applaud the development of major cycle routes in Christchurch as a major step forward, there are still fundamental issues with their design: 1) the on-Road shared areas such as Charles St are not safe for young cyclists. To improve the safety either a) segregated facilities need to be provided or b) the operational speed of vehicles limited to no more than 30kmh and preferably 20kmh to reduce the seriousness of any cycle/vehicle crash. If b) is the outcome then the amount of traffic calming needs to be safety audited to confirm that the maximum operational speed is 20kmh - 30kmh. 2) The design at the signalised intersections is still inherently unsafe. The city I live in provides only off Road cycle facilities. At intersections all traffic signal phasing is approach based, and phased in such a manner that pedestrians (& the off Road cyclists) never have to deal with turning vehicles attempting to filter through their movement). They have a fully protected movement across the ped/cycle crossing and countdown clock as well. Whilst this means more delays for traffic and inherently wider intersections for the same capacity the design is much safer and also reduces vehicle crashes at intersections which is a major source of crashes in Christchurch. I recommend that the intersection designs be re-examined to determine whether some/all fully protected phases could be provided. 3) This submission applies to all major cycle routes being implemented in Christchurch. Please add to the submissions on the other routes. I provide this additional submission. Please add to the original submission. <a href="http://transportblog.co.nz/2016/12/08/the-speeds-limits-are-too-damn-high/">http://transportblog.co.nz/2016/12/08/the-speeds-limits-are-too-damn-high/</a> The operating speeds (not just posted speeds) on all Roads with major cycleway routes should align with the NACTO requirements. This submission applies to all major cycleway projects.
44	Y			Fantastic! Huge supporter, clean green concept. Congratulations on a great vision. Well done to all the team.
45			N	Are you mad! Mackenzie Ave was made narrower by the Council some time ago. To make it narrower is insane. You put two cars on each side of this Road and it comes a one lane Road. You also want to put trees on the Road side. We have trouble with blocked drains now. To put trees on the side of the Road will cause these to block up even more. I totally don't want this to happen.
46	Y			The cars that use Cumnor Terrace are often going at more than the legal speed limit. So measures to slow them down essential to make the Road safe for cyclists.
47			N	I live in [redacted] Charles St and see in the plans, sheet 8, and page 33 that there will be a raised platform put outside my house. I am opposed to this and would ask that you leave Charles St alone as we already had a lot of work done in our street. I don't think it's necessary for a cycle expressway as there are other more important jobs to do. Perhaps fixing up the more bumpy Roads would be better for cyclists. I think this expressway is a waste of money and time. I do not want cars slowing down going over a raised platform then speeding off outside my house as the noise would be frustrating and I am sure you would like one outside your house. Also our end of the street is a no exit anyway.
48	Y			We would really appreciate the work undertaken to build the Heathcote Expressway.

49	Y			The Heathcote Expressway gets my full support. The more the cycleway can be segregated from traffic the better. A painted lane on a Road is not a cycleway. A minimum of a curb between cyclists and cars is needed if children are to use this facility.
50		Y		I don't mind the cycleway going in as long as it doesn't take money away from remaining Roads. Cycleways and traffic can be a problem.
51		Y		Looking at Sheet 16: 1. Sheet 16 needs to be current. 2. [REDACTED] has a driveway directly opposite our [REDACTED]. 3. A pattern surface next to our driveway is not a good idea. For house [REDACTED] and [REDACTED] reversing out of driveways. Many people use driveway/footpath of house [REDACTED] for reversing. 4. Friends cannot park outside our house. 5. I would put in the new footpath and leave the fancy parts to become a cycle lane in Sheldon Street. A cycle lane on both sides of Sheldon St is useful.
52	Y			We like the preferred route in Pink on Sheet 9. Can you please confirm that the Ensors Road crossing will have crossing lights? It is a very busy Road. While we like the Pink route, we also noted many shared Roads: Charles Street, Mackenzie Avenue, and Sheldon Street. If possible it would be great to use the rail route in Red and join up at Cumnor Terrace. We are very excited to have a safe, fantastic resource to ride our city! Yesterday please! :-)
53	Y			I feel this would be absolutely amazing. My children could bike to school and be safe. I can't express how amazing this would be. Congratulations who ever came up with this fantastic idea? Get people active, less use of cars.
54		Y		Safety - it appears that you are not doing to protect cyclists from hazards such as car door opening, cars too close and cars cutting you off. I suggest that the cyclist would have more protection if there was separation from cars with a concrete strip that is raised between Road and cycleway, especially for left hand turns as this is where most cutting in occurs.
55	Y			Great alternative to avoid freight trucks
56	Y			I think the expressway will be great for the area (I live in Heathcote). What is been done to reduce the terrible smell that's often in the area of the Tannery (Gelatine plant) and Cumnor Road (Very fishy). I have biked through these areas a number of times and prefer to take the long route. Often the stench is unbearable - I feel for people that live nearby.
57		Y		No Comment
58	Y			The route is an ideal solution and will make my daily cycle into town far better. I note, however, that virtually all the people I see cycling into town are from Lyttelton and Diamond Harbour. There are often 4 bikes on the 6.30 and 7am ferries - and at least 2 bikes from Lyttelton. Given the only route to Heathcote is through the tunnel, the current provision of 2 racks on the bus isn't working. We need to increase the number of spaces on the bus (Australia often has buses with 4 bike spaces), or ideally consider modifying the service tunnel to pedestrian and cycle access.
59		Y		As the owner [REDACTED] Charles Street my only concern is that the raised platform outside number 95 (next door) will create extra Road noise and the bedrooms for the house are on the street side. The area is low income and in general cars are not of high quality so the sound of squealing brakes and lowered cars hitting the raised platform is not ideal for the long term occupier of the house who is a shift worker. I also have concerns about the impact of parking available for [REDACTED] Charles St as we often find people park in front of the house as it is currently, by taking two parks from outside [REDACTED] Charles St and one from outside [REDACTED] Charles St I feel we will not be able to park outside the house again. As the street is a dead end/cul de sac there is not a big problem with speeding anyway. Thank you for your time. On behalf of Burke Investments
60			N	Your preferred route is not the best route for cyclists, business and home owners and rate payers who pay for it. Passing so many driveways is dangerous and will cause delays and frustration for cyclists and property owners. On or property we have trucks with trailers entering and exiting Ferry Road. To get a truck and trailer into our site will stop the traffic until the cycle lane is clear. To exit at busy times it will be difficult to get a period when the cycle lane and both traffic lanes are clear. People will block the cycle lane waiting for clear Road lanes. Using the rail corridor would be faster and safer for cyclists and much cheaper to construct. If it was fully lit with security cameras it would be safer than your preferred route. Cyclists travel fast and drivers will not see them in time leading to dangerous accidents. The rail corridor would be faster, safer and better for cyclists and businesses would not lose important car parking. Cycling commuters would find it safer and faster so would use it more.
61	Y			We fully support this cycleway my husband cycles to work to Bromley every day and me I work in Kennaway Road and cycle most days. Garlands Road is a blessing as the traffic is shocking. I am so pleased to have this in my backyard anything to enhance Woolston and the Heathcote River especially Cumnor Tce as at the moment it is unkempt and not that nice to look at. As regards the cycleway coming down Sheldon St we fully support although talking to some of our neighbours not that fussed our neighbour in front especially (she hasn't got a car) about the parking. I just hope this happens for me it means a safe cycle to work and for other cyclists in Chch they can get to enjoy Woolston and Ferrymead and take a route they may not have even thought about and see the amazing things we have here on this side of town.
62		Y		My interest is in relation to Section C, Sheet 15, as the owner of a property in Skylark Lane. I do not oppose the proposed cycleway route on this section of Sheldon Street, but do oppose the proposal to construct pedestrian islands on Radley Street and the proposed banning of right turns into or out of Sheldon Street at Radley Street, for the following reasons: 1) Radley St is an important thoroughfare for vehicular traffic and is not a particularly wide street; 2) cars are likely to attempt U-turns on Radley Street to circumvent the right-turn ban, thereby creating an additional hazard; 3) access to Sheldon St via Clarendon Terrace post-quakes is limited, due to restricted bridge clearance and the poor condition of the Road, which sometimes floods; 4) having to drive around the block via Marshall St would be a significant inconvenience to residents, and confusing to visitors, couriers and delivery trucks - because of the river and street layout, navigating this section of Woolston is already challenging for visitors; 5) the inconvenience to residents and their visitors is likely to be disproportionate to the number of cyclists actually using this section of the route, without any compensating benefits to property owners and residents; i.e., we would be paying twice - through our rates for the construction of the Expressway, and through the continued inconvenience it would create, including the cumulative cost of driving an additional distance to leave from or return to our properties.
63		Y		It doesn't look like the most direct route. How long do you intend the ride to be for an average cyclist? Also concerned about the crossing between McKenzie Ave and Charles street. And is it possible for a locked storage bike area at the Heathcote end? I live in Diamond Harbour - and due to limited bike capacity on buses, it would be simpler to leave my bike in a storage area in Heathcote, then jump on the bus, then the boat. Is this a possibility? Or can you make it a possibility?
64	Y			No comment
65	Y			No comment
66	Y			Sounds like a good idea
67	Y			I really like the proposed route - the enhancements of the ferry Road area will help cyclists using ferry Road as well. It would be great if this project could sort that difficult corner outside [REDACTED] ferry Road - the on street parking there is dangerous to cyclists. Can some of the trees removed be replaced - generally the Roadside enhancements look great.

				My only suggestion would be to consider a more direct route from Cumnor Tce to Truscotts Road - if possible. The suggested route through the fields is a bit remote and longer for no gain (might be slightly more pleasant to ride) whereas that section from Chapmans Road under tunnel Road is quite difficult for cyclists but more useful at night - can you go along Laing Crescent to Truscotts Road?
68	Y			Overall a great route. There will no doubt be some opposition along Ferry Rd from business owners who feel they own the street outside their businesses. Running a car yard should not require parking outside so I support the removal of spaces to provide safe passage for those cycling. There is a reasonable amount of the route that has shared car/cycle space - need to ensure that there is sufficient Road treatment to slow vehicles down and discourage cars to use them as a through route.
69	Y			This is something the city desperately needs: better, safer, complete cycle paths.
70	Y			Love it!
71		Y		On street planters seem to serve no useful purpose... similar features (minus the trees) are already causing issues in the central city and I understand may be removed.
72		Y		Love it, but would like to see better access or funnelling into this cycle path from main Road around the coast. Two good looking commenter and casual routes into town would allow people to safely access the city south, and north. Extending the pathways around the river either on the heritage park side, or the Ferrymead side then connecting into this cycle way would be ideal. Direct paths are not the most successful in my cycling experience. Safe & picturesque are more attractive to me
73		Y		Over all I support this, and think it is a wonderful plan. The one exception is Ferry Rd between Wilson Rd North and Fitzgerald. The plan include removing 90% of parking and blocking certain right and left turns at the Fitzgerald/Ferry Road intersection. As an occasional cyclist myself I am reliant upon cycle ways to get around the city. But I do-not believe these should cause unnecessary hardship for those who happen to live or work along the route. If implemented, this would be at a huge detriment to my business on Ferry Rd, plus many other businesses who I know rely on street parking for customers. This literally could kill off some businesses such as the cafe Gentle Giant who have either only a few parks, or none at all. If you look on a typical work day the street parking spots are all nearly completely full. Furthermore, restricting turning traffic at the intersection would make it even more of a nightmare for us. My business responds to time critical call-out regularly and this would cause further delay at an already overly traffic-burdened intersection. I would strongly encourage planners to rethink this plan. Alternative such as reducing speed to 30 or 40kmh, narrowing Road lanes, increasing bike lanes, or increasing the size of the footpath and make it shared used would be more appropriate without causing a headache of us or even financial hardship. I know there is far less appetite to change the route, however cutting through Stevens St (to the north of Lancaster Park) then up Lismore st to Fitzgerald would cause far less disturbance.
74		Y		Although the green line is the council's preferred option, the Red option would be more user-friendly for the community - so saying, I and my family prefer the Red option for the Heathcote Expressway.
75		Y		I have been told the express way could run along the other side of the tracks. This would be much more beneficial for the community in more ways than a cycle way as kids can walk to the end of their lane then along the tracks. For insists keeping the many school kids off the Road traveling to school and back each day. As you would know there are lanes and steep driveways off port hills Road.
76		Y		Access past Ferrymead will mean concerns with LTSA for crossing an operational railway (Canterbury Railway Society). Also is increased ease of access to Ferrymead for undesirables and people gaining access without paying?
77		Y		We would like the option, Martindales to Scrutton Road, Heathcote housing side of the railway (alternative RED Route) This RED route would definitely be a safer route for our children, and they wouldn't need to cross the railway. Safer for all Heathcote residents!
78	Y			No comment
79	Y			Great improvements to Ferry Rd and the Fitzgerald Ave and Moorhouse Ave crossings. I live in Waltham/Opawa and will be able to change my route home from the Waltham Rd overbridge to Ferry Rd once the safety of the latter Road is improved. Good to see the path between the trees outside the stadium formalised for use by cycles because I am already using it! It was really annoying to have the Road narrowed there and then see the path outside the stadium almost never used. I hope in future the cycle path will continue along Wilsons Rd and the crossing of Brougham St somehow improved. Crossing Brougham St going eastwards on Opawa Rd is very unpleasant due to the traffic turning left onto Brougham St and often not indicating what they are doing.
80		Y		While generally supporting new initiatives by Christchurch City Council, we express our concerns of the raised cycle ramp you propose to build outside both our properties and how it impacts on our relatives living in our properties and on our plans of a future development on these two sites, I refer you to Sheet 8 of the booklet Heathcote Expressway It will only penalise us and our properties and effect not one other home in the street, which is a major infringement of our rights as property owners. Our submission is attached. I look forward to your response and hope common sense and decency will prevail.
81	Y			No comment
82		Y		Please see my comments above about directness, safety in industrial area, branch on Maunsell Road and access for Heathcote residents living west of railway line. NB: Nothing further showing in email received, so assume Steve is referring to his generally support statement.
83		Y		Thanks for 2.1m wide separated cycle paths on Ferry Road. Bi-directional shared paths should only be used when absolutely no other alternatives are available and must be at least 4m wide when used. Please plan for future expansion. Hook up the Heathcote end to Main Road at Bridal Path Road. At a minimum install cycle route signs, better yet paint in the lanes.
84			N	The route selected for this expressway is not supported - specifically that along Ferry Road. The key reasons (there are multiple) that I do not support this are as follows: 1. Lack of consultation (I found out about this project only a few days ago and have not had sufficient time to review it). As a property owner (Ferry Road) it is very very disappointing to have this thrust upon us at such a busy time of year for the first time. Clearly there should have been earlier engagement from property and business owners before and as the preferred routes were being selected. Having not done this, we believe you have left yourselves open to legal proceedings. 2. Removal of 90% of on street car parking is too significant in what is a commercial / industrial zone. These properties will be adversely impacted by this decision. This level of reduction at 90% is simply too much, the process should have minimum acceptable levels (such as max of 50% reduction). It is clear the 'weightings used to determine the route' are too generic to accurately determine situations which render 'unworkable outcomes' for some stakeholders. 3. Narrowing of this Road is a safety issue. Traffic volumes on Ferry Road will return to normal once the CBD (post-earthquake) rebuild is completed, at present the flow is 'not normal' compared to pre earthquakes and so narrowing this Road will both hinder businesses and make the cyclist journey unsafe. As Trucks and cars will be forced to 'wait' in the lanes due to the removal of car parking and the narrowing of what has always been the most direct route from the Eastern suburbs of Woolston, Ferrymead, Redcliffs, Sumner and Lyttleton into the CBD. 4. The 'preferred route' is 'averaged outcome' and therefore not a suitable route. For example, key reasons for the selection of it (the preferred route) on some stages contradict key reasons for not selecting an alternative route on other sections, for example Directness & Coherence. This therefore means someone has to adjudicate their preferences in terms of the 'attractiveness' and 'CPTED outcomes', rending the exercise more subjective than it should be. Specifically, there is a great danger that the lack of directness (i.e. along the rail corridor as has been achieved in the NW of the city), with the meanderings through residential areas will leave this route being something of a 'white elephant'. Poorly used by real commuting cyclists and of great inconvenience to residents and businesses alike. In addition there is a missed opportunity to improve CPTED outcomes by putting a public use facility such as a cycleway through areas that don't currently have good natural surveillance.

			6. Appears to be a 'rushed job'. At the public consultation that I did attend it was very apparent that this project is being rushed through due to a desire to secure the funding for it from NZTA. Their funding being conditional upon it being completed in a certain time frame. This would explain the lack of consultation with key stakeholders (businesses and property owners) and the obvious compromises taken in selecting the 'preferred route'. However this is an inter-generational project and should not be subject to such a straight jacket and 'near term' approach. The concerns, issues and livelihoods of all those whom have established and indeed created the very fabric (particularly post-earthquake issues) of the 'preferred route' deserve better than to be treated as a trifling inconvenience for professional planners rushing to get a job completed 'just because they've got a budget'.
85	Y		At Ferrymead Park Ltd, we see the cycle way as being a great tourist opportunity for Christchurch and the Ferrymead / Heathcote community. We see a great potential in working with other businesses in the area to enhance the cycle way experience, e.g. an annual heritage cycle ride which could incorporate The Tannery as well as Ferrymead Heritage Park, and to provide an interactive and informative destination at the end of the cycle way for cyclists, both local and tourists, to be able to relax and continue the enjoyment of their cycle way experience. In supporting and enhancing the cycle way experience (especially for tourists) Ferrymead Park could offer discount prices for cycle riders, and could propose to set up a heritage display of the history of bicycles, i.e. penny farthing interactive displays and cycle historic timelines. In conjunction with a sponsor, it may be of value to provide a secure cycle shed for riders in the public car park area, opposite the Park entrance. [REDACTED] also supports the submission by the [REDACTED]. Thank you, we are very excited about the prospect this cycle way for our community and Cantabrians and think the cycle way would be of great value and a fantastic experience, of which we would love to be part of.
86		Y	As a Business and Property owner situated at [REDACTED] Cumnor Terrace, and keen cyclist, I generally support the proposed Heathcote Express MCR. However I have some serious concerns about the current proposal. [REDACTED] is a representative and manufacturer of commercial lighting products and we employ 35 staff. We have been based in Cumnor terrace for over 5 years. The plan supplied (Reference section 2, 202a Cumnor terrace) show a truck exiting west on to Cumnor Terrace by crossing over the centre line for over 25 meters, entry East shows a truck once again over to the opposite side of the Road for a similar distance. The plan also shows the truck having to drive over our garden on entry and exit west and Entry east. The plan supplied (Reference section 2, 204 Cumnor terrace) shows similar problems to those out lined above. As a [REDACTED] we are part of the heavy traffic volume and we would generate on average 10 to 15 heavy vehicle movements a day, I believe that with the increase of traffic and in particular the increases in Heavy vehicle movements in the last 5 years, that the current narrow section of Cumnor terrace is marginal for safe transit and or exit, east and west from drive ways that are situated to the South on the narrow section of Cumnor terrace. As it is currently and the plan to narrow the Road and remove the offset of the current foot path will in my opinion make this section more dangerous. In brief my Key concerns regarding the proposed Heathcote Expressways route alterations are. - Safety -of cycle ways users (i.e. conflicts with large, fast vehicles along this stretch) and staff entering the work place on foot (crossing the Road) -Safety - No clear vision of traffic on exit- This stretch of Road is subject to high numbers of heavy vehicle movements and some areas have a poor line of sight, that can make access dangerous - this will be exacerbated by the removal of the foot path which provides set back of sorts during when exiting the sites and the narrowing of the Road from 9 to 7.5m. -Safety - With Road being narrowed to only 7.5 m and no off set it will be dangerous exiting and very easy to cross centre line if exiting West and very easy for driver not to check West. This could have very serious consequences and fear for myself and my staff and visitors. - Parking - staff often park away from the site due to lack of parking; moving the foot path to the north of the Road may be dangerous for people crossing over Cumnor Tce, especially considering size, speed and number heavy of traffic. - Safety- Speed- I have observed heavy traffic speeding often though this section of Cumnor terrace with no observed policing. Changes to proposal that may mitigate my concerns. - One way- consider making narrow the stretch of Cumnor Tce one-way may provide some mitigation - Calming measures- Judder bars and pedestrian crossing, I would support other Road calming measures including signals at some point for staff crossing from the shared path to places of work - Redirection- I also consider traffic signals at Chapmans Road to deter people using Cumnor Tce and encourage large vehicles back to the main freight route that is suitable to heavy traffic namely Chapmans Rd and Port hills Road
87		Y	Although supporting infrastructure to improve cyclist's journeys, Living Streets Otautahi/Christchurch's submission is presented primarily on behalf of pedestrians. We support the Heathcote Expressway but have the following four recommendations. We are concerned that there may not be enough room for passengers to wait, board and get off the bus safely where bus stops are co-located with the cycle way. Please consider a design that provides a designated space to ensure that passengers, including wheelchair users and caregivers with prams, do not step off or over to the bus directly into the path of passing cyclists. We hope to see mobility parking facilities included outside the Tannery We encourage planners to negotiate with the land owner(s) at [REDACTED] Dalziel Place to enable a cut through from the elbow of the trail (indicated on Sheet 30). This will take users straight through to Dalziel Place, re-joining the proposed trail from Kennaway Road at Kennaway Park (Sheet 25), eliminating the dog leg in the route. The proposed route may not be a disincentive for people on bicycles but will create a much more direct route for pedestrians. While best practice guidelines for level rail crossings for pedestrians and cyclists are still being developed, we recommend that the Ferrymead Rail Line be given the maximum treatment to ensure pedestrians and cyclists of all abilities and sensory capabilities are warned and protected from rail traffic. This will be a high volume traffic pinch point for all modes. Living Streets Otautahi/Christchurch supports the installation of a new signalised crossings at Wilson Street, Ensors Road and Garland Road and the installation of pedestrian refuges. Thank you!
88		Y	I cycle between [REDACTED] where my work place is. I cycle a similar route to the proposed cycleway and will use the cycleway from [REDACTED]. When I don't cycle I drive my car which I have to park Maunsell Street because of insufficient parking for staff. Then I have to walk 5 minutes to get to work. A group of us also walk most lunchtimes. I will use the cycleway as both a cyclist and pedestrian and it will increase the amount of cycling I will do and increase my enjoyment and safety both walking and riding. However, there are some issues and improvements. Sheets 22-24: The proposed cycle way will affect my walk because there will be no footpath on the side of the Road of my work. Around 20 of us will have to cross the street twice to get to and from work. There is significant amounts of heavy traffic, which is often speeding. There is poor visibility to cross the [REDACTED]. The proposed cycleway creates a dangerous situation for pedestrians going to all businesses on this stretch of Cumnor Tce. This will also create a dangerous situation for cyclist going to businesses on this stretch as we will have to dismount and cross as pedestrians. Solutions: * Keep footpath on south side of Cumnor Tce * restrict heavy traffic to vehicles doing deliveries to [REDACTED] to the end of Cumnor Tce * Stop heavy traffic using Cumnor Tce as thoroughfare to Chapmans Road. * Put pedestrian crossing in at corner of Cumnor Tce and Maunsell Street * Redirection consider traffic signals at Chapmans Road Port Hills Road intersection to encourage people to use that route instead of Cumnor Tce and encourage large vehicles back to the main freight route that is suitable to heavy traffic namely Chapmans Rd and Port hills Road. * Use space created by these measures to reinstate some parking on Cumnor Tce. Sheet 27: colour the crossing green to make clear to drivers. Sheet 35-37: use cycle way surfacing to mark space for cyclists. Sharrows don't work.

				<p>Sheet 20 and 21: Remove parking time restrictions. Majority of parks are never used except by Mr Cassel and his workers who ignore the parking time limit anyway. The separate pedestrian bridge will be great and feel much safer than using the Road bridge with B-trains speeding past. Restore the footpath to full width by Tannery boardwalk as it is very narrow and broken in places where it was never fixed after construction.</p> <p>Sheet 19: Awesome to have crossing!</p> <p>Sheet 17: make give ways signs stop signs so drivers really look for cyclists.</p> <p>Sheet 16: Sharrows aren't enough, make cycleway surfacing for better viability and continuity of cycleway.</p> <p>Sheet 15: Sharrows aren't enough, make cycleway surfacing for better viability and continuity of cycleway. Make crossing have lights and sensors. Radley street is really busy at commuting times and this will be a busy intersection. Not having a good crossing here will be an off put to people.</p> <p>Sheet 14: Make give ways into Stops for cars at intersections. Sharrows aren't enough, make cycleway surfacing for better viability and continuity of cycleway.</p> <p>Sheet 6-13: Sharrows aren't enough, make cycleway surfacing for better viability and continuity of cycleway.</p> <p>Sheet 9: Great to have signalised crossings but pedestrians will use the cyclist crossing so why not make them closer together?</p> <p>Sheet 6: Make give ways in to stops to make drivers really look around them. Great to have crossing as Wilson's Road is very busy and has lots of heavy traffic.</p> <p>Sheet 4: This crossing will be good. Please make sure the separators on the bends are very robust as vehicles will hit them (like they have on Ilam Road where several of the separators are bust from being hit). Will be good for south bound traffic to have separate right hand turn lane from Ferry Road onto Moorhouse Ave because right turning traffic often causes traffic to back up down Ferry Road and Nursery Road.</p> <p>Sheet 2 and 3: This design has serious flaws. It does not give good viability of cyclists to drivers entering driveways with parked cars blocking cyclist from drivers view and drivers don't look left for cyclists. When exiting, vehicles bock cycle lane so they can see passed parked cars. I write this from experience of riding on the new cycleway on St Asaph street. Make give ways STOP signs. Make cycle way wider by making footpath and separator narrower. It is easier for pedestrians to get past each other in narrower footpath but not enough room for faster cyclist to overtake a slow cyclist.</p> <p>General comments:</p> <p>*Having physical separation on most of cycleway is great and will help people feel safer.</p> <p>*Sharrows don't make drivers share the space. Having coloured cycle path area makes drivers move over more and give more room.</p> <p>* Great that speed limits are reduced but only any practical use if they are enforced and there are other measures to keep speed down e.g. speed bumps so make 'patterned surfaces' sufficiently raised that drivers have to slow down.</p> <p>* make cycleway just for cyclists where there are separate footpaths because most pedestrians walk in way of cyclists and lack situational awareness to move out of way. For example most of Cumnor Tce could be cycleway only.</p> <p>* make cycleway as wide as possible to allow cyclists to pass each other. People ride at a wide variety of paces and many of the proposed cycle lanes are too narrow for passing (the downside of having physical barrier between Road and cycleway).</p>
89	Y			No comment
90			N	<p>I do not support this as your draft has taken access to my home completely away. You have chosen to wipe every car park outside my hold and many more nearby my grandchildren will not be walking half way down the Road two come and visit me. The side of the street you have decided you want to do the bulk amount of work on is the one that a) got all the liquefaction, b) broken pipes c) footpath is lethal in winter as it doesn't thaw d) has a sink hole that is just patched every time it sinks again (at least 5 times) e) nobody wants a big tree in front of their house.</p> <p>I believe you should concentrate on fixing the Roads before wasting money on this for the half dozen people who will use it.</p>
91			N	<p>As owner of [REDACTED] Ferry Road I strongly object for the cycleway to proceed down Ferry Road. Parking is paramount for all these businesses, your expressway has no consideration for their ongoing livelihood. It's already hard enough trying to find a park without taking away more. NO CYCLEWAY!!</p>
92			N	<p>I have to say I am very angry at this process. I received my copy in the mail on 22 November after I got home from work and submissions close 15 December - one meeting already held! People actually live in these 'lovely leafy areas' who will have 'to share spaces with cyclists' at what cost I wonder. How much of my rate payers money has gone and is going to go into this project. This money would be better spent sorting out existing Roads, drainage etc., which are still earthquake damaged. How many people realistically are going to use them, in Sumner.</p>
93	Y			<p>Overall I am in support of cycleways. I am a cyclist in the main I agree with the concept of the Heathcote expressways. I have a few reservations around the Garlands Road and Kennaway Road crossings, specifically:</p> <p>a) I think the crossing of Garlands Road at the Heathcote Bridge is inherently an extremely dangerous corner and I think there needs to be a rethink as to how to cross there. The no right turn out of 'The Tannery' has helped the situation but trucks appear out of nowhere and even at legal limits (speed) you get little warning.</p> <p>b) The idea of putting two traffic islands where the expressway crosses Kennaway will be problematic. There are large truck and trailer units using the far (town end) of Kennaway as a turning circle and the idea of a safe zone in the island not a good call - just make it a pedestrian crossing.</p> <p>c) This is a dark area at night and the paths need good street lighting (hopefully not too intrusive). Good Luck!</p>
94			N	<p>This will destroy businesses along Ferry Road. It was bad enough when we were one way for a year due to Roadworks. Taking away parking will hurt everyone. People on bikes are not our bread and butter.</p>
95	Y			<p>I support the proposal as regards the Heathcote Expressway. The Ferrymead Road to Wilson Road is a good idea. Something to consider is the alternative options a route along Fitzgerald and Moorhouse Avenues also the rail corridor. This could stop traffic congestion as regards the expressway. I do feel the best option is the Heathcote Expressway when the alternative options could lead to problems in the dark. There are environmental factors to take into account, landscaping and rubbish bin collection. As regards Section B from Wilsons Road to Cumnor Tce is a good idea. The other options in Section Sheet 3 be considered also. Good traffic planning in Section C have to consider traffic when a new cycleway that connects the Tannery to be looked at (the other option). Should be considered as?? But have got environmental issues are involved. In Section D the first option as regards going to Ferrymead Park comes up to my preferred choice. In Section E cyclists have to consider traffic as a major problem. Somehow needs to be my main choice as the proposed Ferrymead ends there. This is now in the hands of the Councillors to make final decisions.</p> <p>NB: I struggled to read the writing so some of the above may not make sense.</p>
96	Y			<ol style="list-style-type: none"> <li>1) Lighting - especially in industrial area</li> <li>2) Security cameras in industrial area</li> <li>3) Cumnor Tce, very narrow maybe restrict traffic to one way</li> <li>4) Cycling lane past the Tannery is narrow, especially if foot traffic increases due to redevelopment of the area. With a wider path walkers and cyclists would be more comfortable.</li> <li>5) Parking for cars of people who drive from Lyttelton</li> </ol>
97	Y			<p>I would like to see a connection to the coastal walkway and Ferrymead.</p>
98	Y	Y		<p>We support the proposed cycle way in principle and believe that it will enhance our community while connecting us to the city but do have concerns around the effect this will have on the drainage of flood water and the impact it may have on surrounding properties.</p> <p>During heavy rains we have experienced water entering our property (not dwelling) and would like to gain a better understanding of the proposal.</p> <p>After living in Truscotts Road for 12 years and now at 1 Deavoll place we are very aware of the effects of heavy rain in the Valley and the pressure it places on the storm water systems. There has been significant changes and improvements to the valley storm water systems after the floods in the last few years and while the improvements are yet to be tested there are some points to note.</p> <ol style="list-style-type: none"> <li>1) The realignment of the storm water drain under the bridge in Martindales Road now discharges into the eastern side of the railway line in Truscotts Rd whereas before it split between the eastern and western side of the railway</li> </ol>

			<p>line.</p> <p>2) The water discharged through the old malt works site now also fully discharges into the drain on the eastern side of the railway line. This line picks up water from the domain and Port Hills Road discharge</p> <p>3) The new pipe works currently being laid in Bridle Path Rd will discharge into Cooks lane which at times of heavy rain floods the current water way and then discharges into Deavoll Place before running onto Truscotts Rd</p> <p>The above points now indicate that almost all storm water discharge from the whole Valley will discharge into the existing open drain on Truscotts Rd and at times of extreme heavy rain the corner of Deavoll Place and Truscotts Rd will carry all storm water which inevitably will cause flooding. As we live on this corner we have concerns as to what impact this will have on our property in such times.</p> <p>Attached is a photo showing the open drain full of water prior to all discharges being re directed to the drain and flooding of Deavoll Place and Truscotts Rd, with the current changes water volumes will increase significantly?</p> <p>Our concerns with the Proposed Cycle way are as follows:</p> <p>A) The raised Platform (point 3) at the entrance of Deavoll Place. While we support anything to slow down traffic we believe that the proposed location will have a negative effect on water discharge and at time of flooding will direct more water back towards properties on both sides of Deavoll Place and Truscotts Rd. A suggestion would be to introduce speed bumps up towards the Church Christmas tree paddock and at least 25 metres past the corner of Deavoll Place. This would allow the Road during realignment to be contoured correctly.</p> <p>B) The installation of curbing on the North side of Deavoll Place. While we again support this we would like clarification of how far down Deavoll these works will be undertaken. Currently the Northern side of Deavoll place has an open swale that storm water discharges into before running into the open drain on the eastern side of Truscotts Rd. If curbing is to be installed then the whole of the Northern side of the street should be addressed back up to the Cooks Lane stream.</p> <p>C) Can we please have more information on the width of the berm on the northern side of Deavoll Place. When we purchased #1 Deavoll we were unable to gain flood insurance which forced us to build a 600mm high block fence around our property to reduce the risk of flooding. We are looking to move the entrance to our property (5 metres to the west to improve access) and require to understand the impact the width of the berm will have on this.</p> <p>D) The installation of Concrete Nib Blocks to allow Drainage on Truscotts Rd - While this is shown on the plan the supplied elevation does not show anything. Can we please have some more information on this so that we can understand what effect this may have on drainage.</p> <p>As stated we support the proposal in principle but require more information on the above points.</p>
99		Y	<p>There is an important heritage site by the current Mackenzie Ave footbridge which should not be forgotten. Kids also use the bridge to fish off, so it would be great if they could be accommodated somehow.</p> <p>Cumnor terrace could be reduced to a single lane for vehicles with passing bays, enabling a much wider shared pathway for pedestrians and cyclists, plus increased planting/green space for the river itself. This could be an interesting test for looking at a similar approach along other parts of the Opawaho Heathcote river.</p> <p>There are A LOT of tall weedy, exotic trees along Cumnor terrace. It would be great to see them ALL come out and replaced with appropriate low growing natives. This would be a fantastic start to improving the amenity/biodiversity values along this stretch of the river.</p> <p>Not being able to turn right out of Mackenzie Avenue into Ensors Road will push a lot more traffic into Hopkins street - and subsequently increase the volumes of traffic into an already very busy part of Ferry Road, PLUS past Woolston primary school, which could make things pretty tricky at peak traffic times. It might also increase rat-running up Wildberry Street into Manning place and Dampier St to get to Ferry Road. They might go down to Sullivan ave and turn north into Ensors Road from there. I don't think drivers out of Mackenzie Avenue who want to go north will be willing to drive down into Brougham Street then head north again.</p>
100		Y	<p>I cycle between [REDACTED] where my work place is. I cycle a similar route to the proposed cycleway and will use the cycleway from [REDACTED]. When I don't cycle I drive my car. A group of us also walk most lunchtimes. I will use the cycleway as both a cyclist and pedestrian and it will increase the amount of cycling I will do and increase my enjoyment and safety both walking and riding. However, there are some issues and improvements.</p> <p>Sheets 22-24: The proposed cycle way will affect my walk because there will be no footpath on the side of the Road of my work. Around 20 of us will have to cross the street twice to get to and from work. There is significant amounts of heavy traffic, which is often speeding. There is poor visibility to cross the Road at 204 Cumnor Tce. The proposed cycleway creates a dangerous situation for pedestrians going to all businesses on this stretch of Cumnor Tce. This will also create a dangerous situation for cyclist going to businesses on this stretch as we will have to dismount and cross as pedestrians.</p> <p>Solutions:</p> <ul style="list-style-type: none"> <li>* restrict heavy traffic to vehicles doing deliveries to the end of Cumnor Tce</li> <li>* Stop heavy traffic using Cumnor Tce as thoroughfare to Chapmans Road.</li> <li>* Redirection consider traffic signals at Chapmans Road Port Hills Road intersection to encourage people to use that route instead of Cumnor Tce and encourage large vehicles back to the main freight route that is suitable to heavy traffic namely Chapmans Rd and Port hills Road.</li> </ul>
101		Y	<p>The Tramway Historical Society Inc is one of the participating societies comprising the Ferrymead Trust and our particular interest in the Heathcote Expressway is because our trolley bus barn is close to the proposed route close to where it joins Truscotts Road, and also some of our equipment is currently stored on land to be used for the cycleway (Sheet 34). Our trolley bus route which includes poles and overhead wires, extends along Ferrymead Park Drive/Truscotts Road from the entrance south of Gate A to a turnaround loop near the railway crossing at the northern end of Truscotts Road. Our comments/concerns are as follows:</p> <ol style="list-style-type: none"> <li>1. Because of the trolley bus wires referred to above it is not practicable for over height loads entering or exiting Ferrymead Heritage Park to use Ferrymead Park Drive from the Bridle Path Road end and it is necessary that their access is from Martindales and Truscotts Roads (south end). It is therefore important that the threshold treatments proposed at the Martindales/Truscotts intersection (Sheet 37), the Truscotts/ Deavoll Pl intersection (Sheet 36), and at the commencement of Ferrymead Park Drive (proposed footpath crossing) (Sheet 35) are all designed in such a form as to not prevent high or wide load access. In particular we suggest that narrowing the Roadway to 4 metres at the pedestrian crossing would provide insufficient width and we seek amendments to the plan which recognise and plan for this need. Examples of over dimension loads include relocated buildings, and large items of equipment, including trams and railway vehicles.</li> <li>2. We are aware of the existence of some historic rail artefacts - culverts, bridge abutments and a gate post along the route dating back to the original road gauge rail line from Ferrymead to Christchurch, which included a branch track towards Heathcote and the rail tunnel (Sheets 32-34). These artefacts do not seem to be mentioned anywhere in the consultation document. We request that they all be retained and included in the cycleway design with appropriate recognition and interpretation. Ferrymead Heritage Park is where it is because of the railway history of the area.</li> <li>3. We suggest that future consideration be given to including a pedestrian/cycle access into Ferrymead Heritage Park in the vicinity of the Trolley Bus barn/ future Valley station to be built by the Ferrymead Railway. This could be a viable future entrance once the railway station has been constructed and is in use.</li> <li>4. As referred to in our introduction, the site of the route near our trolley bus shed at present contains some items of equipment belonging to us, some of which is quite heavy. This includes a shipping container, an old mobile crane and a large tank, among other things. Some of these items had to be moved there a few years ago when the Ferrymead railway line was extended and needed to be clear of the oil pipe line. We understand the need to move them once more for this project, but with our limited resources we would struggle to achieve this without some help with crantage and transport. We therefore request Council assistance in this respect.</li> </ol> <p>The Society believes the Heathcote Expressway is an excellent initiative including the route as proposed and supports its construction as soon as possible, subject to the above matters being attended to.</p>
102		N	<p>We do not want more alterations in our street. We do not want the new tree pit jutting out. We have a hard and dangerous time as it is driving and meeting cars coming towards us. Lots of negotiating, and trying to read the others thoughts as who is to give way!! If the Council had not taken 3 metres off our Road a few years back it may not be so bad. We do not have many cyclists or pedestrians so is it worth going to all that expense??? Our suggestion then was to put it beside the footpath instead of increasing the grass berms but no one listened. Will there be a right- hand turn into Ensors Road? That pedestrian island will be a curse to us especially if we want to get to Ferry Road and the new hump will be dangerous. It is also dangerous to negotiate your way from Mackenzie Ave left into Hopkins Street and coming the other way from Hopkins into Mackenzie Ave especially if one vehicle is large or a truck.</p> <p>In summing up I think there is a lot more important work to be done on our Roads that still have not been fixed from the Earthquakes and that should be the main priority at this stage. I am very concerned about the changes to be</p>



			made as I think it will make things even more difficult for cars driving down Mackenzie Ave. I hope you seriously consider the comments I have made.
103		Y	We would prefer the additional grassed areas outside [redacted] to be landscaped as per adjacent areas, as there is already a large area of grass that requires maintenance - especially outside [redacted] - ideally landscape all grass areas. The Radley/Cumnor Tce intersection to either a Give Way /Stop as there will be increased right turning traffic as a large volume of the East Sheldon St traffic turns right into Radley St and will be required to exit via another street. Signage warning of islands as traffic comes around the North bend on Radley St at speed. That the island in Radley St is sufficiently wide to accommodate a cycle lengthwise for safety reasons.
104	Y		We received your book with the proposal for the Heathcote Expressway cycle Road. Thanks for the info. It looks like a great plan. Being from The Netherlands I know how great it is to have a good cycling network, separated from motorised Road users as much as possible. We own a section at [redacted] Mackenzie Ave and hope to start building there in the near future. Had a good look at your plans with McKenzie Ave. We are happy to get the cycleway through our street. I notice you intend to narrow and raise the Road in some places, supposed to reduce speed. The problem is that you force the cyclists towards the middle of the Road as well (into the path of cars). In my opinion the cyclists shouldn't be involved in narrowing the Road and also avoid the speed bump. In The Netherlands there is an easy (and cheap) solution where the bikes can keep going unhindered but the cars have to slow down and wait for each other. See some examples below. (See email for photos please) Hope you'll consider this.
105		Y	I cycle, walk or drive to work at [redacted] Cumnor Terrace from Wildberry Street. Sheets 22-24: The proposed cycle way will affect my walk because there will be no footpath on the side of the Road of my work. Around 20 of us will have to cross the street twice to get to and from work. There is significant amounts of heavy traffic, which is often speeding. There is poor visibility to cross the Road at [redacted] Cumnor Tce. The proposed cycleway creates a dangerous situation for pedestrians going to all businesses on this stretch of Cumnor Tce. This will also create a dangerous situation for cyclist going to businesses on this stretch as we will have to dismount and cross as pedestrians. Solutions: * Keep footpath on south side of Cumnor Tce * restrict heavy traffic to vehicles doing deliveries to 202 to the end of Cumnor Tce * Stop heavy traffic using Cumnor Tce as thoroughfare to Chapmans Road. * Put pedestrian crossing in at corner of Cumnor Tce and Maunsell Street * Redirection consider traffic signals at Chapmans Road Port Hills Road intersection to encourage people to use that route instead of Cumnor Tce and encourage large vehicles back to the main freight route that is suitable to heavy traffic namely Chapmans Rd and Port hills Road. * Use space created by these measures to reinstate some parking on Cumnor Tce. Sheet 20 and 21: Remove parking time restrictions. Majority of parks are never used except by Mr Cassel and his workers who ignore the parking time limit anyway. The separate pedestrian bridge will be great and feel much safer than using the Road bridge with B-trains speeding past. Restore the footpath to full width by Tannery boardwalk as it is very narrow and broken in places where it was never fixed after construction. Sheet 19: Great to have signalled crossing.
106	Y		No comment
107		Y	The Canterbury West Coast District of NZAA submits this feedback in relation to the have your say document on the Heathcote Expressway Cycleway. From the viewpoint of cyclists, convenience, functionality and safety appear to have been well considered, but motorists will lose access to some locations and there is considerable loss of parking without provision of any alternative facility. The route commences at Fitzgerald Ave/Ferry Rd corner and terminates at Port Hills Rd/Martindales Rd. Although several possibilities were investigated only one is presented in fine detail and this is described as the Preferred Route. We are told nothing about either the problems or benefits of the three alternate routes considered. Areas of concern: We are denied material which could be important to deciding the most appropriate route from the alternatives considered. On Ferry Rd between Fitzgerald Ave and Moorhouse Ave/Wilsons Rd intersection it appears that 90% of on-Road parking will be eliminated to provide room for the cycle lanes. (Maps 1, 2, 3) At the corner of Ferry/Fitzgerald eastbound (Map 14) Ferry Rd traffic will no longer be allowed/able to turn right into Fitzgerald and west bound will no longer be able to turn left into the same section of Fitzgerald. This could have a very negative impact on trade for all affected businesses. For some visitors to these businesses the shortest alternate route when eastbound would require the use of Tuam St eastbound to access Fitzgerald southbound (0.8km additional distance, 5 extra traffic lights and 30kph speed limit on much of Tuam St, or when westbound visiting traffic would need to divert from Ferry Rd onto Aldwins Rd, Harrow St, Tuam St, Fitzgerald with two extra light controlled intersections and 1.2 extra km of travel. One of the issues is the number of corners where right turns are prohibited on Ferry Rd westbound. An alternative on the eastbound journey appears to be a diversion onto Brougham St with an extra 1.8km of travel (lights ignored). Better provisions for access to this area will need to be made. What happens in the event of an emergency – fire ambulance etc.? Presumably such events are to be legally downgraded in importance, with consequences only for those directly and adversely impacted by the decisions of the city authorities who will have no liability for the consequences. 2-3 minutes could represent the difference between life and death! At Ferry Rd/ Wilsons Rd corner (Map 4) there is a ban on vehicles turning left from Wilsons Rd into Moorhouse Ave. They can continue onto Ferry Rd which will connect them into St Asaph St westbound but they cannot turn left at Fitzgerald to get back to Moorhouse Ave for westbound destinations. They must either use Lancaster St as a 'rat-run' or wait until Barbadoes St to get them back to Moorhouse. A further ban is that westbound traffic at this intersection will no longer be able to turn right into Nursery Rd. Thus between Aldwins Rd and Fitzgerald Ave, a distance of 1.3km, of 6 Roads on the north side, only Phillips St and Bordersley St will still be available for northbound turns! On Wilsons Rd from Ferry Rd to Charles St on-street parking will be reduced by 50% (Maps 5, 6). The Charleston area is already subject to 30kph speed limit and the intention is that cycles will share the Roadway – this seems practical. This will be continued into McKenzie Ave. Again this seems reasonable as a residential St (Maps 7, 14) Tree-pits are proposed between some of the car parking areas. We have some concern over these when there are no cars parked as they then essentially become trees planted about a metre out from the kerb contrary to what we believe sensible practice regarding the dangers presented by Roadside furniture. The 30kph speed limit reduces but does not eliminate risk. Trees can be planted within the berm. It will no longer be possible for westbound traffic exiting McKenzie Ave to make a right turn into Ensors Rd northbound. (Map 9) A diversion of up to 1km will be required to divert to another Road that will allow a northbound turn into Ensors Rd. This will add to driver frustration given the proposed 30kph speed limit. A new bridge is to be built to allow cycles to cross the Heathcote River from McKenzie Ave to Sheldon St (Map 14). Where Sheldon St meets Radley St (Map 15) right-hand turns into or out of Sheldon St will be banned. There are

			<p>'rat-runs' available to overcome this restriction and these will mostly impact local residential use traffic. Although not commented upon it is clear that some on-street parking will be lost to establishment of parking bays and landscaping.</p> <p>Cumnor Terrace (Maps 17-22) will suffer major loss of parking with around 50% being removed.</p> <p>At Garlands Rd/Cumnor Terrace intersection (Map 19) vehicles will be unable to make right hand turns into or out of Cumnor Terrace north. This will add over 1km to the journey for some access journeys to businesses in Cumnor Terrace north. Right turn out is likely to be less of an issue. At this location traffic exiting Cumnor St south onto Garlands Rd is already banned from right hand turns.</p> <p>Parking in Cumnor Terrace South (Maps 20, 21), outside the Tannery where there is already a significant parking problem, will reduce as a consequence of conversion from angle parking to parallel. It appears that on-street parking will reduce by about 45%. Further on near Chapmans Rd all parking on Cumnor Terrace north side will be removed.</p> <p>General:</p> <p>For retail businesses along the route there will be considerable concerns in regard to delivery and client access and we anticipate they will suffer a significant loss of business or increased operating cost outcomes. Mostly we consider safety for vehicles has been improved with attention to sight lines etc. The exception is the tree-pits in McKenzie Ave. We seek advice from the CCC to confirm that it has consulted with emergency services in regard to access to adversely affected areas, and with businesses in respect to the impact of loss of on-street parking.</p>
108	Y		<p>Shared pathways should be avoided where possible, as pedestrians, children, dogs (on or off-lead), scooters, and skateboarders, mobility scooters all move at quite variable speeds and in quite unpredictable ways. It is also more relaxing all round to be less concerned re speed differentials vs cyclists</p> <ul style="list-style-type: none"> <li>-Where shared pathways are unavoidable, they must be a minimum of 4m wide, or if less, contingency made for further widening at a later date.</li> <li>-Very clear signage required or all on-Road shared usage.</li> <li>-Signalised crossing at Wilsons Road is good- is it sensor triggered?</li> <li>-Charles St- Mackenzie-Ensors Rd crossing- keep the pedestrian path separated from the cycle-path, but synchronicity of control lights should minimise the delay to traffic flows</li> <li>-old bridge at Heathcote river- Keep for pedestrians as a leisure crossing for viewing, bird feeding etc.</li> <li>-Sheldon St crossing- crossing should be signalised w triggering sensors, not give-way signs.</li> <li>--Garlands Rd crossing-SH74A- so NZTA control? Should the bridge ever need replacing then most problems would be solved by the use of an underpass. As it is, visibility from the cycle-path/Pedestrian footpath over the bridge is currently compromised by the arch in the bridge. As trucks use this route frequently to access Brougham street and can be slow to come to a sudden stop if needed, there is a safety issue. A signalised crossing would be the minimum requirement, and possibly a reduction in speed on the far side of the bridge approach to 30km/hr. There is a tendency for traffic to travel quickly on Garlands Rd.</li> <li>-Cumnor Tce+the solid barrier forming the separated cycle path is unnecessarily wide and if narrowed would widen the cycle-path+ though 4m wide is desirable. Also gaps need to be left in this barrier for cyclists to enter and exit from Trannery complex with needing to dismount.</li> <li>-4m wide track along Cumnor Tce.</li> <li>-Give-way priority should be given to the cycle-path in all areas where there would be no knock on affect to traffic queues becoming a hazard. This is encourage more hassle+free cycling, and help vehicle drivers become more cycle aware, and potentially see the benefits of cycling themselves.</li> <li>-Extend the cycle-path to connect with the bus stop at the Gondola+ thereby encouraging either the outward or return journey to public transport (i.e. integrated)</li> <li>-Consideration for shared on-Road lanes on Ferrymead Park Drive+Bridal Path Rd to connect to the Rapanui track.</li> </ul>
109		N	<p>As a property owner on Ferry Rd I have serious concerns on how this proposed cycleway (as designed) will impact on the commercial viability of many of the businesses operating in this stretch of Ferry Rd. There are three areas which I am most concerned about.</p> <ol style="list-style-type: none"> <li>1. On street car parking. Removing 90% of the current on street car parking will have significant impact to the business premises on Ferry Rd who rely on these spaces to service clients and staff. I do not believe the current proposal to remove 90% of all car parks, provides a balanced solution for all amenity users in this area, which as I understand it, is one of the design briefs of the cycleway.</li> <li>2. Narrowing of the Roadway. This section of ferry Rd services a mixture of light to heavy industrial/ retail operations, which require distribution access for variety sized vehicles. I am concerned that the narrowing of the Road, will not only provide congestion on the Roadway (as vehicles are unloaded) but make it difficult for large trailer units to manoeuvre into and out of Ferry Rd premises. Specifically I am concerned with the design aspects that allow a one directional cycleway to be 2.95m wide (including separator) when only providing 3.45m per Roadway lane. This will be further exasperated once usual traffic flows resume as the city rebuild progresses. Again in my view the proposal to reduce the Roadway does not provide a balance design solution for all amenity users on Ferry Rd. Perhaps your designers could consider removing the separators on this section of ferry Rd, or rerouting the cycleway onto the footpath, reducing the cycleway width, changing to a two directional cycleway on this section or find an alternate route away from Ferry Rd?</li> <li>3. Changed traffic access into Fitzgerald Av. I strongly oppose the proposal to ban left and right turning traffic from Ferry Rd into Fitzgerald av. My concern here is that this change would radically disadvantage Ferry Rd Road users (and locational appeal of businesses) in terms of practical route options on this section of ferry Rd. Traffic will be forced to take a wide sweep down Fitzgerald Av and complete a potentially dangerous U-turn (difficult if large truck and trailer unit) to get back into the south lanes of Fitzgerald Av, which importantly is a main thoroughfares access for Moorhouse Av and Brougham streets.</li> </ol>
110	Y		<p>This proposal is excellent. I bike from Woolston into town a lot- and already have chosen this route as the safest option. Some thoughts re the proposal:</p> <p>Garlands Road crossing: Signal lights are essential. This is the MOST DANGEROUS crossing - this should be a priority and work should start here. I have nearly come a-cropper on my bike and afoot several times. I travel across this Road a lot to work and to the Tannery. Please make the pedestrian safe threshold as wide as possible. Please put signs before approaching the bridge to ask traffic to slow down. Please raise height of Road here to match the bridge - as it could be a bit blind? Otherwise I am very happy with this proposal and it will help a very dangerous spot immensely.</p> <p>Cumnor -Sheldon St: Great. I support cutting down the trees - they have grown at least 10 metres since I've been here. I live in Chichester street and wonder if provision is made for those who try and take shortcut down our street? Particularly because the turn on Cumnor implies a greater distance. Did you consider Chichester Street as an option? There is a park at the bottom which may be able to be made into an access into the river crossing.</p> <p>Wilsons Road crowding - I think this maybe over the top a bit? I do not support the car being unable to turn right. This could be just aggravating. I have always found this crossing to be quite light in traffic, and as it is wide, I have never felt unsafe while waiting in the middle.</p> <p>Charles/ Stadium: I usually cut-through the stadium and head up a side street to Ferry Road as the Ferry Road crossing is awful! Maybe this will improve it? But traffic here is unpredictable and it has always been a challenge to face cars turning into Fitzgerald when biking straight through. See no 3 on your map. This is not improved much in your design, unless left turning cars are held back with lights??? The lights here are already too long - so I do not recommend making them longer. I suggest direct the cyclist to use Lancaster Street to avoid this intersection if possible.</p> <p>Looking forward to seeing this developed. Thanks!!-</p> <p>NB: This form size is far too small.</p>
111	Y		No comment
112	Y		No comment
113	Y		No comment

114		Y		Concerning Sheet 4 Ferry Rd-Wilsons Rd (Moorhouse Ave-Nursery Rd) The no right turn from Wilsons Rd into Nursery Rd would be an extreme nuisance and blockage for a start to all the businesses in the Phillipstown vicinity if coming from Wilsons Rd. At the moment a good 30% of all traffic flowing either from Wilsons Rd and Ferry Rd turn right into Nursery Rd to access businesses in the area, or transiting to Stanmore Rd, or Tuam / Harrow St, or onto St Asaph St for the one way system. This is a major traffic intersection, and cannot be disrupted to cater to bicycles so one sided.
115		Y		Very important to have the shared pathway 4 metres (or more) wide, where ever possible-look at picture of woman and 3 children cycling in the picture at the top of this submission.
116	Y			I have cycled all the publicly accessible parts of the proposed expressway in each direction, and think that the route is well thought out, and would not want to change that. My only constructive suggestions are: 1/ To reconsider whether the two single lane (2.1m plus 0.5m separator) cycle paths along Ferry Road could be changed to a two way shared pathway (3m plus 1m separator) on the southern side. This would allow the north side parking to be retained. 2/ To similarly have only a 4m shared pathway on Wilsons Road on the western side. This is straightforward on the wide berm outside Lancaster Park, and where the car yard is (on the Moorhouse Avenue corner), there is an existing wide footpath which could be utilised. This would allow parking to remain outside the residences on the eastern side. My experience with shared two way pathways has been that they work well, given a little courtesy by all users. One way cycle-only paths may suit speeding commuters, but I understand that your target is for recreational and potential gentle commuters, and in my view the two way shared pathway should be your first (or default) choice. I look forward to seeing the Heathcote Expressway completed in a couple of years' time!
117		Y		The CDHB strongly supports the development of good quality active transport infrastructure for cyclists of all levels, which is known to encourage physical activity and be beneficial to population health. 9. The Heathcote Expressway – Puari ki Kahukura will be valuable to people living south east of Christchurch who wish to travel between Heathcote and the Central City. 10. The CDHB notes that some parts of the proposed route will be shared pedestrian and cyclist pathways. These shared pathways must be wide enough to accommodate both pedestrians and cyclists and have clear pedestrian priority signage to ensure pedestrian safety and reduce the likelihood of accidents. The design of the shared pathways in Hagley Park work well. 11. This cycleway will intersect with other major cycleways. The CDHB recommends that there is consistency in wayfinding signage throughout the cycle network. This will help people navigate around the city and encourage use of the cycleways. 12. It is unclear what level of lighting will be used for the cycleway, especially along the Main South Rail Line. The CDHB recommends the incorporation of CPTED principles to mitigate any potential safety issues and make the cycleway attractive to new users, encouraging more active transport and improved health outcomes. 13. On shared Roads, the CDHB supports the 30km speed limit, Road humps, raised platforms and patterned surfacing as this will slow traffic thereby providing a safer environment for cyclists. 14. The CDHB supports the number of threshold spaces provided in the Plan. These will give people areas to stop and relax. Specific comments 15. The CDHB supports the Heathcote Expressway – Puari ki Kahukura proposal and has a number of recommendations for consideration which would further improve health outcomes for the community. Page 5 of 7 16. The CDHB supports the upgrades proposed to the Ferry Road-Fitzgerald Avenue intersection as this improves safety and connectivity for pedestrians and cyclists. In particular, the CDHB supports the installation of separated cycle lanes and hook turns, and restrictions on turning movements. 17. The CDHB has concerns regarding the design of bus stops along the proposed cycleway (e.g. Sheet 2 and 3). The CDHB recommends that the detailed design of these stops ensure there is adequate room for passengers to await, board and alight the bus safely. Alighting passengers in particular need a designated space to ensure they do not step off the bus directly into the path of passing cyclists. The design must also meet the requirements of wheelchair users and parents with prams. 18. The CDHB supports the upgrades proposed to the Ferry Road-Wilsons Road intersection as this improves connectivity and accessibility for cyclists and pedestrians. In particular, the CDHB supports the installation of separated cycle lanes and hooked turns, and restrictions on turning movements. 19. The CDHB supports the installation of a new signalised crossing at Wilson Street (Sheet 6) as this will allow cyclists to safely cross the Road. 20. The installation of tree pits along the route is noted. It is important that these pits are not placed on Roads with high volumes of traffic. The CDHB has concerns that cyclists may be pushed into the centre of the Road which may result in conflict with passing motorists (e.g. Sheet 7 and 11). 21. The CDHB supports the installation of a new signalised crossing at Ensors Road (Sheet 9) as this will allow cyclists to safely cross the Road. The CDHB also supports the introduction of a banned turn on Mackenzie Road as this will make it safer for cyclists crossing the Road. 22. The CDHB supports the installation of give way signs on Clarence Terrace (Sheet 14) to give cyclists on Sheldon Street priority through the intersection. 23. The CDHB supports the threshold area on Mackenzie Avenue (Sheet 14) next to the new bridge. The CDHB recommends that seating and water fountains are provided in this area in order to provide an opportunity to rest and rehydrate, and make it easier for people to use the cycleway. Page 6 of 7 24. It is noted that on Sheldon Street (Sheet 15) there is no mention of the kerbing being altered, however this is what the artist's impression has depicted. 25. The CDHB supports the installation of give way signs on Cumnor Terrace (Sheet 17) to give cyclists on Sheldon Street priority through the intersection. 26. The CDHB supports the installation of a new signalised crossing on Garlands Road (Sheet 19) as this will allow pedestrians and cyclists better access to the Tannery. 27. The CDHB supports the use of a landscape separator between the path and the Road on Cumnor Terrace (Sheet 20) as this will discourage people from attempting to park on the cycleway. 28. The CDHB recommends that mobility parks are installed outside of the Tannery so that people with mobility issues can easily access the site. (Sheet 21) 29. The CDHB supports the installation of a pedestrian refuge on Kennaway Road (Sheet 27). It is vital that there is a safe place for pedestrians and cyclists to cross. It is also important that the refuge is large enough to accommodate both cyclists and pedestrians. 30. The CDHB recommends that guard rails are installed along SH74 Tunnel Road by the sections of the shared cycle path that run very close to highway (e.g. Sheet 28). 31. The CDHB recommends that CPTED principles are incorporated into the final design of the cycle path under the Tunnel Road Bridge (Sheet 30) to ensure that it is safe to use. Conclusion 32. The CDHB does wish to be heard in support of this submission. 33. If others make a similar submission, the CDHB will not consider presenting a joint case with them at the hearing. 34. Thank you for the opportunity to submit on the Heathcote Expressway – Puari ki Kahukura. (Please refer to email attachment)
118			N	I am concerned that this cycleway has not properly considered the needs of those who will be accessing the businesses along Ferry Road and adjacent streets. To remove so much parking and narrow the carriageway so significantly will adversely impact all these premises along Ferry Road and cause safety issues for both motorists and cyclists. Ferry Road has always been a major Road and to have it changed so drastically without due consideration of the consequences is poor planning, especially as things are not yet back to normal flows after the earthquake repairs.

				To remove the ability to turn right at Fitzgerald Avenue/Ferry Road will be a major disruption at this busy intersection and will create congestion. Also to prohibit the left hand turn on Ferry Road south will have similar effects. There has been insufficient consultation and inadequate consideration of alternatives for the cycle way. I would favour the rail corridor being used.
119	y			Native NZ trees like the New Zealand Christmas tree are threatened by possums in the wild, yet I was delighted to see whole streets in Petone (near Wellington) had been planted with these lovely trees. They don't grow too high and would not threaten the electricity wires overhead. Please, please, please ... can you consider native trees like that, for planting along the new cycle routes.
120	Y			Just love the whole idea of it and totally makes sense I support the Heathcote Expressway connection to the city, and the views riding back to the port hills via the Truscott's/ Martindales Road close to the railway lines are a spectacular way for any tourist to then make their way onto the gondola. I also like the safer option this gives of getting to the tannery by bike from Heathcote and then linking back to the city.
121			N	My Reasons are as follows I am an active cyclist, aged █ years, I cycle to maintain fitness, with aerobic exercise. My preferred area, is semirural, I Belfast Marshlands, and well away from mixed, residential and industrial areas. I see no merit in the plan, to negotiate the Ferry Road, Linwood, Wilsons Road, Woolston, Charleston industrial areas, and to generally meander through, the Charleston residential pocket, and ultimately, to end up at Heathcote Ferrymead. It has NO identifiable purpose. If, as the CCC claims, available funds for cycle ways, are provided with restrictive, predetermined' time use restraints, then it is their duty, on behalf of affected taxpayers / ratepayers, to apply pressure on the Government, to change the policy, that has resulted in this rushed plan, being revealed to interested parties, as a virtual fait accompli. In my case documentation arrived on the 25th November 2016 three days before my wife and I took a long planned trip, from which I have just returned. This treatment is an arrogant denial of natural justice, with its requirement that all submissions are required by the 15th December. My family have for several generations, been property owners in the Ferry Road Linwood area, my father █ had business interests there from 1933, and his father before that. I myself have watched from my formative years, the transformation from residential, to the intensive, industrial land use, of Ferry Rd. between Fitzgerald Avenue, and Wilsons Road. It is a vibrant hub of business activity, but it is now many years since I cycled to that location. The CBD is struggling to restore itself, but it will, and the preferred arterial route, Ferry Road from the Eastern seaside, and hill suburbs, will once again hum with traffic seeking to enter the CBD as they did before the earthquakes, so long as the city planners attempts at social engineering, are effectively resisted and I trust they will be. The contrasting evidence for all to see, is the renewal that the business community of this district have achieved, with new buildings and quality repairs, a renewal that will be seriously jeopardized, by the impact of a cycleway as planned, with the loss of parking, and attendant obstruction to normal traffic, of goods service, delivery vehicles, and the large trucks and tradesmen's vehicles that use the area, and are essential to keeping this city functioning. As a ratepayer, I would have hoped the council would have recognised, how important it is, to nurture the businesses that have survived, and who have placed their trust in the future of this city, and demand that the council not do anything, that would be harmful to their interests. The CBD is an embryo yet to develop, with some lovely new buildings emerging, but present plans reveal it to be largely tenanted by Government Departments and Quangos, The movers and shakers are watching, but have yet to make up their minds, as can be deduced from the many "FOR LEASE" stickers, on new plate glass office fronts. Returning to my statement that the Ferry Road to Heathcote Cycleway has no identifiable purpose, let us consider its commencement at the T-intersection of Fitzgerald Avenue and Ferry Road heading east. Where are these numerous cyclists that require so much space going to materialize from? And where are they going? As they meander through Charlestown and Woolston through Waltham to Heathcote will they gawk at the residents of Charlestown and Waltham as they leisurely cycle along, that could be very unwelcome to residents. By its design it will not serve the purpose of an aerobic exercise for cyclists who need safe cycle ways to fill the lungs and pump the blood while hopefully staying off DHB waiting lists even in old age. Importantly what will they do when they get there, They will never be permitted to enter the Road tunnel and access Lyttelton. Further, consider, if and when cycleway users travelling from east to west emerge from Ferry Road onto Fitzgerald Avenue, WHERE WILL THEY GO, will they evaporate into the CBD. An attempt by the planners to address the safety considerations of the cycle way users by erecting raised separation barriers is a very clumsy attempt to strangle the business users of this district all of whom are major contributors to the productivity of this city, the same cannot be said for the expected users of the cycleway. In my residential suburb of Saint Albans the clear curb to curb carriage way is ten metres, The proposed cycle way plan envisages 6.9 metres between vertical separating barriers for two way traffic which in the light of the recent Act covering Occupational Health and Safety Statutes is clearly unsafe for cyclists and drivers alike. I envisage a false sense of protection will exist in the minds of cyclists as they cross the gaps between all the entrances/driveways particularly with the tighter turning circles business owners, customers, and truck drivers, will be confronting both on entering and exiting their properties. In Summation I regard the Heathcote Express Major Cycle Route Plan and the accompanying process to be flawed in all respects.
122	Y			I am very much in favour of the plan for the Heathcote cycle way and will be likely to use it on most days. The plan as is, is fine but I would also be happy to have any sections of it more directly along the railway line. I appreciate that this may cause safety issues but hope I live in a city where this shouldn't be a problem and that hopefully lots of people would be using it at any one time. A connection along the railway line parallel to Moorhouse Ave through to tower junction where a large number of people work would be even better. Either way, great go for it. The sooner the better. Very happy that it starts at the end of my street!
123	Y			Hey, I recently moved into █ Mackenzie Ave and the vendor selling us the house (who had lived in it for the past 13 years and had no idea that my wife and I ride bikes) very excitedly and proudly handed us the info pack for the Heathcote Expressway and enthusiastically announced that a cycleway was going to be built running right past our front door. We were equally stoked!! We specifically bought in this area because we wanted good bike access to the places that are most important to us: the central city (for work, nightlife, cultural stuff, Hagley Park, shopping etc.), the Port Hills (for recreation), and the general Heathcote area (for the parks, the Tannery, Woolston Village, the Uprising rock climbing gym - the list could go on!). This was a major draw card for us buying on Mackenzie Ave so we were over the moon and couldn't believe our luck when we learned the cycleway was planned for our Ave!! I fully support the proposed designs. I would expect there will be some opposition to the loss of the right turn out of Mackenzie on to Ensors Rd. I can understand this turn ban will be a bit annoying for residents living at that end of Mackenzie (and it'll take me some time to get used to too). However, for anyone else further east (toward the river) it's way more preferable to use Hopkins St and take the left turn into Ferry Rd anyway. It doesn't add any significant time to the journey and at busy times I think it's actually quicker because the right turn out of Ensors is horrendous and cars travelling both directions on Ensors generally go way too fast. Making that turn is often like running a gauntlet and I think removing the right turn out of Mackenzie probably has merit as a safety project on its own regardless of the cycleway (but you guys will have the data on whether that's the case, I just have a hunch based on it being a really horrible turn). If you can come up with a design to keep the right turn and keep everyone happy then maybe that would be a good politically safe way to go, but if you can't, then I'd be happy to lose the right turn. I also expect you'll get plenty of opposition to the loss of carparks on Wilsons and Ferry Rd's. All I can say is, I fully support the removal of any parking spaces necessary to make way for the bike way. I'd really support you being bold about this and not compromising too much because I see that as the critical section of the cycleway - if it's not super safe, roomy and pleasant for bike riders through that busiest section coming into the central city then it'll undermine the whole thing. Stay strong, ditch the parks! I also envisage the Fitzgerald Rd intersection being pretty intimidating just because of the size of the intersection and the sheer distance to cross. Even with good signals and priority I think it'll feel pretty exposed out there as a cyclist in the middle of that beast. Anything you can do to reduce the sense of exposure and the feeling of being a tiny cyclist adrift in a sea of tarmac with multiple big wide traffic lanes surrounding you on all sides would be great - I don't have any great ideas how to do this sorry, but looking at the proposed design it looks like a hell of a long way for an unaccompanied 10-year old kid or someone very new to cycling to cross. I appreciate that there will be cycle signals to make it safe, but any physical design features that could be added to make it feel safer would be great. Finally, I lived in Vancouver for a while a few years back which was where I first encountered neighbourhood greenways for cyclists. These were undeniably much more pleasant streets for residents (whether they were cyclists or not), traffic was light and slow, they were great to walk along and safe and pleasant for kids to play along. I'm stoked Mackenzie Ave will be getting that sort of treatment, I know it'll be great for our property value which I'm stoked about given we bought before the cycleway went in. All I'd say on that note is, don't be stingy on the planting and amenity treatment along Mackenzie Ave - I'd be gutted if it ended up just looking like the same street with a few sharrrows slapped on the Road here and there. Please do as much nice traffic calming and beautification as the budget will allow. Mackenzie Ave seems generally pretty good for traffic speeds as it is but there is the odd speeder who likes to put the boot down and race from one chicane to the next. I

			reckon it'd make our awesome street even better if there were a few more of those chicanes (or whatever the latest and greatest feature is you have in the arsenal for slowing traffic speeds), that would be awesome - and plant them up to make them look nice. Good stuff CCC. Love the plan, stoked to have it on our beautiful street, and can't wait to have it up and running. Bring it on!
124	Y		About time to cross garlands Road by bike is treacherous to get to the warehouses on the other side these cycle ways are long overdue I have no problem with the beautification of Sheldon street may use my bike more thank you
125	Y		No comment
126	Y		No comment
127		Y	<p>I support the principle of the Major Cycleway but have some questions/queries etc. I put a number of questions to Council to hopefully address some of them prior to making a submission however the responses didn't really answer my questions.</p> <p>The options assessment memo on the website doesn't really address why the route along Opawa Road was ruled out. This is where the shops, churches and schools are close by. It mentions cost and parking removal, but on asking for further information from Council about the costs this wasn't provided. Have parking demand surveys been undertaken to rule this out based on data or is it a perceived issue of loss of parking? There is a low parking demand except for outside the shops where most people park on the outbound side. The area outside of the Pub and shops on Opawa Road north of Brougham Street is dangerous for all Road users' not just cyclists and it would be a good opportunity to improve it for all users. If the Major Cycleway isn't using Opawa Road can council re-surface the shoulders and mark on-Road cycle lanes for those that use this route? Which is a well-used and known cycle route.</p> <p>There is inconsistency in the route selection document, in one case consenting of a new bridge was an issue for one section but was okay in the preferred option at Richardson Terrace. Also, the cost of signals seemed to be weighted low but the proposed works around the riverbanks including any geotech work required where significant number of trees are being removed) I would imagine isn't going to be cheap? But doesn't appear as a factor? But also with some re-jigging of the intersection I can't see how Curries/Tanner requires traffic signals? One of the streets is a local Road.</p> <p>I support the removal of the parking on Ferry Road to accommodate safer cycleways. I bike this way and the fear of being doored by people getting in and out of cars without looking is very real in this location. There is parking on side streets and all businesses have off-street parking. The Wicked Campers that are parked on-street at night just take up valuable space that could be used for good cycleways. The other issue is people cutting through from Lancaster to Philipps Street at speed, moving the island on Philips closer to Ferry could help slow vehicle speeds turning. How many large vehicles are needing to be accommodated? I notice during church services there is a high parking demand but from their website they appear to be relocating shortly anyhow.</p> <p>Can it be confirmed that the right turn from Ferry Road to Fitzgerald Avenue will be held on an arrow for eastbound cyclists? Drivers are forever cutting in front of cyclists.</p> <p>Can the design be amended on Fitzgerald Avenue to retain the trees and also to plant new trees to replace those that are being removed?</p> <p>It would be great to get more trees into the streetscape along Ferry Road to improve the overall environment.</p> <p>It would be preferable for northbound cyclists on Wilsons Road to be provided with an on-Road protected cycleway. Vehicles park on the wide footpath including taxis. The project team stated that this had not been observed on site, but I see it all the time. If a shared path is being provided can the parking be removed on the west side an on-Road cycle lane be marked for people who just want to stay on the Road that have come north on Wilsons Road.</p> <p>Footpaths are for feet and not everyone wants to share for short sections as it provides an inconsistent level of service.</p> <p>Charles Street is uncomfortable to ride on with lots of loose chip and an uneven surface in parts. I asked for copies of recent traffic and speed counts for Charles Street after feeling intimidated on occasion by some drivers. I was referred to the Council website for traffic counts, with the latest counts being over 10 years old. How can Council be confident that a neighbourhood greenway is the safest option with old count data and no speed data? In an area, also that is changing from single unit sites to higher density housing? On occasion drivers use Charles Street, Grafton Street and Glenville Street to avoid using Ferry Road when congested to get to Ensors Road? If the greenway is to stay, can more vertical calming and some parking be removed for larger build outs be added along Charles Street, particularly with the give-ways being removed that could induce higher speeds as drivers also now take priority.</p> <p>The Charleston area does not have a great reputation, how will users particularly younger and female cyclists feel riding through in dark winter nights at peak hours when the surrounding routes are not suitable for this category of cyclist?</p> <p>The crossing of Ensors Road for people on foot and bicycle is odd. The cycle crossing requires cyclists to cross Mackenzie Avenue to get to the north side. It's difficult in the morning to look behind into the sun and to cross over to use the path? And also, vehicles turn left from Ensors Road at speed so can be difficult to judge what is coming. Vehicles are exiting from a 60km/hr Road and take the corner at high speed. What counts have been undertaken to determine the location of the pedestrian crossing?</p> <p>When asked about the banned turns, the project team responded that the Network effects of package of banned movements at various intersections to be finalised during detailed design. How can people making a submission do so without understanding what the implications are for them with banning turns? Has any modelling been undertaken to see where the traffic moves too?</p> <p>In regards to Mackenzie Avenue what further measures will be introduced to keep volumes and speeds low for a neighbourhood greenway. Again, I asked for traffic count and speed information for Mackenzie Avenue and was referred to the Council website. Again most counts are old with one more recent count in 2010, which shows over 2000 vehicles per day use the street at the Ensors Road end. IS there more up to date count data? Also, again no speed data was provided, but it is evident on street that speeding occurs with tyre skids on the Road, a car had gone into a fence not long ago and drivers try to race you into the traffic calming at 71 (the paths to the side are generally covered in bar or loose gravel from driveways). How will volume and speeds be managed if the plots continue to be converted into higher density sections? Is it possible to get the surface looked at, I ride a bike with little/no suspension and there are parts that are not comfortable to ride on if riding closer to the kerb.</p> <p>I am concerned about the layout at Richardson Terrace and Clarendon Terrace. I support the idea of giving priority to cyclists but the speed of drivers on these two streets is pretty high and the confidence that they will stop for a cyclist at this point is low so I would be hesitant to continue cycling across. Can further measures on the approaches to the bridge on these Roads be considered? Have traffic and speed counts been undertaken? I think there should be some re-consideration about the alignment and the heritage/memorial seating that is located close to the bridge. Are you aware of this feature? What will the bridge handrail heights be on the bridge? Children fish on the bridge and this should be allowed to continue.</p> <p>If cyclists are in the carriageway on Sheldon Street, why do all the kerbs and channels need to be replaced? Couldn't the money be saved here? And if residents can't turn right here does it put more traffic onto Clarendon Terrace?</p> <p>There needs to be further parking restrictions on Radley Street as it is difficult to see when leaving Sheldon Street particularly when the bus is parked.</p> <p>Why doesn't Cumnor Terrace have the same treatment as Sheldon Street so the riverbank doesn't need to be altered so much? I do not support the removal of all the trees. Why is a separate path needed? Are the flows that high?</p> <p>With restrictions at Garlands won't this reduce the flows? If the angled parking to the south of Garlands Road is being removed why is a separate path needed? Why can't additional traffic calming be provided in both sections of Cumnor Terrace and the environment changed to support cycling rather than removing so many trees and introducing a barrier between the retail space and the riverside? If the riverside is improved will there be enough room on the path for people to site and enjoy the space and have cyclist and pedestrian demands on the path? London and now Auckland have shared space streets and lanes that are one-way but allow contra-flow movements for cycling.</p> <p>Could a shared space treatment be provided? Cumnor Terrace at Maunsell Street should be tightened up to slow traffic down, particularly as Cumnor is a one-way street for car parking.</p> <p>Whilst I am not overwhelmed by the remainder of the proposals, I won't use any of it so have concentrated my comments on the parts that I could use.</p>
128	Y		<p>I wish to submit my full support and enthusiasm for the proposed cycleways (Heathcote Expressway). As a new home owner on Mackenzie Ave I was absolutely delighted to hear that the cycleway will be coming down our street and will provide a safe, accessible and attractive transport mode for getting into town and the many surrounds that our city offers.</p> <p>Safe, separated cycleways are a must for mobilising our city in a low carbon, affordable, healthy and fun way.</p> <p>Love your work - keep the vision,</p>
129		Y	<p>The Heathcote Expressway overall is a fantastic initiative, and we are all excited to see this progressing.</p> <p>The only reservation that I have regarding this project is based on the route selection between Scruttons Road and Martindales Road (Section F). I believe that the safest and most usable route would be the Red Route compared with that of the Green and Blue Routes.</p>

				<p>Having the Red Route implemented would enable children to access the Heathcote Expressway from many of the adjoining streets on the South West side of the railway line. These include Warner Pl, Laing Cres, The Tors and Romar Ln.</p> <p>Having the Green Route implemented would provide unnecessary temptation to children to cross the rail lines to connect with this Heathcote Expressway or have them walk/cycle further around the streets to make this connection.</p> <p>The Blue Route would provide no major advantage to the general walking and cycling public, and adversely affect the residents on Port Hills Road.</p> <p>It is of my opinion that the Red Route would be the most logical solution and provide the greatest benefits to the Heathcote Expressway users, children of Heathcote and general public.</p>
130			N	<p>I agree we need to make it safer for cyclists to move around our city but object to forcing changes in a residential area that will make it more dangerous for residents and school children by closing the right turn out of McKenzie Avenue cutting off our ability to get across Ferry Road to Linwood and Eastgate Mall and into the central city. This will direct traffic down Hopkins Street to the intersection with the local school, this is already dangerous for the children without the extra traffic. McKenzie Ave already gets a lot of traffic that comes from Ferry Road down Hopkins Street to avoid the lights at Aldwins Road corner. A 30km speed limit in a residential Street is not reasonable when all around are moving at 50km.</p>
131		Y		<p>As a resident of Mackenzie Avenue I notice on the plan that there will be no right hand turn from Mackenzie Ave into Ensors Road. That will force residents wanting access to Ferry Road to use either Hopkins Street or Richardson terrace. Those resident from Ensors Rd to Hopkins Street will have to use Hopkins Street which will put a lot of traffic past the school to an uncontrolled T-intersection on a very busy Ferry Road, which is already difficult to get into at times. The new raised platform adjacent to █ Mackenzie Ave is positioned over a manhole in the middle of the Road! Over the last few years Mackenzie Ave has become a very busy street as a lot of traffic is diverting off Ferry Road down Hopkins St to access Ensors Road to negate the traffic lights at Ferry Road/Ensors Road intersection. I do not see the need to reduce the speed limit to 30km/hr in Mackenzie Ave as cyclist already use this street at the current speed limit.</p>
132		Y		<ol style="list-style-type: none"> <li>1. I am not happy about losing my on St parking which we rely on as our driveway is not wide enough to ensure we can park our family car on and access both sides to get our kid in. As for this "garden" which no doubt I will be tending to, now I have no issue with the gardening as I enjoy gardening but a bigger bin would be nice</li> <li>2. With this st upgrade wouldn't it be easier to run the power lines underground at the same time? You do it in the new subdivisions and have started in other upgrades. Saves doing a single job 3 times and blowing out the budget.</li> <li>3. The footpaths I take it will be upgraded at the same time, if not why upgrade a street right? At this time I ask for a 1sqm bit of asphalt in my berm running up to my footpath at my house. ( I'd do it myself with concrete as that's what I do for a living but sadly I'd receive a notice to remove it as it is on your land)</li> <li>4. Has anyone involved in planning actually been down Sheldon St? Seems like Google maps is enough to help with these changes you have planned. Sometimes the best form of planning is knowing the area. Just an idea...</li> </ol>
133	Y			<p>I am fully supportive of the proposed route of this cycleway, particularly the first section from the city as far as The Tannery. A safe separated path along Ferry Road and Wilsons Road opens up access to the south east from the north of the city, where currently the Ferry Road, Moorhouse Avenue intersection does not feel particularly safe. In the future it will be good to see some changes made around the Opawa School and shops that makes it easier and safer for children to get to school and residents to make short trips in the area. The greenway streets, Charles, Mackenzie Ave and Sheldon Street feel ideally suited for calming treatment, and for those going to Heathcote the route is relatively direct. A link from the path into Dalziel Place would be helpful, if it could be considered for the future. In combination with the Papanui Shag Rock Cycleway I think this would be an ideal circuit for tourists and needs to be marketed as such. Helpful would be good signage and safer street treatment to allow access to the Gondola, and to the Coastal Pathway route to Sumner</p> <p>Thank you for the opportunity to make this submission</p>
134	Y			<p>As someone who travels this route often because it's such a pain from New Brighton, I like to know I'll be more protected from swinging car doors. I see cars fly through Woolston all the time, despite the lower speeds and this may increase foot traffic and boost economic development in the area. Thank you.</p>
135		Y		<p>The proposed Heathcote Expressway cycleway will greatly improve cycling accessibility between Heathcote and other south-eastern suburbs and the central city. The implementation of this route is critical in establishing Christchurch as an accessible city for active transport, improving accessibility to the local attractions and educational facilities along the route. For this reason Generation Zero strongly supports the proposal.</p> <p>Generation Zero strongly support of the following design aspects of the Heathcote Expressway:</p> <ul style="list-style-type: none"> <li>- The proposed preferred route is most desirable. The alternative options along the route are not favourable as these options have major safety concerns. Less safe routes will result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, as they will feel less confident doing so.</li> <li>- The proposed 30km/hr speed limit in the proposed neighbourhood greenways will ensure a safer environment for cyclists sharing the Road with motorists.</li> <li>- The proposed reduction of car parking spaces along Ferry Road, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road is essential in achieving a safe and user-friendly cycleway. Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles. In business and retail areas the reduction in car parking will incentivise commuters and customers to consider other alternative modes of transport to work.</li> <li>- The proposed new signalised pedestrian and cyclist crossings across Wilsons Road and Garlands Road will facilitate an easier and safer crossing. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</li> <li>- The proposed separated unsynchronized crossings across Ensors Road accommodates for cyclists crossing the Road faster than pedestrians.</li> <li>- The proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace will ensure the safety of cyclists and pedestrians using the cycleway.</li> </ul> <p>To improve the design and safety of active transport users along the Heathcote Expressway, Generation Zero requests that the following changes are made to the proposed plans:</p> <ul style="list-style-type: none"> <li>- To attract the "interested but concerned" portion of the cycling population, the safety measures of physical separation from motor vehicles and 4m wide shared and bidirectional pathways must not be compromised, in order to ensure less confident cyclists feel safe and are encouraged to get on their bikes.</li> <li>- An alternative route should also be included in the proposed plans to link Dalziel Place into the cycleway, providing workers in the industrial area with a more direct route to work.</li> <li>- We ask Council to extend the end point of the proposed route up Station Road to Heathcote Valley Primary School to provide pupils with the safe option of cycling to school. A safe crossing is also required across Martindales Road to ensure an uptake in active transport users on this route.</li> <li>- The separated shared path along Cumnor Terrace needs to include more separator gaps to ensure the pathway can be easily accessed from the surrounding houses and businesses.</li> </ul>
136		Y		<p>The proposed Heathcote Expressway cycleway is critical in establishing Christchurch as an accessible city for active transport. It will greatly improve cycling accessibility between Heathcote and other south-eastern suburbs and the central city, improving accessibility to the local attractions and educational facilities along the route. For this reason I strongly support the proposal.</p> <p>As a Wilsons Road North resident, I strongly support of the following design aspects of the Heathcote Expressway:</p> <ul style="list-style-type: none"> <li>- I strongly support the proposed preferred route, as the alternative options along the route have major safety concerns. Less safe routes will result in a decline of the "interested but concerned" portion of the cycling population using this cycleway, as they will feel less confident doing so.</li> <li>- I strongly support the proposed 30km/hr speed limit in the proposed neighbourhood greenways, as this will ensure a safer environment for cyclists sharing the Road with motorists.</li> <li>- I am in particularly strong support of the proposed reduction of car parking spaces along Ferry Road, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road. I have no objection to the proposed loss of car parking along Wilsons Road North outside my house. As a regular cycling commuter along this section of Ferry Road I am in strong support of the proposed new signalised pedestrian and cyclist crossings across Wilsons Road North, as well as the proposed reduction of car parking spaces along Ferry Road. This measure is essential in achieving a safe and user-friendly cycleway. Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles. In business and retail areas the reduction in car parking will incentivise commuters and customers to consider other alternative modes of transport to work.</li> <li>- I also strongly support the proposed new signalised pedestrian and cyclist crossing across Garlands Road and the separated unsynchronized crossings across Ensors Road. These crossings will facilitate an easier and safer</li> </ul>

			<p>crossing for active transport users. The design of the new crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <ul style="list-style-type: none"> <li>- I strongly support the proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace. This will ensure the safety of cyclists and pedestrians using the cycleway. To improve the design and safety of active transport users along the Heathcote Expressway, I recommend that the following changes are made to the proposed plans:</li> <li>- To attract the "interested but concerned" portion of the cycling population, the safety measures of physical separation from motor vehicles and 4m wide shared and bidirectional pathways cannot be compromised in the proposed plans, in order to ensure less confident cyclists feel safe and are encouraged to get on their bikes.</li> <li>- An alternative route should also be included in the proposed plans to link Dalziel Place into the cycleway, providing workers in the industrial area with a more direct route to work.</li> <li>- I strongly suggest Council extend the end point of the proposed route up Station Road to Heathcote Valley Primary School to provide pupils with the safe option of cycling to school. A safe crossing is also required across Martindales Road to ensure an uptake in active transport users on this route.</li> <li>- The separated shared path along Cumnor Terrace needs to include more separator gaps to ensure the pathway can be easily accessed from the surrounding houses and businesses.</li> </ul>
137		Y	Great way for us, who live in Lyttelton and are keen to bike rather than drive, to get around more quickly. One issue though: currently the capacity on the buses from Lyttelton through the tunnel is not enough to carry all bikes - they are often oversubscribed. One suggestion would be to create a secure bike park in Heathcote so that Lyttelton people have the option of leaving their bikes in Heathcote overnight.
138	Y		I would love some secure bike parking at Heathcote for those who live in Lyttelton to keep a bike at Heathcote as the bike racks on the bus can be full.
139	Y		The people of Lyttelton need an easy way to get through the tunnel and onto Christchurch. I support this AND allowing free travel on the bus for those with bicycles. All of these options are wonderful ways to connect up all the bicyclists in the harbours with the city.
140	Y		Build it and they will come.
141	Y		No comment
142		Y	More needs to be done for residents living through the tunnel in the bays. Often we cannot get on the bus with bikes as already has bikes in there!
143	Y		No comment
144	Y		Looking forward to using it! The more direct and faster it can be cycled the better - don't put in any "experience enhancers" that may slow the route down. This is commuter territory, so as usual most people who may use the path are late and in a hurry - if it's too slow then cyclists will go back to Brougham to get to the office on time. The plans are looking good so far - keep up the good work!
145	Y		<p>The proposed preferred route is definitely the best option as alternative options have major safety concerns. Given that the Council's target user market for this route is the "interested but concerned" portion of the cycling population, safety (and PERCEIVED safety) needs to be a priority. People need to feel confident using it.</p> <p>A 30km/hr speed limit in the proposed neighbourhood greenways will ensure a safer environment for cyclists sharing the Road with motorists.</p> <p>An alternative route should also be included in the proposed plans to link Dalziel Place into the cycleway, providing workers in the industrial area with a more direct route to work.</p> <p>The proposed cycleway should be extended up Station Road to Heathcote Valley Primary School to provide pupils with the safe option of cycling to school. In conjunction with this, a pedestrian crossing should be installed across Martindales Road.</p> <p>Safety measures of physical separation from motor vehicles and 4m wide shared and bidirectional pathways must not be compromised in order to ensure less confident cyclists feel safe and are encouraged to get on their bikes.</p> <p>Reduced car parking spaces along Ferry Road, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road is essential in achieving a safe and user-friendly cycleway. Ratepayers should NOT be obliged to support on-street car parking for private businesses and residents' private vehicles. In business areas, the reduction in car parking will encourage commuters to consider other alternative modes of transport to work.</p> <p>The proposed new signalised pedestrian and cyclist crossings across Wilsons Road and Garlands Road will facilitate an easier and safer crossing. The design of these crossings should include advanced signal detectors on the approaches to ensure minimal waiting times for cyclists.</p> <p>Separated, unsynchronized crossings across Ensors Road will accommodate for cyclists crossing the Road faster than pedestrians and is a good idea.</p> <p>The proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace will ensure the safety of cyclists and pedestrians using the cycleway.</p> <p>The separated shared path along Cumnor Terrace needs to include more separator gaps to ensure the pathway can be easily accessed from the surrounding houses and businesses.</p> <p>Overall I am in full support of this cycleway going ahead. Please do not make compromises on safety or convenience for cyclists. We need more people on bikes in Christchurch!</p>
146	Y		No comment
147	Y		<p>I think the proposed preferred route for this project is most desirable option. Improving the cycling facilities on Ferry Road out of the city is very important. The proposed reduction of car parking spaces that support this, as well as on, Wilsons Road, Charles Street, Cumnor Terrace and Truscotts Road is essential in achieving a safe and user-friendly cycleway.</p> <p>Ratepayers should not be obliged to support on-street car parking for private businesses and residents' private vehicles. In business areas the reduction in car parking will encourage commuters to consider other alternative modes of transport to work.</p> <p>Additionally, the proposed motor vehicle turning restrictions on Wilsons Road, Ferry Road, Mackenzie Ave, Sheldon St and Cumnor Terrace will prioritise the movement of cyclists and pedestrians and ensure their safety.</p> <p>Reducing speed limits to 30kmh in the proposed Neighbourhood greenways will not only make it safer for all Road users, it will also improve the street environment of these areas.</p> <p>While I support this proposed route, I think the Heathcote valley end of the plan needs to be given some more consideration; ideally with an extension of separated facilities to Heathcote Valley primary school, and also further along Bridle Path Road towards the estuary.</p> <p>Cycle facilities on Bridle path Road near the estuary are currently non-existent and leave cyclists in the Councils 'interested but concerned' target group particularly exposed. This is a missed opportunity for connecting this route into the wider network of protected cycle ways that continue along the causeway and to Redcliffs, and would substantially increase the value of this particular project for both casual users and commuters.</p>
148		Y	Support the plans with one recommendation that the cycleway be prioritised when crossing Roads (Kennaway Park and Scruttons Road are the examples where this appears to not be the case). The design for all other areas looks really good! Well done!
149			<p>N</p> <p>Since year 2000 to 2016 there is no increase of cyclists on the Road, if it was!! There should be 1,000s of cyclist on the Road now. What you are doing with these cycleway will cause major connection at all intersection and frustration for all.</p> <p>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, always check for Road danger and cars and watch out for other school children.</p> <p>Cycleway 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 needed telling any cyclist they must obey the Road code. Put up cyclist sign everywhere and get people aware of cyclist are allowed on this Road with cyclist's speed limit and telling cyclist to look behind, give way and other safety Road code requirements. Start spreading the word around. In Chch existing Roads 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 themselves. They are a danger to other Road users. My daughter used to ride a bike on the Road for leisure but doesn't now, the bike is sitting in my garage collecting dust. She used to go to a park at Pines Beach she would put the bike into her car and drive from Halswell to there, but what happened was when she parked her car, her car got broken into and smashed the car window so that was the end of biking. She hardly ride on the Road, she drive her car and then ride - no need for special cycle route.</p> <p>Existing Road around Chch is adequate for leisure cycling, our Roads in Chch are wider than normal compared to other cities. I just recently met a cyclist on Cashmere Road after 6pm going for a leisure ride and I asked him about this new cycle route from Halswell to the CBD, he said he wouldn't use this route into town. I asked him why he said he wouldn't leave his expensive bike in town because someone would steal it.</p> <p>I have driven around Chch, all the time day and night from 8am to night time, summer, winter, spring, autumn and there hardly any cyclist on the Road. The reason is we all love our cars.</p>

				If you want to spend some real money and develop something that really stands out you should read my submission about a cycleway stormwater 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 stormwater management plan for our area. And so on and so forth (see email for rest but along the same lines)
150	Y			I also support plastic pegs that provide visible barrier to dissuade drivers from entering cycle lanes
151	Y			I live in Heathcote and am a cyclist this would make life so much more simple and lovely. Please do it!
152	Y			Bring it on!
153		Y		Some provision needs to be made for Lyttelton (and other bay) cyclists. Currently the only option is to either use the bike rack on the bus, of which there are too few spaces during peak hours, or drive your bike through the tunnel on your own rack and park up somewhere, which creates its own parking issues. Possible solutions would be to: 1. Create a secure bike park in Heathcote for securing bikes. 2. Convert the tunnel ventilation shaft to allow bikes to cycle through/ 3. Set up a rapid turnaround bike shuttle service between Lyttelton and Heathcote. Possible solutions would be to allow bike access through the tunnel using the ventilation walkway
154	Y			I support the expressway and think it is a great idea. Appreciate all the work which has gone into it. Just would like to think there is as sounds like there is a few spots along the way where cyclists can enter and exit from so it can be used by so many people from everywhere.
155	Y			
156			N	I have grave concerns for the cycle expressway. As a landowner and landlord of three units at █████ Ferry Road I speak for my tenants and their staff who voice their concerns for car parking or lack of. The majority of staff park street side allowing clients and businesses access to use the parks allocated for prospective units. This complex has 18 units of which average around 5-6 staff that's some 90 odd people looking for parking! The Council have grossly under estimated the impact this would have, you are catering for a few minority cyclists versus the people that actually work and have businesses on Ferry Road. How does the Council justify the expense of such a project when so many other suburbs and Roads are in disrepair? In most cases the businesses choose their location for the extra parking street side, Council are looking to take that away!
157		Y		We live in Skylark Lane off Sheldon St. Our main concern is not being able to take any right-turn at the Sheldon-Radley St corner. This would be the turn we would make to get to Brougham St - a major arterial. There will be an impact on Marshall and Tar under Stes as well as Clarendon Terrace. Consider traffic control at Marshall St-Radley St corner. Perhaps some yellow lines (the dairy/shops won't like this). It's just that there will be a great probability of motor vehicle accident with increased right turning traffic and parked cars pulling out. Clarendon Tce Road surface will need more regular upkeep as the Road floods regularly back up the drains (flooding + traffic = increased damage). The surface is particularly poor beneath the rail and motorway underpass. As with the current state the new bridge over the Heathcote River needs to be a place where you can stop and lean on the rails to fish/admire the view. Keep the sides at a low height not high as seen on Fifield Tce. Take care over the memorial seating area for Johnson. It is right about where you plan to put the new bridge. Why not have two bridges? Keep the current bridge. Can all of Skylark Lane still put out their rubbish bins on Sheldon St?
158	Y			Looking forward to this route being available for use! Hopefully it'll have decent street lights on all of the route? Any plans to extend it to Lyttelton?
159	Y			Good to see this taking shape. You will need to monitor how effective the neighbourhood greenway sections are; they may need more work to reduce traffic volumes/speeds if need be.
160	Y			no comment
161	Y			Great idea good for the cyclists of Christchurch!
162	Y			No comment
163		Y		Overall I support the route and treatments proposed for this cycleway. I think the Sheldon Street (my street) treatment is excellent and support the island on Radley Street, this will be great for pedestrians as well. The no stopping lines need to be extended to ensure good visibility. If a new footbridge is constructed as planned please consider the children who fish off the bridge and the people that lean on the handrail to feed the ducks and enjoy the view. If the height is too high they will not be able to do this. For example the new footbridge on Fifield Terrace has 1.4m high railings, this bridge is very unattractive and people don't linger there anymore because of the high railings. A new bridge is an opportunity to get the local community (including the children) involved so please consider and engage with all users not just cyclists. Also please consider the Johnsons memorial seating area that is located on the Sheldon St side of the river where the bridge is proposed. Keep up the great work!
164	Y			I am really supportive of the Major Cycleway Programme. Already with more people biking around the city it feels as though the Roads are safer most of the time. This route will not be a regular ride for me, however the improvements along Ferry Road / Wilsons Road will be great. I think this will be good for tourist riders also, especially for the Port Hills / Gondola and Ferrymead Park visits.
165	Y			We are really excited about this cycle route. I use the Sheldon Street to Charles Street section of the route on my regular commute to work. I'm a confident rider, however I'm looking forward to the improvements to this section for use by my young family, as well as the improvements to some of the hairier parts, especially closer to town. I've got some feedback and a few suggestions from my familiarity with the route below: 1 I think the route through Ferry Road and Wilsons Road is a very logical choice. The turning restrictions at either end of Ferry Road will be a minor inconvenience to a few, but will improve the flow and safety of those intersections for many. If this route falls over, my next preference would be to continue the brand new section of two-way at St Asaph/Madras up Ferry Road, around the corner onto Fitzgerald Avenue and continuing up Palgrave Street. This might require banning the left turn out of Falsgrave Street onto Moorhouse Avenue, and signalling the left turn slip from Moorhouse Avenue onto Fitzgerald Avenue – not sure how you'd get on with that. From Falsgrave Street, the two-way could continue on Stevens Street in front of the stadium and swing around the corner onto Wilsons Road. Both directions of cyclists would cross onto Charles Street at the new crossing. This is obviously a second-best, with a few details that would need to be worked out, but could be worth keeping in mind. 2 The improved cycle lanes on Fitzgerald Avenue at Ferry Road are great, nice to have dedicated cycle lanes, and not between a shared through/left lane and the kerb! 3 I've had quite a few close calls at the intersections along Charles Street with drivers travelling too fast and not looking properly, and I don't know if your proposed treatments are going to solve the issue. Can I suggest that all the side Roads be made STOP controlled? I'm pretty sure that if you applied the MOTSAM criteria of 1.2 x the 85th percentile speed at 9 m from the limit line, STOPS would be required at most intersections. 4 The crossing of Charles Street from the greenway to shared path has westbound cyclists leave the Road before suddenly turning onto the Road with priority over Road traffic. A following driver may not expect this, which could lead to a collision. It is also inconsistent with the treatment at Mackenzie Avenue, where Road traffic has right of way. I would support giving Road traffic priority over cyclists using the crossing. Most riders would probably just ride straight onto the shared path, regardless, but the delay for those using the crossing would be minimal given the amount of traffic on Charles Street 5 The crossing of Ensors Road is great for cyclists, and I support banning the right turn out for safety reasons. 6 The tree pits on Mackenzie Avenue may cause a few problems for the large diameter stormwater pipe running along that side of the Road, but I don't think they would work very well on the opposite side with the existing buildouts. 7 The treatment outside Radley Park might cause problems for access into █████ Cumnor Terrace and into Radley Park itself for maintenance vehicles.



			Overall, I'm really excited about this route, and am very much looking forward to it. I've posted a few questions on Social Pinpoint (A47A321 and A332D96) in mid-December, which haven't been shown on the website. It would be great if these could be uploaded and answered. Thanks!
166	Y		<p>Thank you for this opportunity to submit on this draft plan for the Heathcote Expressway.</p> <p>The Heathcote Express cycleway appeal to both daily commuters (adults, children, confident and less confident), and recreational 'street' cyclists and tourists. So it is very important that sufficient space for passing is allowed to ensure that slower cyclists and pedestrians (where the cycleway is shared) are not discouraged from using the cycleway due to lack of space.</p> <p>All 2-way shared cycle/walkway sections need to be 4 meters wide to allow Cycling Without Age type tri-cycles, adults cycling with children, mobility scooters, pedestrians with children etc. enough space to pass safely. And all shared cycle/walkway sections also need clear markings to let users know to stay left to allow other users to pass them safely. If short sections of shared cycle/walkway need to be less than 4 meters wide due to heritage trees, extra width before and after need to be provided to allow space for easy passing before and after these narrowed sections.... again clear markings/signage are needed to warn users of narrow sections and keeping left to avoid collisions.</p> <p>It is great to see right of way for cyclists and pedestrians leading onto the new 4.5 meter cycle/walkway bridge being installed for crossing the Heathcote river at the end of Mackenzie Ave. Great work! We would like to see more intersections giving way for cyclist and pedestrians to encourage more people cycling for transport and help make local environments calmer and less noisy.</p> <p>Note! Please leave the existing pedestrian bridge to allow the elderly and people walking with small kids or dogs to cross on this pedestrian only crossing.</p> <p>The crossing of Garlands Road poses the biggest problem along the proposed Heathcote Expressway route. This crossing should ideally be a tunnel under the Road along with a long overdue replacement of the old and dangerous SH74A bridge over the Heathcote river. The proposed signalised crossing and advanced warning wither side of the crossing will not address the excess speed at which many heavy vehicles travel on Rutherford rd./Garland St, so more traffic calming and enforcement will be needed here to ensure safe crossing for especially slow and less confident cyclists and pedestrians alike.</p> <p>The long stretch of shared cycle/walkway along Cumnor Tce is 2-way, so 4 meter width is a minimum to ensure sufficient space for all users. This stretch is also lacking gaps in the separator to allow cyclists access to properties across the street.</p> <p>It is also important that planting along this cycleway is appropriate and be kept well away from the sealed edges to avoid overgrowing, as seen along parts of QEII drive and Northern Line, where the width is halved by overgrowth/overhang.</p> <p>Lighting along the whole of this route is also important to allow 24/7 year round use for commuters.</p> <p>Thank you for all the time and effort put into providing Christchurch with some much needed cycle infrastructure to allow more people to help make Christchurch a better place for all of us to live, work and move around.</p> <p>This cycleway is not connecting up to the Gondola at the end in Heathcote valley. This will hopefully be addressed in a separate project to allow locals and tourists to our magnificent Port Hills via the Heathcote Expressway cycle route.</p>
167	Y		<p>Thank you for this opportunity to submit on the draft for the Heathcote Expressway.</p> <p>This is in general a great draft plan.</p> <p>The Heathcote Express cycleway appeal to both daily commuters (adults, children, confident and less confident), and recreational 'street' cyclists and tourists. So it is very important that sufficient space for passing is allowed to ensure that slower cyclists and pedestrians (where the cycleway is shared) are not discouraged from using the cycleway due to lack of space.</p> <p>All 2-way shared cycle/walkway sections need to be 4 meters wide to allow Cycling Without Age type tri-cycles, adults cycling with children, mobility scooters, pedestrians with children etc. enough space to pass safely. And all shared cycle/walkway sections also need clear markings to let users know to stay left to allow other users to pass them safely. If short sections of shared cycle/walkway need to be less than 4 meters wide due to heritage trees, extra width before and after need to be provided to allow space for easy passing before and after these narrowed sections.... again clear markings/signage are needed to warn users of narrow sections and keeping left to avoid collisions.</p> <p>It is great to see right of way for cyclists and pedestrians leading onto the new 4.5 meter cycle/walkway bridge being installed for crossing the Heathcote river at the end of Mackenzie Ave. Great work! We would like to see more intersections giving way for cyclist and pedestrians to encourage more people cycling for transport and help make local environments calmer and less noisy.</p> <p>Note! Please leave the existing pedestrian bridge to allow the elderly and people walking with small kids or dogs to cross on this pedestrian only crossing.</p> <p>The crossing of Garlands Road poses the biggest problem along the proposed Heathcote Expressway route. This crossing should ideally be a tunnel under the Road along with a long overdue replacement of the old and dangerous SH74A bridge over the Heathcote river. The proposed signalised crossing and advanced warning wither side of the crossing will not address the excess speed at which many heavy vehicles travel on Rutherford rd./Garland st, so more traffic calming and enforcement will be needed here to ensure safe crossing for especially slow and less confident cyclists and pedestrians alike.</p> <p>The long stretch of shared cycle/walkway along Cumnor tce is 2-way, so 4 meter width is a minimum to ensure sufficient space for all users. This stretch is also lacking gaps in the separator to allow cyclists access to properties across the street.</p> <p>It is also important that planting along this cycleway is appropriate and be kept well away from the sealed edges to avoid overgrowing, as seen along parts of QEII drive and Northern Line, where the width is halved by overgrowth/overhang.</p> <p>Lighting along the whole of this route is also important to allow 24/7 year round use for commuters.</p> <p>Thank you for all the time and effort put into providing Christchurch with some much needed cycle infrastructure to allow more people to help make Christchurch a better place for all of us to live, work and move around.</p>
168	Y		<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><b>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects.</b> Should there be an officer's report or similar document(s) we would appreciate a copy(s). If you require further information or there are matters requiring clarification, please contact our Submissions Convenor [REDACTED] in the first instance. His contact details are:</p> <p>[REDACTED], Spokes Canterbury</p> <p>Opening Observations</p> <p>CCC has expended a great deal of time, energy, resources to try and come up with a creative solution to fit cycling into a transport network designed for motorised modes. Thanks to CCC for trying and please consult with people who cycle much earlier on.</p> <p>While a laudable effort it will rely on all Road users sharing space. CCC needs to resource and focus on education, promotion and to gain police support for enforcement if this level of transport culture change is to be successful. Just building infrastructure and hoping for the best is fraught.</p> <p>The project is called a major cycle way, but offers a narrow bi-directional shared path in far too many instances to merit the designation. People would like to have the option to commute safely and efficiently by bicycle. This project needs adequate widths to begin with and future proofing to expand the route should it realize the goal of encouraging more people to ride bicycles. It is not good enough to build inadequate infrastructure without planning for expansion.</p> <p>Spokes understands that some residents and businesses will be challenged by the loss of on street parking. Road safety concerns and the need to use Road space to meet transport needs, including for those who cycle or walk are more appropriate uses of ratepayers invested capital in real estate for transport.</p> <p>Specific Comments and Concerns</p> <p>The Fitzgerald/Ferry intersection appears well designed. This is a busy intersection and having pedestrians and cyclists crossing in two stages will require short waiting times to encourage both modes. Share the Road signage may help motorists to know that cycles are permitted to proceed in the 'vehicle' lanes.</p>

			<p>Thank you for a good effort for the bus stop at ■ Ferry Road. Please, all Ferry Road bus stops need to be designed to allow cycle traffic to continue unimpeded.</p> <p>The 2.1m wide cycle lanes on each side of Ferry Road are a much appreciated change and recognition that a Major Cycle Route is intended and designed to attract user numbers which will require at least this width. The 2.1m width is less than the 2.4m width required by CCC Cycle Design Guideline 2.4.1 for a MCR. With more people cycling and at different speeds passing is common. There may well be future demand to expand the lane widths further.</p> <p>Spokes assumes that all signalised intersections will include in Road sensors for bicycles.</p> <p>Wilson's to Stevens St offers a shared path in front of the stadium. How will this work if the stadium is put back into use? With 9.4 meters shown in front of stadium there is more than enough room to continue 2.1 meter wide cycle lanes. Why is this not offered?</p> <p>Shared quiet streets with a 30km/h and side streets giving way can be a great option when traffic volumes are low. This will need to be monitored.</p> <p>Spokes notes and appreciates that pedestrians and people on bicycles are carefully separated at the Charles to Mackenzie crossing of Ensors Road. In part this is done as cycles will cross more quickly and are given a single phase to do so. Mixing the two modes here would create serious safety issues. Just as many of these issues already impact people on foot mixing with people on bicycles on shared paths of inadequate widths does.</p> <p>With the Heathcote shared path bridge offering a 4.5m width Spokes notes again that CCC understands the need for wide shared paths. Please make all shared path sections at least 4m wide and avoid them all together whenever possible. The Cycle Design Guidelines require a MCR to have a minimum of 2.4m wide single directional unshared lanes. It is nonsensical to propose bidirectional paths shared with pedestrians to be anything less than 4m wide.</p> <p>Electric bikes are increasing and the speed differential between e-cyclists, cyclists and pedestrians is increasing. This will require cycle ways capable of allowing frequent safe passing. Whether passing other cyclists, pedestrians, mobility scooter, prams, the disabled, cargo bikes... Please also plan for future expansion of infrastructure to support the increasing demand for cycling as transport.</p> <p>Where the path on Cumnor Terrace crosses Garlands Road a signalised intersection to allow people on foot and bicycle to cross safely is essential. Traffic on Garlands often exceeds the 50 km/h limit and west bound traffic has limited visibility due to a curve in the Road.</p> <p>Advance warning signage for motorists is also essential. Education, promotion and enforcement here will be required to make this work.</p> <p>Spokes requests that efforts are made to provide a connection from the end of Dalziel Place to the planned cycleway route along Tunnel Road to provide an alternative to the longer route planned through Kennaway Park. This will assist commuters whilst still leaving the planned route for the less confident.</p> <p>Cyclists are to give way at the seldom used Ferrymead Rail Line Will this crossing have signage/bells/lights/rumble strip/hump? Sadly too many people are more attuned to their earbuds than to the sound of an approaching train.</p> <p>To further support this cycleway please paint in cycle lanes from its terminus on Martindales Road to Truscotts Road on to Ferrymead Park Drive to Bridal Path Road and finally to Main Road. Painted lanes will also be required on Martindales to the bus stops for those wanting to use bus bike racks through the tunnel. Connected networks, even when only paint on the Road can help build ridership. This will also alert drivers to the need to share the Road, a message which needs a great deal of repeating.</p> <p>Terminating the cycleway at Martindales Road does not seem to have any purpose. There is a primary school further up Station Road and the obvious attraction of the Gondola with its access to the Port Hills. The extra funding required to end at a sensible location is likely to be well spent.</p> <p>Cycle parking is one of the design principles of the MCR programme. Where this route is near to obvious destinations building in cycle parking should be a basic provision. Please include it on the plans, even if to be completed in the future.</p> <p>In particular this cycleway provides the opportunity for the residents of Lyttelton to use alternative modes of transport to their destinations. There is a constraint on getting cycles through the tunnel but if a secure cycle lock up facility was provided at the end of the planned cycleway or the Gondola carpark residents could bus through the tunnel then walk or be collected in Lyttelton.</p> <p>Spokes suggests this idea is trialled by initially making a lockup facility from security fencing then building something more substantial if justified by demand.</p> <p>In Closing Spokes looks forward to seeing the MCR's delivered ahead of schedule to enable people on bicycles to get where they need to go safely and efficiently.</p>
169	Y		Looks great, how soon can you start?
170		N	<p>This glossy brochure which has been produced with ratepayer's money is an assurance that this ridiculous proposal will proceed, irrespective of the general public opinion. The greenies within the council who promote these crazy ideas know full well that most hard working citizens don't have the time or energy to oppose this madness. I have had a motor vehicle business on Ferry Road for some 26 years and the damage this will cause to retail business is of a concern, with the loss of parking. The number of cyclists using Ferry Road on a daily basis could be counted on one hand, and most in this area are of the criminal element and tend to use the footpath.</p> <p>I dare say the cost of this project will run in to the millions of dollars whilst the Roads in this area, such as Philips Street and Wilsons Road are nothing short of a disgrace. There are now a number of examples of this madness and what I perceive as dangerous traffic management in this city, such as the mess that both Tuam and St. Asaph Street have become. I use both these streets on a daily basis and the number of cyclists using these million dollar lanes does not warrant this sort of disruption, expense and inconvenience to motorists.</p> <p>Please find attached a copy of the signed petition opposing this madness from property and business owners in the section of Ferry Road between Fitzgerald and Moorhouse Avenues.</p> <p>This petition also opposes the no left and right turn lanes at Fitzgerald Avenue and right turn lane into Nursery Road, also the narrowing and loss of carparks on Philips Street.</p>