

# Heathcote Expressway Major Cycle Route - Puari ki Kahukura

## Consultation Feedback and Analysis

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### 1 Introduction

Consultation on the proposed Heathcote Expressway Major Cycle Route (MCR) was undertaken from Tuesday 15 November 2016 to 15 December 2016.

Submitters were given the option to support / generally support with some concerns/ not support the option presented.

#### 1.1 Delivery of Material

Consultation material was distributed by hand to properties along the route and generally two blocks back from the route. Properties were identified based on their proximity to the route or access to the road network affected by the cycleway.

Due to the Kaikoura Earthquake on 14 November, there was a short delay in printing material required for delivery. However, consultation material was delivered to directly affected residential properties described above on the 15<sup>th</sup> November. In addition, some property owners (particularly businesses) raised concerns with late receipt of consultation material. Christchurch City Council (CCC) agreed to extend consultation to 23<sup>rd</sup> December 2016.

#### 1.2 Consultation Meetings

Three public drop in sessions were held as follows:

- 2 – 4pm, 22 November 2016: Lions Room, Ferrymead Heritage Park, Heathcote;
- 6 – 8 pm, 1 December 2016: The Tannery, 3 Garlands Road, Woolston
- 4 – 6pm, 7 December 2016: St Mary's Church Hall, Heathcote.

In total, 38 people attended the public drop-in sessions.

#### 1.3 Ferry Road Business Owners

At the request of Cr. Yani Johanson an additional meeting was held on 14 December for Ferry Road business owners.

All business owners and occupiers along the Ferry Road section were invited to the meeting which was held at Grace Vineyard Church, 150 Ferry Road. Fifteen people attended this meeting. The attendees expressed particular interest in the Ferry Road section of the route from Aldwins Road to Wilsons Road.

*Following the meeting with business owners, it was agreed to accept further submissions on the Ferry Road section. Further submissions will be accepted until 5pm on Friday 14 April 2017.*

#### 1.4 Social Pinpoint

An interactive online engagement tool called social pinpoint was also used during the Heathcote Expressway MCR public consultation period. The amount of feedback received is as follows:

- Issues = 3
- Comments = 16
- Questions = 2
- Ideas = 13

The comments and ideas raised similar issues including alternative landscape treatments, concerns with tree removal, alternative route suggestions and additional connector points. Two questions also asked whether there would be connections to other parts of the road network.

## 2 Summary of Submissions

### 2.1 Submissions Received

A total of 170 submissions were received from residents, businesses and organisations. Of these submissions, 145 (85%) supported or generally supported Heathcote Expressway MCR, while 25 (15%) did not support the scheme. (Note this reflects all submissions made in the initial consultation period to 23 December, including those specific to Ferry Road).

In addition to the submissions, the Council received one petition opposing the Ferry Road section of the proposed route. The petition was from Ferry Road businesses and landowners located between Fitzgerald Avenue and Wilsons Road. *The matters raised in the petition will also be addressed during analysis of further submissions and further investigations that are underway.*

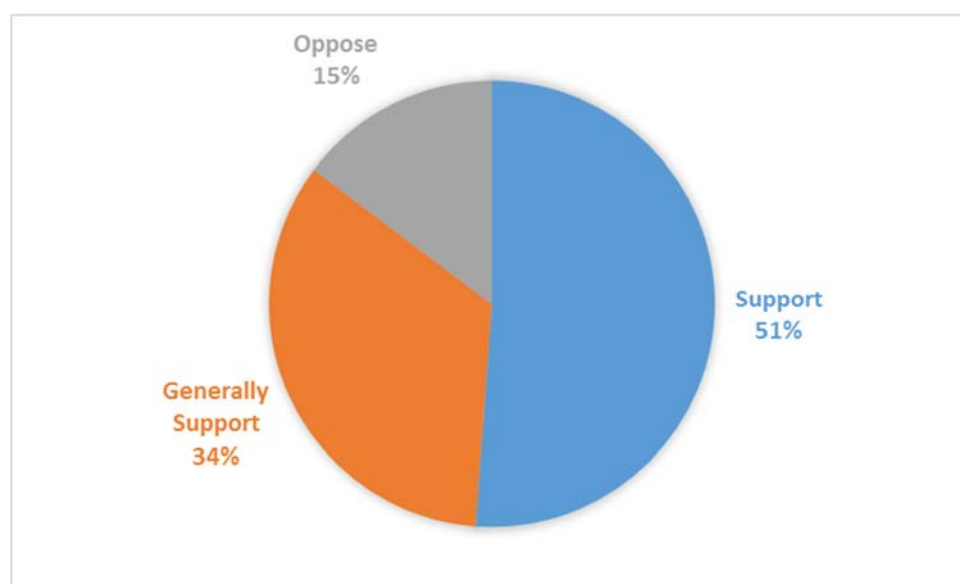


Figure 1 Summary of Submission Type Heathcote Expressway MCR

### 2.2 Summary of Submissions by General Location

The submissions comprised 62% (105) from within suburbs along the route; 32% (55) from elsewhere in Christchurch; 5% (9) represented an organisation (for example Canterbury District Health Board and New Zealand Automobile Association Canterbury West Coast District) while 1% (2) did not provide an address or were from outside of Christchurch.

A total of 105 submissions were received from people who lived along the route. These submissions were concentrated in Woolston and Heathcote.

*It is noted that the numbers of submissions include landowners and/or operators located on the Ferry Road section of the route but whom may have submitted under a different address which may slightly skew the total numbers. Given that these matters will be addressed separately, this is not considered to impact on the submission summary or the feedback herewith.*

Table 1 Summary of Submissions by General Location

General Response Results	Phillipstown	Charleston	Woolston	Opawa	Hillsborough	Heathcote	Outside Route	Organisation	Unspecified or outside Christchurch	Totals	
										No.	%
I support the Heathcote Expressway MCR			36		1	19	29	1	1	87	51%
I generally support the Heathcote Expressway MCR but have some concerns		1	27	1		6	15	8	1	58	34%
I do not support the Heathcote Expressway MCR	1	1	11	1			11			25	15%
TOTALS	1	1	74	2	1	25	55	9	2	170	100%
	105 / 62%						32%	5%	1%		

Figure 2: Summary of Submissions – Heathcote Expressway MCR by General Location

### 3 Key Issues and Responses

The 145 submissions in support or general support of the Heathcote Expressway MCR included very positive comments and generally focussed on the increased amenity, regeneration of the area, increase safety and accessibility for cyclists. One submitter stated “We have been waiting for this for a long time”.

Of the 25 submissions opposed to the cycleway, some were based on site specific issues such as impacts on a particular street or property while others raised more general concerns.

The following sections outline the key general issues raised followed by street specific issues, along with the design teams responses.

#### 3.1 General Comments

##### 3.1.1 Additional Connections

A number of submitters in support of the Heathcote Expressway MCR sought connections with the wider cycleway network and cycling infrastructure such as bike racks.

**Response:** During detailed design detailing access points along the route, such as kerb cut down locations, will be developed. However, connectors and extension of the route is beyond the scope of

this initiative. Extension and connection with the wider network will be subject to the availability of funding and CCC long term planning.

### 3.1.2 Alternative Routes

14 submissions suggested alternative routes, six of which refer to using the rail corridor.

**Response:** During the preliminary scheme development, a number of route options were considered. The preferred option is considered the best route of the options assessed. There are a number of factors that determine the best route for a cycleway including safety, compatibility with other road users and impacts on residents and businesses. For Heathcote Expressway MCR, various route options were initially identified and assessed against multiple criteria designed to provide a balance between the needs of people wanting to cycle and the impacts of the cycleway on businesses, residents and the road network. Note using the rail corridor south of the rail line, as an alternative to Truscotts Road, is not an option due to the squeeze between the high rail embankment and the box drain, with many high trees.

### 3.1.3 Speed Limit

12 submitters made comment in regard to reducing the posted speed limit along the neighbourhood greenway sections to 30km/hr. 5 submitters did not support this speed reduction. Seven submitters supported the lower speed, albeit of these, four had reservations that there was adequate traffic calming to reinforce the 30km/hr speed limit.

**Response:** A 30km/hr speed limit is required to allow people on bikes to safely share the road with vehicles. The alternative to a greenway is a fully separated cycleway, which would have significant impact on parking and cost. As a result of the submissions, the type and frequency of traffic calming measures has been reviewed, with the changes outlined in Section 4 of this report.

### 3.1.4 Landscaping

Four submitters made general comments in regard to landscaping. The submissions requested reassurance that any removed trees would be replaced and that careful consideration be given to the type of trees, supporting the introduction of native trees where possible.

**Response:** All trees identified to be removed are to be replaced close by, where able, with additional new trees also proposed along the route. The types of trees to be planted will be identified during detailed design. Tree species chosen will take into consideration local context and conditions, compatibility with existing trees, the need for shade, shelter and screening, or particular ecological improvement opportunities such as the planting of native trees and shrubs along the edges of the waterways to improve habitat and mahinga kai values.

### 3.1.5 Costs

Seven submissions opposing the MCR considered further development of cycleways expensive and not essential and that money could be better spent elsewhere.

**Response:** The Major Cycle Routes are expected to cost about \$156 Million to build based on 2015 values. Many of the routes are being funded as part of the Urban Cycleways Programme, made up of investment from the Urban Cycleways Fund, the National Land Transport Fund and Christchurch City Council. The total value of the benefits from building the Major Cycle Routes has been worked out to be \$1.2 billion over 40 years. Getting more people on bikes creates benefits that span health and environment, safety and decongestion.

### 3.1.6 Lighting

Nine submitters made comment in regards to lighting, ensuring lighting improvements would be undertaken with the works. Some submissions requested undergrounding of powerlines while another requested consideration for solar lights.

**Response:** Lighting design has been considered along the length of the route and will be upgraded where appropriate to meet the required standards for a major cycleway. Undergrounding is out of scope for this project but further consideration is being given to solar lights, where potentially appropriate.

## 3.2 Site Specific Concerns

Site specific concerns related to treatment of key sections from Wilsons Road through to Truscotts Road. While concerns were specific to key stretches of the route, loss of parking and treatment of crossing and intersections were common issues raised in both submissions in support and those that opposed the Heathcote Expressway MCR.

### 3.2.1 Ferry Road

*This section of the route is open to further submissions and these submissions are not discussed in this report.*

### 3.2.2 Wilsons Road

Two submissions commented on the Wilsons Road section, both with concerns about the northbound shared path. Neither submission indicated concern in regard to the proposed loss of parking.

**Response:** The future of the stadium land and interaction with Wilsons Road is currently unknown. Utilising the existing path alongside the stadium is a cost-effective safe solution under the current conditions that may be utilised for years. In the event that the Stadium land is re-developed, then further consideration may be required such as a separated northbound cycleway.

### 3.2.3 Charles Street

A number of concerns were raised regarding the Charles Street section of the route. Six submissions supported the combined pedestrian / cycle crossing at Ensors Road, where three submissions had some concerns in regards to the crossing design. Three submissions raised concerns with the speed humps and the noise arising from cars driving over the humps. One submission raised specific concerns in regard to loss of parking.

**Response:** It is acknowledged that the Ensors Road crossing provides a direct link for cyclists but a potential detour for pedestrians. However it is considered that the pedestrian movements are more likely to be north-south movements and the crossing would be a significant improvement to the pedestrian refuge currently provided (which is approximately 50m north of the proposed signalised pedestrian crossing).

Parking surveys have been undertaken along the route which indicate there is low demand for on-street parking.

The speed reduction measures are low speed platforms rather than speed humps and are spaced such that it encourages vehicles to drive at a constant lower speed rather than speed up and down along the route.

The type and frequency of traffic calming measures (including tree pits) has been reviewed, with the resulting changes outlined in Section 4 of this report.

### **3.2.4 Mackenzie Avenue**

A key concern with the Mackenzie Avenue section was the effect of tree planting on road width. Ten submissions were received on this issue. Submitters concerns focussed on impacts on traffic flow, road narrowing and parking reduction.

Concerns were also raised with regard to the speed reduction to 30km/hr as outlined earlier under general comments.

Eight submissions addressed the loss of the right turn out of Mackenzie Avenue into Ensors Road. Seven submitters were concerned with this feature, in particular the rerouting that would be required, while one considered it appropriate.

Eight submissions commented on the bridge design, including requests to retain the existing bridge in addition to the new bridge, requesting a nice design to the new bridge allowing space for kids to fish and consideration for the current memorial seating at the bridge.

#### **Response:**

Parking surveys have been undertaken along the route which indicate there is low demand for on-street parking.

The type and frequency of traffic calming measures (including tree pits) has been reviewed, with the resulting changes outlines in Section 4 of this report.

The right turn closure from Mackenzie Avenue to Ensors Road is proposed for safety reasons, namely the risk of right-turners entering the intersection and being unprepared to stop in the event a cyclist crossing phase has been called and safety issues associated with traffic trying to cross the two traffic lanes on Ensors Road. Investigation of the right turn closure, indicates that, during the AM peak hour, approximately 20 to 30 drivers will detour through Hopkins Street, then left-turn onto Ferry Road, a smaller number will choose to left-turn onto Ensors Road. The detour for right-turners will increase their journey by about 300m on average. The majority of traffic from Mackenzie Ave (approximately 70-90 in the AM peak hour) turns left onto Ensors Road and this movement is considered improved due to the proposed signalised crossing providing additional gaps. The small amount of additional traffic on Hopkins Street is considered acceptable and no additional measures down Hopkins Street are proposed. It should also be noted that during the PM peak hour the volume of detouring traffic is much lower (less than 5).

The intention is to retain the existing bridge until such time that it reaches its design life, however the ability to do this will depend on consent conditions. The budget only allows for a practical bridge, hence to provide additional features would require CCC to source additional funds from elsewhere. If the current seating cannot be retained with the new bridge design then it will be relocated in close proximity to the bridge.

### **3.2.5 Sheldon Street**

Key issues regarding the Sheldon Street section were loss of on-street parking, and no right turns at Radley/Sheldon Intersection.

Five submitters raised concerns in regard to parking loss, with requests at specific locations to reinstate parking outside their property.

One submitter requested areas of landscaping as opposed to grass and another submitter described the introduction of trees along Sheldon Street as “fabulous”. Two submitters on this section welcomed the street improvements that would arise as part of the cycleway.

**Response:**

The turning restrictions at Radley Street are proposed in order to provide a safe median refuge for vulnerable cyclists. The refuge is considered appropriate to facilitate an easier crossing due to the restricted sight visibility to the North. Sheldon Street has low traffic volumes and there are alternate routes to and from both ends of Sheldon Street. For residents on the Western end of Sheldon Street who wish to travel South, their journey will increase by approximately 370m, For residents coming from the North who wish to access the Western end of Sheldon Street, their journey distance will increase by approximately 180m. For residents on the Eastern side of Sheldon Street who wish to access the North, there is minimal additional distance between using Cumnor Terrace and Radley Street in any case. For residents coming from the South who wish to turn right into the eastern side of Sheldon Street, their journey will increase by approximately 100m.

New kerb and channel is proposed along the length of Sheldon Street, with indented bays to define the parking areas. Parking surveys have been undertaken along the route which indicate there is low demand for on-street parking. However, where requested and able, additional parking bays have been provided as outlined in Section 4 of the report.

**3.2.6 Cumnor Terrace – Sheldon Street to Garlands Road**

Two submitter's commented on the current speed of cars along Cumnor Terrace and supported measures that could help reduce speed.

Six submitters made comment in regard to landscaping aspects along this section. Two submitters raised concerns with regard to the tree removal with one submitter raising specific concerns with the removal of the two of the larger trees on Cumnor Terrace and another suggesting a greenway would be more appropriate. In contrast two submitters supported the improvement to the planting and two more requested that the proposed planting be carefully considered to ensure it is well away from the edges.

Three submitters commented about the smell and/or rubbish along this section of the route, with hope that the cycle scheme will help improve this.

In regards to Garlands/Cumnor Intersection, six submitters have concerns about the design: two concerned with the loss of the right turn into and from Cumnor Terrace north; four concerned with safety. In contrast ten submitters support the intersection changes.

**Response:** As a result of the feedback, further consideration has been given to providing a Neighbourhood Greenway from Sheldon Street to Marshall Street instead of a separated shared path. This would include replacing the deep dish channel between Sheldon Street and Chichester Street and would allow a greater number of the existing trees along this residential section to be retained. Consideration will still be given to improving planting and general amenity.

The layout of the Garlands intersection has been developed in liaison with NZ Transport Agency who are the road controlling authority for Garlands Road (State Highway 74A). The banning of right turns is proposed for safety reasons. Of the 17,000 vehicles which go through the intersection daily, approximately 200 will no longer be able to right-turn into Cumnor Terrace and will likely use Radley Street with an additional journey distance of approximately 800m.



### **3.2.7 Cumnor Terrace - Garlands Road to Kennaway Park**

Five submitters raised concerns with the removal of the footpath along this section of Cumnor Terrace citing lack of access for pedestrians and staff having to walk to workplaces from their car parks.

A number of submitters considered the removal or restriction of heavy vehicles would be beneficial to the cycleway by directing them away from this stretch of road to Chapmans Road.

**Response:** Due to the existing road width and constraints of the Heathcote River, there is not enough space to provide a footpath on both sides of the road. During detailed design, gaps in the separator will be detailed to provide access from the shared path to each property. Liaison will also continue with property/business owners to ensure suitable driveway widths are provided.

Additionally, further consideration has been given to Cumnor Terrace being a one – way road. This options is still under discussion with NZTA. If this is developed further, then further community consultation will be undertaken.

### **3.2.8 Kennaway Park**

There were few submissions on this section, however one submitter in support noted she cycled to Kennaway Road most days and considered the cycleway of significant benefit to the area.

Another submitter raised concerns with the Kennaway Road crossing. The submitted considered the two traffic islands where the expressway crosses Kennaway Road problematic due to heavy vehicles turning in this area. They recommended a pedestrian crossing rather than a safe zone. In contrast the CDHB supported the installation of a pedestrian refuge on Kennaway Road seeking assurance that the refuge is large enough to accommodate both cyclists and pedestrians.

#### **Response:**

A common safety issue with pedestrian crossings is compliance, this can be improved by also providing elevated platforms. In the case of Kennaway Park, the use of an elevated zebra crossing is not considered appropriate given the industrial use of the road with a reasonable proportion of heavy vehicles, hence why the refuge system has been proposed. The two stage crossing has good sight visibility in both directions and given the relatively low overall traffic volumes is considered an acceptable solution.

### **3.2.9 Truscotts Road**

Two submissions raised specific issues on this section. One submission considered this section remote and longer stating that an alternative route on Chapmans road under tunnel road, while difficult for cyclists, was useful at night.

Another submitter was concerned that there may be effects on drainage arising from the installation of the path on Truscotts Road.

#### **Response:**

Stormwater factors have been taken into consideration as part of the preferred route selection, the details of which will be considered further as part of detailed design. We acknowledge that Chapmans Road and State Highway 76 are an alternative on road route which could provide an alternative night solution, however based on analysis of the ten strategic criteria, it is not the preferred primary Major Cycleway Route along this section.



## 4 Design Changes

As a result of feedback, the project team has reviewed the scheme and recommends the following changes:

**Charles Street - Mackenzie Avenue - Sheldon Street** – Remove all proposed on-road tree pits, replacing these with refined landscaping and new trees in the existing berm where suitable.

1. **Charles Street** – Outside 25/30 Charles Street, install an additional traffic calming device.
2. **Charles Street, Mackenzie Avenue** – Include buildouts and landscaping at the proposed raised platforms at 52/53 Charles Street, 47/50 Mackenzie Avenue, 87/92 McKenzie Avenue.
3. **Charles Street** – Outside 94/95 Charles Street, remove the proposed kerb buildouts and raised platform.
4. **Radley Street/Sheldon Street** – At the intersection with Sheldon Street provide a flush median and extend the no stopping lines along Radley Street.
5. **Sheldon Street** – Between Radley Street and Cumnor Terrace provide some further car parking bays outside 24, 41 and 50 Sheldon Street.
6. **Cumnor Terrace/Sheldon Street** – At Cumnor Terrace/Sheldon Street intersection change the intersection layout so Give Way is on the Cumnor Terrace north approach only.
7. **Cumnor Terrace** – Between Sheldon Street and Marshall Street change the cycle path from being a separated cycle facility to a space where cyclists share the road with vehicles (neighbourhood greenway).
8. **Cumnor Terrace/Marshall Street** – North of Cumnor Terrace/Marshall Street intersection modify the layout with a raised platform to enable a transition between the greenway and separated path.
9. **Truscotts Road** – Replace the proposed tree pits on Truscotts Road with landscaped buildouts.

All plans, submissions received and consultation analysis can found at the link below. The numbers 1-9 above relate to the reference numbers shown on the revised plans.

<https://ccc.govt.nz/transport/cycling/major-cycle-routes/cycle-routes/rapanui-shag-rock-cycleway/>