

Heathcote Expressway Major Cycle Route – One-Waying of Cumnor Terrace: Garlands Road to Marshall Street

Consultation Feedback and Analysis

1 Introduction

This report provides a summary of submissions received on the proposed one-waying of Cumnor Terrace, Garlands Road to Marshall Street section of the Heathcote Expressway Major Cycleway. Consultation on the one-way option was undertaken from 25th January to 19 February 2018.

Consultation material was distributed by hand to properties located within the boundaries of Radley Street, Maunsell Street, Cumnor Terrace and the Heathcote River. Properties were identified based on their proximity to the route or access to the road network affected by the cycleway proposal. In total, approximately 700 leaflets were distributed, comprising those delivered by hand, emailed to key stakeholders, or posted to absentee landowners.

The Council also held a drop-in session at Radley Park on Wednesday 7th February 2018.

2 Background

Initial consultation on the proposed Heathcote Expressway Major Cycle Route was undertaken from Tuesday 15 November 2016 to 23 December 2016. A total of 53 submissions were received during that period; 7 (12%) submissions made specific comments about the Garlands Road to Marshall Street section.

At the Infrastructure, Transport and Environment Committee (IT&E Committee) meeting on 30 March 2017, the Heathcote Expressway from Charles Street to Truscotts Road was approved for detailed design and construction.

As part of its decision the IT&E Committee also agreed that an option for increasing the width of the cycleway on Cumnor Terrace should be explored, including the option to convert Cumnor Terrace to a one-way street. As detailed design investigations progressed, concerns were also been raised about the potential impacts on ecological values along this section of the route.

This report considers the proposal to make Cumnor Terrace one-way heading north, from Garlands Road to Marshall Street. Cumnor Terrace north of Marshall Street would remain a two-way street. Cumnor Terrace south of Garlands Road, between Maunsell Street and Garlands Road, is already one-way.

3 Route Options

Two options were presented in the consultation for Cumnor Terrace:

- Approved Two-Way Option
- Proposed One-Way Option

The Approved Two-Way option reflected the option approved by the IT&E Committee on 30 March 2017.

The Proposed One-Way option focused on addressing concerns raised by the IT&E Committee and previous submissions, concerns with encroachment on habitat in the Heathcote River, tree removal and safety around vehicle speed.

Accordingly, the options and impacts were considered in relation to reducing environmental impacts, traffic volumes, safety and cyclist comfort.

4 Summary of Submissions

A total of 53 submissions were received from residents, businesses and organisations. Of these submissions, 36 (68%) supported or generally supported making Cumnor Terrace from Garlands Road to Marshall Street one-way, 16 (30%) did not support the scheme; 1(2%) submission did not specify its position.

Of the total 53 submissions, 31 (58%) were received from people within the potential directly affected area (the area over which the consultation was distributed) and 22 (42%) were from those outside the area or address unknown. Of the 31 directly affected residents and businesses, 17 (55%) supported or generally supported the one-way proposal, 13 (42%) did not support the scheme; 1(3%) submission did not specify its position.

The level of support received from submissions is summarised in the pie graphs below, for all submissions received and for the subgroup within the directly affected area.

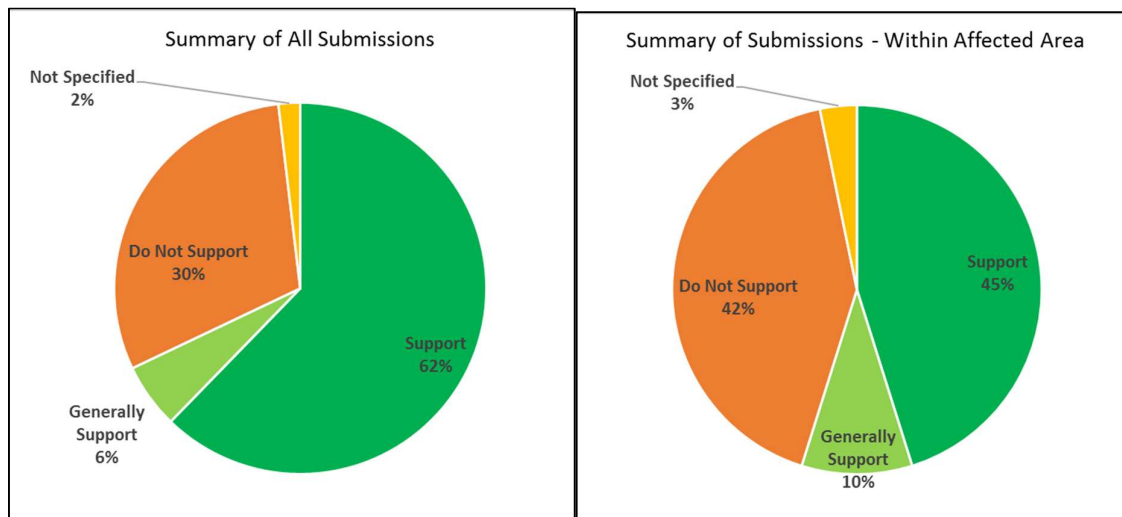


Figure 1 Summary of submissions

5 Key Issues and Comments

The comments received have been separated into two analysis groups:

- **Option Comparison:** Benefits or concerns comparing the one-way and two-way options.
- **General:** Concerns relating to cycleways as a whole or in relation to design details already approved as part of the two-way option design.

5.1 Option Comparison

A summary of key comments comparing the one-way option to the two-way option is provided in the graph below. The graph displays issues of concern about the one-way option in orange and comments of support in green.

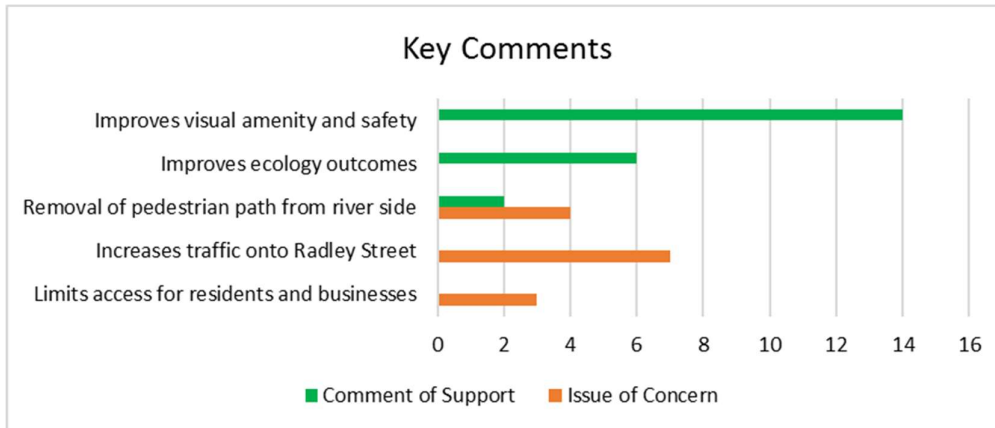


Figure 2 Key Comments – Option Comparison

The following provides further detail on each of the key comments raised.

5.1.1 Improves visual amenity and safety:

Fourteen submissions commented on the improved amenity value and/or safety benefits that the one-way option would bring. The limited access of the one-way proposal was considered positive, helping to reduce the amount of rubbish being dumped along the river bank and discouraging traffic from using Cumnor Terrace as a speeding cut through route. One submission queried if two Blue Gum trees growing on the bank of the river at the end of Chichester Street could be retained.

Response: Agree that the one-way proposal will provide the best outcome for visual amenity and safety. The two Blue Gum trees located at the end of Chichester Street are outside the study area of this consultation but we can confirm that these will be retained as part of the cycleway works.

5.1.2 Improves ecology outcomes

Six submissions supported the improved ecological outcomes that the one-way option would bring compared to the two-way option. This includes protecting the existing riverbank habitat, limiting impact on bank stabilisation, minimising impermeable area and ensuring runoff into the river is not increased.

Response: Agree that the one-way proposal will provide the better outcomes for ecological values.

5.1.3 Removal of pedestrian path from river side:

The change from a shared path (pedestrians and people on bikes) to a cycle path (people on bikes only) under the one-way option, was discussed in six submissions. Two respondents supported the separation of people on bikes and those walking – seeing this option as the safest scenario. While four submitters were concerned with the cycle path only design – seeing the river side path as a natural attraction for those walking. Additionally, two submissions queried if the path could be widened to 4m.

Response: The IT&E Committee requested that investigations be undertaken to determine if the cycleway path width could be increased to 4m. The investigations concluded that a 4m path width could not be achieved without encroachment into the existing river bank habitat, resulting in potential impacts on ecology, flooding and bank stability. Even with a one-way road, a minimum road width needs to be retained to enable heavy vehicles to turn in and out of the industrial accessways.

An alternative solution to address concerns with safety and comfort of shared paths, is to separate the pedestrians and people on bikes by restricting the path along the river bank to “cyclist only”. This would restrict pedestrians to the existing footpath on the opposite side of the road. This separation of modes was proposed as part on the consulted one-way option.

As noted during consultation, pedestrians will likely choose to walk along the river side, regardless if the path is signed as cyclist only. As such it would be safer to allow mixed use activity so that users anticipate conflicting modes rather than unexpectedly coming across it. There is generally good visibility along the length of the separated path. If there are any areas of poor visibility then a painted line will be proposed to delineate the space between pedestrians and people on bikes.

5.1.4 Increases traffic onto Radley Street

Seven submissions have concerns about the increased traffic shifting onto Radley Street, delays, and safety concerns turning out of Radley Street onto Garlands Road.

Response: Traffic count surveys at Radley Street/Garlands Road intersection show a current morning peak volume of 145 vehicles/hr (105 left turners and 40 right turners). Operational observations show an average queue length of 2 or less vehicles and an average delay of 30 seconds to turn right and 15 seconds to turn left.

Under the one-way proposal, traffic currently exiting out of Cumnor Terrace onto Garlands Road is expected to shift to Radley Street/Garlands Road intersection. This shift in traffic is expected to be minor - less than 20 vehicles in the peak hour, the majority of which will turn left into Garlands Road and only a small proportion turning right. Due to the low traffic volume shifting, the impact on queuing and delay at Radley Street is expected to be minor.

There are recorded crashes at Radley Street/Garlands Road intersection, however these are typical injury statistics for an intersection of that type and volume (NZ Transport Agency’s Crash Estimation Compendium). In contrast, intersection recorded crash statistics for Cumnor Terrace/Garlands Road are higher than expected. This data indicates that traffic will be shifted from an intersection with a higher crash risk to one with a lower crash risk and improved sight visibility.

5.1.5 Limits access for residents and businesses -

Three submissions raised concerns around the limited access of the one-way option. This included the inconvenience caused for people living in the immediate area and access for emergencies. One submission had significant concerns about heavy goods vehicles shifting into the residential zone and future development and access constraints for potential growth at the old Skellerup site.

Response: We acknowledge that residents and businesses located immediately off Cumnor Terrace may need to travel an additional 800m because of the one-way option.

A large proportion of the industrial land adjoining the cycleway is currently vacant, as such traffic generated or attracted to this industrial zone is under represented in the current observed traffic operation. However, the

future development plans for these vacant sites(s) have not yet been developed. Given the multiple accessways and throughways on the land, usage and access configuration, cannot effectively be calculated at this time.

The block bounded by Cumnor Terrace, Marshall Street, Radley Street and Garlands Road is zoned as industrial and as such these streets need to be designed to ensure the road widths and accesses provide for heavy vehicles. There are seven existing cutdowns on Cumnor Terrace between Garlands Road and Marshall Street, the majority of which appear to have dual access from the surrounding streets. The one-way section of Cumnor Terrace design ensures heavy vehicles are able to access the driveways to the industrial area.

5.2 General Comments

Other comments received referred to issues with cycleways as a whole or related to design details already approved as part of the two-way option design. These comments are summarized in the graph below, with issues of concern in orange and comments of support in green.

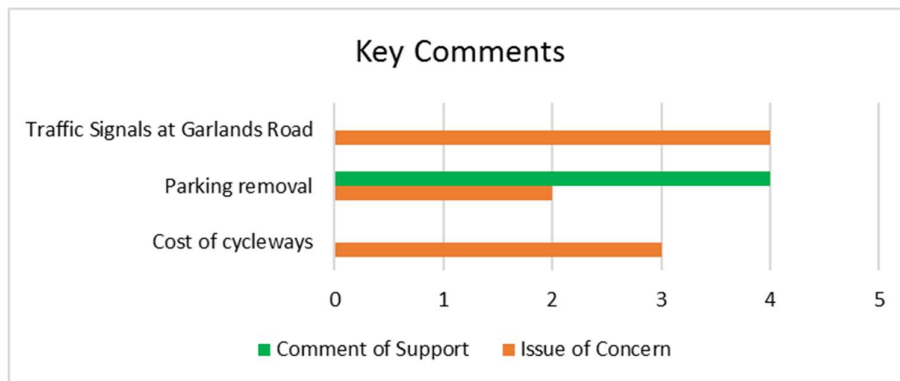


Figure 2 Key Comments – General Issues

The following provides further detail on each of the key general comments raised.

5.2.1 Traffic Signals on Garlands Road:

Four submissions raised concerns about the traffic signals proposed for pedestrians and people on bikes to cross Garlands Road. Two suggested an alternative crossing facility, such as an over bridge or underpass. One submission suggested the whole intersection be signalised.

Response: The midblock traffic signals proposed across Cumnor Terrace for pedestrians and people on bikes, including the ban of right turns into and out of Cumnor Terrace, are as per those proposed in the November 2016 consultation and approved by IT&E 30 March 2017. Other options including an over bridge and underpass were considered but were not able to be accommodated due to various designs constraints including water levels in the Heathcote River due to long term sea level rise and flood risk.

5.2.2 Parking Removal:

Four submissions supported the removal of car parking on the river side of Cumnor Terrace. Parking is removed for both the one-way option and two-way option. Two submissions were concerned about the loss of car parks and how this would affect the neighboring businesses.

Response: Car parks are being retained along one side of Cumnor Terrace, this will be adequate to meet the current parking demand along this stretch of road. The no stopping lines turning into Cumnor Terrace from Garland's Road will be extended, to improve safety and visibility turning into Cumnor Terrace.

5.2.3 Cost of Cycleways:

Three submissions raised concern about the cost of cycleways in general and did not support the one-way option.

Response: The Major Cycle Routes are expected to cost about \$252 Million to build 101km of major cycleway routes. 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.

6 Recommendation

As a result of feedback received the one-way option is the preferred design. The only proposed change is retaining the cycle path as a shared path, allowing both pedestrians and people on bikes to use the path along the river edge.

Both consulted options will be presented to IT&E Committee for consideration, with the one-way option recommended as the preferred design.

All plans, submissions received and consultation analysis can found at the link below:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/115>