

Woolston Village Centre improvements

Issues/suggestions and project team response

Key issues and suggestions	Project team response
Concerns about parking loss, in particular outside the pharmacy and adjacent shops	<p>Parking outside the pharmacy We acknowledge community concerns expressed through consultation feedback about the need for additional parking outside the pharmacy in particular. In response to this feedback we have increased parking outside the pharmacy from the previously proposed one space to three spaces.</p> <p>General parking concerns</p> <p>South side of Ferry Road As part of the proposal and in response to submissions to the 2016 concept plan, we have increased the number of car parks on the south side between Oak and Catherine Streets, as detailed on the attached parking comparison plan. This is because although most businesses on the south side have private off-street car parking at the back, drivers may not be aware of this and some people find the car parks difficult to access.</p> <p>North side of Ferry Road There is a considerable amount of easily accessible private off-street parking on the north side of Ferry Road for those visiting private businesses, such as the car park at 669 - 681 Ferry Road (42 parks) and New World (114 parks). We are also aware that some businesses on this side of the road don't have parking on-site and we have retained some on-street car parking in these locations. We have taken into account the improved layout and security of the redeveloped Council car park behind the Woolston Community Library that has 32 car parks. Signs have now been installed to direct drivers to this car park from Ferry Road via Portman Street.</p> <p>St Anne's School & Church Feedback also identified some concerns with the loss of parking around St Anne's School. Since consultation, two additional parking spaces have been included on the south side of Ferry Road outside number 670, which is opposite the church and school. Recent discussions with St Anne's Church have removed three parking spaces outside 733 Ferry Road to allow for a bus stop location that meets the needs of both the project and the church. This means that between Maronan Street and the eastern boundary of St Anne's School, the number of car parks has decreased by two - from the existing 17 to the now proposed 15.</p> <p>Overall parking provision in the centre This brings the total proposed parking spaces to 56, which is a decrease of 11 spaces when compared to the existing number of on-street parks in this section of Ferry Road. Recent parking survey information shows that demand can be met in the remaining on-street and off-street car parks.</p> <p>Note: The consultation leaflet shows there are currently 69 existing car parks in this section of Ferry Road. This does not take into account that two car parks outside New World on Ferry Road have already been removed as part of the supermarket development, bringing the number of proposed parking spaces down to 67, and those removed as part of the proposal consulted on from 14 to 12. We apologise for any confusion this may have caused.</p> <p>Other improvements for parking and access The signal-controlled pedestrian crossing has been moved closer to the Council-owned car park at the rear of the Woolston Community Library so that people can park here and safely cross to the businesses on the south side of Ferry Road. For mobility access there are two car parks to the rear of the library, which are only a short distance from the pharmacy and wider shopping area. These spaces are fully accessible and linked to the village by a new level footpath.</p> <p>Summary of proposed parking changes following consultation feedback</p> <ul style="list-style-type: none">• Two further short-term car parks will be retained outside the pharmacy and adjacent shops, now three car parks in total• Three car parks removed from outside 733 Ferry Road to relocate the bus stop to this location• Two further car park included outside 670 Ferry Road opposite the church and school• Following discussion with adjacent business owners seven parking spaces proposed on the north side of Ferry Road will have time restrictions:<ul style="list-style-type: none">○ four parking spaces outside the dairy at 701 Ferry Road will be restricted to ten minutes○ three parking spaces outside the pharmacy and adjacent shops will be restricted to fifteen minutes• Signs have now been installed to direct drivers to the car park behind the Woolston Community Library from Ferry Road via Portman Street

<p>Concern about loss of parking outside St Anne's School</p>	<p>Two additional parking spaces have been included since the consultation on the south side of Ferry Road outside number 670, which is opposite the church and school. Recent discussions with St Anne's Church have removed three parking spaces outside 733 Ferry Road to allow for a bus stop location that meets the needs of both the project and the Church.</p> <p>This means that between Maronan Street and the eastern boundary of St Anne's School, the amount of available parking has decreased by two parking spaces, from the existing 17 to the now proposed 15.</p>
<p>Trees and landscaping</p>	<p>Trees</p> <p>The Woolston Village improvements project is part of the Ferry Road Master Plan which was developed with the community through workshops and consultation in 2014. This resulted in a plan for trees with:</p> <ul style="list-style-type: none"> • red and white colour theme • maximum 8 metres height • seasonal variety and interest (deciduous) <p>When selecting trees we also needed to make sure we took into account that:</p> <ul style="list-style-type: none"> • Ferry Road is an over-dimension route requiring 11 metres of clear space of for wide vehicles • Woolston is a dry site with a windy coastal environment <p>Deciduous trees provide interest through seasonal change, and access to sunlight in winter while providing shade in summer. Although evergreen trees don't lose their leaves all at once, they drop leaves all year long and limit sun in winter. However, we have reviewed the tree selection in response to requests from a number of submitters that native and evergreen trees be considered for Woolston. New Zealand Kauri trees will now replace the Upright Hornbeams at the village entrances and the English Oaks at St Johns Church. Native plants will also be incorporated into the under-planting. Magnolia Kobus will be retained as the main street tree, as the leafy nature and fragrant star-shaped flowers in spring/summer will create a strong feature in the village as well as meeting the constraints of the site described above. New Zealand Kauri (<i>Agathis australis</i>) is a slow growing, evergreen conifer which makes an attractive specimen tree. It has a narrow, pyramidal form which lasts for more than fifty years.</p> <p>To make room for the additional two parking spaces outside the pharmacy and adjacent shops, two small existing trees will be removed along with the two proposed trees along the kerb. To balance this and create a greener, defined feel to the public space we are now proposing to replace the two small existing trees with three Autumn Blaze maple trees.</p>



Figure 1 New Zealand Kauri tree



Figure 2 Autumn Blaze maple tree



Figure 3 Autumn Blaze maple tree in autumn

Footpath Width

In designing Woolston Village we are planning for future users including visitors and locals, as well as meeting the needs of existing users including the young and the elderly.

We know the community wants Woolston to be an attractive place that is welcoming to use, to visit and to stop and stay.

We are designing an inclusive environment which enables people of all ages and ability to move around safely regardless of their choice of transport, age or physical ability.

Widening the footpath on the north side of the road will help us achieve our aims to benefit everyone in the community in the following ways:

- Ease of movement, especially for people with push chairs, wheelchairs and mobility scooters
- Plenty of room for people to stop and chat while others can still move around them
- Room for business signage, cafe seating and other outdoor use
- Space for trees which will improve the look and feel of the centre

Other issues and suggestions

Placement of trees will limit visibility for vehicles and pedestrians

Trees are located based on road visibility guidelines and plantings are kept to a maximum of 600mm in height. Trees will have lower branches removed as they get larger, maintaining 2.5m of clear space to allow visibility below the canopy.

30 km/h speed limit

The one year trial 30 km/h speed limit on Ferry Road between Portman Street and St Anne's School will help make the village safer for all road users and pedestrians. The lower speed limit reduces the likelihood of a crash and the severity if one does happen. Drivers will be aware they are entering a village environment, and will be travelling at a speed that will make the centre more inviting and accessible for pedestrians and cyclists.

This short section of reduced speed limit is unlikely to have any noticeable effect on vehicle travel times in Ferry Road and for most people there will be no or minimal delay to their total journey, given the waiting times already expected at traffic lights and pedestrian crossings. During peak travel times traffic is likely to be travelling at 30 km/h or less.

Why not extend it the 30kph speed limit to Hargood and Rutherford Streets?

Reduced speed limits are typically used in areas with high pedestrian movements, this is why it is not proposed to extend the 30 km/h speed limit outside of the village centre.

Mobility parking	<p>Two mobility parking spaces have been included in the Council-owned car park to the rear of the Woolston Community Library. This is seen as the best location in this area for mobility parking because there is room for people who use mobility aids such as wheelchairs or crutches. It is not possible to provide enough space for mobility parks on Ferry Road without users encroaching into the cycle or vehicle lane when getting into or out of the car.</p> <p>The spaces to the rear of the library are centrally located and approximately 30 metres from the pharmacy.</p>
Accommodating the over-dimension route	The plan has been designed to allow over-dimensioned vehicles to continue to use this section of Ferry Road. This includes vehicles and loads up to 11 metres wide.
Charging stations for electric cars and bikes	At this stage there is no plan for any council-funded charging stations in this section of Ferry Road.
Tidying footpaths and making them safer	All footpaths in the project area will be resurfaced and relevelled during construction.
Request to install traffic signals at Ferry Road/St Johns Street intersection	Traffic signals can only be justified at an intersection if they resolve a significant safety or efficiency issue. In the past five years there have been two recorded crashes at this intersection, both involving cyclists. The updated design of the intersection aims to reduce the potential for this type of crash, and signalling the intersection would be unlikely to offer any further significant benefit to cyclist or vehicle safety. This intersection is not on the Christchurch City Council's list of the 100 most dangerous intersection in the city, and unnecessarily signalling the intersection could result in more accidents than currently experienced through additional queuing and delays.
Request for recycling bins	The request has been forwarded to the appropriate area within Council. At the moment Council is not installing public recycling bins in the suburbs because of the costs involved and issues with contamination when rubbish is mixed with recycling.
Will there be vehicle access on the shared path next to the Woolston Community Library?	The shared path is already in place and is for pedestrians and cyclists only, there is no vehicle access.
Request for higher provision for cyclists	<p>Ferry Road is designated as part of the local cycle network. As such, the cycle lanes have been upgraded so that they are between 1.6 and 1.8 metres wide. Where parked vehicles are present the lanes will be a minimum of 1.8 metres so that cyclists can safely cycle past a car where the doors may be open. The 1.8 metre cycle lane width allows more opportunities for cyclists to overtake other cyclists.</p> <p>In some locations the cycle lanes are 1.6 metres wide when the cycle lane is against the kerb. This narrower width is sufficient for a safe cycling environment when there is no adjacent parking.</p> <p>The cycle lanes comply with the guidance in the NZTA Cycle Network Guidance and in the Christchurch Cycle Design Guide.</p>
Opposition to cycle facilities	The existing cycle lanes on Ferry Road are too narrow, at between 1.1 and 1.6 metres wide. This is not sufficient to allow cyclists to use the cycle lane safely, particularly when cycling adjacent to parked cars where doors may be opened. The wider cycle lanes, which are now between 1.6 metres wide and 1.8 metres wide, provide a safe facility for cyclists. No changes to the cycle lanes are proposed following consultation.
How long will the construction be?	Construction will take approximately six months.
Has a parking survey been carried out in Woolston Village since the new supermarket has been open?	A June 2017 parking survey informed the design.
The proposed island in front of 622 Ferry Road will cause traffic flow issues as well as issues for business owners and their customers entering and exiting their private driveways.	The island does not block any driveways, except the New World service yard which is restricted to left in - left out as part of their resource consent. The island has been reduced in length to make it easier for vehicles to turn right into 622 Ferry Road.
Concern about is the proposed island outside New World supermarket, if a car was driving east towards town they would not be able to turn right into the supermarket carpark.	New World car park access onto Ferry Road was secured as part of their resource consent. During the consenting process a compromise was reached between the developer and Council, permitting access onto Ferry Road if an island was constructed to stop right turns in and out of the supermarket carpark, and encouraging drivers to use the St Johns Street access instead. The island was planned as part of the development of the site but has not yet been constructed.

Concern about exiting the New World carpark onto Ferry Road if turning right. This can be a dangerous area and very hard to see oncoming cars, especially bicycles.	Once the island outside the New World carpark is constructed right turns will not be possible (see above).
Will the deep-dish gutters on Oak Street be upgraded?	There is a separate upgrade project for Oak Street which is currently funded in the Long Term Plan in 2021, 2022 and 2023. There will be separate consultation for this project.
What are the plans for landscaping and parking between Portman and Heathcote Streets?	There will be no change to the existing landscaping between Heathcote and Portman Streets. Moving the bus stop from the current location near Portman Street means the number of car parks between Heathcote and Portman Streets will increase by two spaces on the north side and be reduced by one space on the south side of Ferry Road. There will be no time restrictions on these car parks.
Will it be difficult for the bus to turn into the stop outside the new library with signal pole on the footpath?	The bus stop has been designed to allow buses to pull in and out, based on the largest size bus currently in service and checked with vehicle tracking.
People are not aware of the car park behind the new library, it needs signage.	Signs have now been installed to direct drivers to the car park behind the Woolston Community Library from Ferry Road via Portman Street.
Could a safe crossing point on St John Street to link the Church and aged housing developments and the super market be considered?	The request has been forwarded to the appropriate area within Council and will be investigated.
Will wheel chair access be provided on the shared path linking Ferry Road and the carpark behind the new library?	Wheel chair access has been provided.
There are no give way lines on the Maronan and Catherine Street intersections.	The request has been forwarded to the appropriate area within Council and will be investigated.
Will the Catherine Street pedestrian bridge be rebuilt?	The Ferry Road Master Plan includes Heathcote Street Pocket Park and Pedestrian Bridge as a separate project. Further consultation on this is planned for early 2019.
Will there be a rubbish bin outside 630 and 630a Ferry Road?	An additional rubbish bin has been included outside 630 and 630a Ferry Road.
Have you surveyed the amount of pedestrians and cyclists using the shopping area?	Surveys to see how people use the village centre have been undertaken and identified up to 130 pedestrians crossing the road in a single hour period. Shopper surveys show that 31% of people using the centre typically walk, 6% cycle and 7% take the bus. These figures include people visiting the centre as well as people travelling through.
Why is the school not getting a School Speed Zone or an upgraded crossing?	A 40 km/h school speed zone would not be needed in a full-time 30 km/h zone. The proposal includes changes to the crossing layout to make it more accessible and easier for school children to use. The only suitable upgrade would be to include a signalised crossing, which is not needed as a new set of signals to the west that can be used to access the school is being provided.