

SUBMISSIONS RECEIVED ON SOUTH EXPRESS MAJOR CYCLE ROUTE – ALTERNATIVE OPTION TAGGART PLACE

June 2019

Name	Do you support the alternative design along Taggart Place?	Comments
Ponnuram Venugopal		<p>I list below the following points for your deliberation.</p> <ol style="list-style-type: none"> 1. The entry from Epsom Road to Taggart has a median and hence the road at this point is narrow and it curves at an angle. Even now cars turning in to Taggart has a hard time to control the vehicle due to this narrow road and curve. With the cycleway the cycles will be coming in the way directly in to this curved road and the risk of collision is high. 2. There are new houses built on 46 Epsom Road and two of the houses have the driveways facing Taggart. The only way they can take their cars is by reversing only. 3. With the tight radius and the narrow road it will be possible to hit the cyclist when they merge to Taggart. This same applies to 1, Taggart place cars coming out. 4. It is shown that the traffic island will be removed. This destroys the character of the subdivision. 5. The whole idea of the express cycle way is to have straight path as much as possible. Why they had to go through Taggart and through the reserve and join Middleware again with many curves. 6. The assumption that Taggart is quiet place compared to Middlepark is not correct. The skipped area of the original plan is as quiet as Taggart place. Most of the traffic is near St. Thomas School and the new proposal still goes through the school. 7. Even though the reserve will be lit still it is a remote area. People will feel more safer if they go through the Middleware Road where houses are there on both sides. This will be a much safer route. Have you spoken to Police about this? 8. The reserve is also used by children and elderly walking the dogs and with cyclists zipping at high speeds there is high risk of accidents. 9. For the sake of small distance in Middlepark Road why the council is planning to destroy the peace and quiet of Taggart place. We also pay rates and the idea of having a home at Taggart is to have a quiet neighbourhood. <p>Please consider the above points and advise your reply.</p>
Rebecca Holland	No	<p>I Rebecca Caroline Holland of [REDACTED] Taggart Place DO NOT support the alternative design along Taggart Place. For the following reasons:</p> <p>The proposed plan is to remove the traffic island at the beginning of Taggart Place, I feel that this will be a safety risk to my family and the rest of the street. The island ensures that traffic enters the street at a slow speed. Removal of this island will</p>

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		<p>mean the safety factor of it is removed. With three small children and living very near the entrance to the street the possibility of cars entering the street at high speed is very concerning for me.</p> <p>It does not make sense to me to veer off from the straight route down Epsom Road and on to Middlepark Road. Middlepark Road is going to be effected regardless of whether or not this alternative design goes ahead. It seems like a great waste of resources, time and inconvenience for very little to no gain.</p> <p>Taggart Place is a narrow place (7.5 metres) with a footpath on only one side of the road. Middlepark Road is almost double the width (14.5 metres) with existing speed humps and footpaths on both sides of the road. It would make sense to use Middlepark road as there is more room there already and after the cycleway has been completed there will be much less disruption to the residents than the continued disruption Taggart Place residents face.</p> <p>My house [REDACTED] is at the beginning of the street. The proposed plan removes all parking outside of my house on both sides of the street. The addition of the three new houses across the road (that were built with no public consultation or approval or consent) adds more parking stress already. To then put yellow no parking lines from 46 Epsom Road to past 1 Taggart Place and 42 Epsom Road to outside 2 Taggart Place removes a lot of street parking when there is already an increased need.</p> <p>The proposed removal of the traffic island and the trees at the beginning of the street will affect the aesthetics of the street.</p> <p>I would hope that my concerns and others are actually taken into account before a final decision on this matter is made.</p>
Nick Beattie	No	<p>I strongly oppose the alternative cycle route design along Taggart Place.</p> <p>Taggart place is a very narrow street which is not as quiet as you might think, there is often a lot of traffic coming and going as well as pedestrians.</p> <p>The entrance to the street is a real pinch point which is already quite dangerous. With the addition of three new houses (yet to be occupied) and driveways at the entrance to the narrow street there is already concern that extra vehicle movements and more vehicles parked in the street will make the street more congested and unsafe. Having cyclists also passing through this area would be very unsafe.</p>

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		<p>The current traffic island at the start of the street is good as it slows traffic down. The removal of this island will mean traffic will be able to navigate the street at greater speed, with the addition of cyclists and extra driveways at this point it is a recipe for disaster. At a recent street meeting regarding the new houses (attended by Councillor Jimmy Chen and the developers) it was agreed by the entire street the traffic island needs to remain in place.</p> <p>The safety of cyclists should be the number one reason for the cycle route and this alternative route is definitely more unsafe compared to the initial Middlepark road plan. Middlepark road (~14m wide) is almost twice as wide as Taggart place (7.5m wide) and additionally it has footpaths on either side – Taggart Place does not.</p> <p>I would think that this alternative cycle route would also cost more – the cost of removing the traffic island, building a new bridge, laying new paving and installing lights across the reserve must be significantly higher than simply extending the cycle route down Middlepark Road.</p> <p>In addition, should the Middlepark Road route go ahead I strongly believe that the reserve entrance from Middlepark road should be closed off to prevent cyclists from cutting the corner and using Taggart Place.</p>
Amy Beattie	No	<p>I strongly oppose the alternative cycle route design along Taggart Place.</p> <p>Taggart place is a very narrow street which is not as quiet as you might think, there is often a lot of traffic coming and going as well as pedestrians.</p> <p>The entrance to the street is a real pinch point which is already quite dangerous. With the addition of three new houses (yet to be occupied) and driveways at the entrance to the narrow street there is already concern that extra vehicle movements and more vehicles parked in the street will make the street more congested and unsafe. Having cyclists also passing through this area would be very unsafe.</p> <p>The current traffic island at the start of the street is good as it slows traffic down. The removal of this island will mean traffic will be able to navigate the street at greater speed, with the addition of cyclists and extra driveways at this point it is a recipe for disaster. At a recent street meeting regarding the new houses (attended by Councillor Jimmy Chen and the developers) it was agreed by the entire street the traffic island needs to remain in place.</p>

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Lyu Yan	No	<ul style="list-style-type: none"> - We are considering the safety of the riders because it is a narrow road - We like the quietness of the street, we don't want to lose it
Marjorie June Phillips	No	<p>We have a very XX street very narrow, no room for a bike lane at all.</p> <p>Put bike lane down Epsom Road and down Middlepark Road. We purchased this home because of the XX street. Parking is already very tight in Taggart Place. Be a nuisance to watch out for bikes. I have spoken to several neighbours in Taggart Place and they are against the bike lane to come through our place, Taggart Place.</p>
Joy Lorraine Carter	No	<p>I don't want the cycleway in Taggart Place the road is too narrow, also like the peace and quiet in the street.</p>
Kristina Schutt	No	<p>I am strongly opposed to the proposed cycleway through Taggart Place!</p> <p>I am an owner of one of the houses in Taggart Place and live in my property. I don't understand why the cycleway needs to be changed from the previously proposed plans to cycle along Epsom Road and into Middlepark Road as the bus does.</p> <p>It is saving a lot of money to extend the path coming straight down on a wide road instead of changing the whole entrance to Taggart Place. The traffic Island reminds cars to slow down and adds appeal to the street. I don't want to see it gone. Visibility is very poor coming out of our garage/ driveway as there is no footpath and more bikes can cause a safety risk for both parties.</p>

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		<p>The bridge needs to be secured so that no motorbikes and cars can enter it. It would be good, not to make that area too convenient for people to socialise. We often find empty cans from beer and strong alcoholic beverages on our lawns and wouldn't like any such behaviour encouraged!</p> <p>The costs of developing bridge, path and lightening in the reserve and changing the entrance to Taggart Place could be easily saved by using wider roads with existing traffic and lights along Epsom Road and Middlepark Road. There is enough space for traffic and cycleway!</p> <p>I am cycling regularly to work, I know what I am talking about and feel safe on a cycle path next to traffic!</p>
Mel Castillo	No	<p>Good Day!</p> <p>I am Mel Castillo from ■ Taggart place. I STRONGLY OPPOSE the alternative design for cycle route along Taggart place.</p> <p>Mainly for the following reasons :</p> <ol style="list-style-type: none"> 1. Taggart Place it's a residential, private and cul de sac. I opposed to any traffic movements aside from those residing in it. 2. For safety reasons there are kids who play in this place so it's not safe to open this for traffic. 3. It would cost heaps of taxpayers money to construct the cycle way through Taggart and I oppose it. <p>Thank you for your time and will support you if the cycleway will be done in Middle Park instead.</p>
Joachim Castillo	No	<ol style="list-style-type: none"> 1. Taggart Place is a residential, private and quiet cul-de-sac. This should NOT be used for any traffic movements aside from those living/residing in it. Peace, quiet and safety – I want that to remain. 2. To do the cycleway in Middlepark is straightforward and less cost. To do the cycleway in Taggart would <u>COST</u> more <u>taxpayers</u> money. 3. That cycling should be to exercise more but to go through the Taggart Place as a “<u>short-cut</u>” would defeat the purpose. 4. Safety and security – to open Taggart Place would open the floodgates to a lot of people wandering about and I'm not comfortable about that. I know my neighbours and we all opposed to this idea. 5. Thank you. I hope you will find this reply in good faith.

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Cecilia Shey-Castillo	No	<p>Good day!</p> <p>I strongly OPPOSE the alternative design along Taggart Place for reasons below:</p> <ol style="list-style-type: none"> 1. Taggart Place is a RESIDENTIAL, private, quiet and SAFE cul-de-sac. To open the place to public would compromise our safety and security. 2. To use the Middlepark as cycleway is straightforward. It is WIDER and already has all the utilities (lines, markers etc) of a traffic street. COST WISE – it is less use of tax payer’s money! 3. To put up a cycleway in Taggart Place require NEW foundations, layouts, lights, etc – imagine the COST it would entail just to have that. Bigger use of tax payer’s money! 4. Taggart Place has narrow lanes. It is especially fitted for just residential use.. not for bike traffics. 5. Why can’t you do it in Middle park when it has all the safety regulations in place?? 6. What is actually the purpose of disturbing a quiet neighbourhood for what? A quick shortcut? Just doesn’t make sense. <p>Our Taggart place neighbourhood is tight knit. When one is away we actually leave our keys to one another so they can look after our house. We mow other people’s lawns if needed. We have bbq at times, visit each other homes’ just for a cuppa etc. So to open this to public is like opening a floodgates of people we don’t know coming in and going our private place.</p> <p>We actually had a meeting about this last night and majority of us are oppose to the idea. All have almost the same reasons and would probably articulate those reasons better than I have but the bottom line is that we want a peaceful, safe and happy neighbourhood.</p> <p>Look around Christchurch, you will never see as quiet, private, safe and supportive residential place as much as ours. The Council should celebrate and support that kind of neighbourhood.</p> <p>Already this idea has taken on some mental toll to our elderly residents. They might probably have no access to computers so I hope their voices can be heard to too. You can probably go around our neighbourhood to get the vibes of how all are feeling about this.</p> <p>I absolutely support the cycleway but it shouldn’t be in Taggart Place.</p>

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		<p>It should be in a place (Middle Park) where the residents and even bikers themselves would feel safe.</p> <p>Any questions and comments, please let me know.</p>
Wei Wei	No	<ul style="list-style-type: none"> - We don't want to lose the privacy we loved so much - We don't think it is safe for children to play in the street - Driving is not safe
Fiona Bol	No	<ul style="list-style-type: none"> - Safety of children in the street - Safety of the rider as it is narrow - Privacy we like
Gabrielle Li	No	<p>We do not support the alternative South Express MCR design along Taggart Place.</p>
Thomas Stracke	No	<p>I strongly oppose the proposed changes for the cycleway to go through Taggart Place for the following reasons:</p> <ol style="list-style-type: none"> 1. COST: It will need much more money to convert Taggart Place to a cycle lane than just leaving it alongside Epsom Road...To shrink the much wider Lane on Epsom road would have the additional advantage to deter "Boy Racers" to take advantage of a race-course. Beware of the rate-payer! 2. SAFETY: The fact that you are planning to remove the island at the entry of Taggart Place creates a health hazard for exit/entry to the buildings just being finished. It is narrow enough as it is. As well as the fact that the left side of Taggart Place (uneven numbers) have NO footpath makes it a danger to cyclists life every time you reverse out of the section onto Taggart Place. 3. LOSS OF "GREEN SPACE": The green spaces are disappearing rapidly. This space is used for dog-walking as well as for letting these stupid drones "loose" to avoid them passing over private property. Ducks are also using the area around the stream. <p>Please be considerate,</p>
Robyn Taggart	No	<p>This is our street it was meant to be quite/not much traffic – no cars parked on road. Extra driveways and the potential for cars to park on grass verges as they do down MS Road end.</p> <p>A lot of trucks big and small use Epsom Road during the day. The right hand turn when we have to wait – makes me aware I could get rear ended – that's at the moment where the roads are not narrowed. Can only get worse.</p> <p>Similarly – left turn needing to be in centre of road to turn when cycleway place there.</p>

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		<p>Cyclist already use the driveway through Enterprise Park – why would they use a dedicated cycleway elsewhere?</p> <p>Trucks and cars (delivery vans, couriers etc) use the short cut as well.</p> <p>The cyclist I see come from further up passed Middlepark Road going to work, presumably Waterloo Business area.</p>
William Alan Jackson	No	<p>I am against this proposal because:</p> <ol style="list-style-type: none"> 1. It materially affect access to my property and those of my neighbours because of the proposed roadway changes on Middlepark Road. 2. This change is for the benefit of a small special interest group rather than for the residents in the area. 3. The work to implement this plan will cost a great deal of money and we as ratepayers will be required to contribute to funding it. 4. The properties from 108 to 114 Middlepark Road use a gateway in the fence between our land and the present reserve. I believe creating this new roadway/cycle path will encourage unwanted visitors to our lane. We need and use this gateway which was agreed to by the Christchurch City Council at the time the fence was erected (when the new housing development in Taggart Place was instituted). 5. The notice given of this proposal was far too short – I received notification by mail only 6 days before the submission deadline.
Karen Marra	No	<p>I object to this plan.</p> <p>It's a gross waste of taxpayer money. Our rates are sky high now and the cost of maintaining and implementing the cycleway is prohibitive. I'm not impressed. Please stop inventing more ways to spend money on designer plans. Spend on important tasks that will improve our lives.</p>

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Warren & Wendy Hill	Yes	<p>Thank you for your update on the South Express Major Cycle Route. We are pleased to see that you are looking into an alternative route along Taggart Place. This is what we submitted to you when the cycleway was first mentioned.</p> <p>Again we stated the T section of Epsom/Middlepark is at times very dangerous. We believe the right route would be to go down Taggart Place and onto Middlepark Road through the reserve coming out between 116-120 Middlepark Road. We in this section of Middlepark Road are all really concerned of the safety aspect of T intersection.</p> <p>Thank you for reconsidering.</p>
Norma Marshall	Yes	
Judy Craig	Yes	
Wendy Marshall	Yes	<p>Yes I support the alternative design along Taggart Place.</p> <p>My neighbour Linda Keall of ■ Middlepark Rd and I have a dream of hearing bellbirds, tuis and kereru in our bird chorus. We already have grey warblers, fantails and waxeyes in the winter. Both of us have indigenous trees and shrubs planted to encourage NZ bird life.</p> <p>My property borders the Taggart Reserve. The Reserve has never been planted or landscaped, just mown occasionally. I was told by the Council when it was created that it would be. It has remained for years bare.</p> <p>It is part of a long winding tributary of the Avon that goes through Addington Raceway, Broomfield Commons and on up to Buchanans Rd and through new suburban developments incorporating the riparian environment.</p> <p>When I heard about the Council planting bush areas to provide corridors for our indigenous birds to thrive throughout the city, I contacted Colin Meurck of Landcare Reserve to see if the Reserve could meet the criteria. He was enthusiastic because the nearest bush patches are: Yaldhurst Bush (2900 m), 900m from Corfe Reserve, 1300m from Ilam gardens, 1600m from Riccarton Bush, 1600 m from Wigram Retention Basin, 4200m from Prebbleton Nature Park, and 200m from Templeton Golf Course. This means it is in a very strategic position for connectivity between these existing or developing bush patches. The critical distance for connectivity is given as 2500m in Meurck and Hall 2006. He began a proposed planting plan which is not quite completed yet.</p>

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		<p>However he now roughly estimates the area of potential forest, including arching over the cycleway as 0.25 ha is still sufficient to make a difference to our city.</p> <p>Earlier in the year the residents of Taggart Place contacted Councillor Jimmy Chen to see if he could get something done about planting the Reserve. He is supportive to see what results in this endeavour.</p> <p>I would like to make a submission requesting input into the park design with Colin Meurck as a neighbourhood consultant. I have lived alongside the Reserve for 40 years and was born a kilometre away. I used to hear moreporks at night.</p> <p>I talk a lot about birds but we used to have native skinks and frogs on my property. There is great scope for increased biodiversity in this small part of our city.</p>
Graeme Swale	Yes	<p>The traffic around Middlepark Road is always very busy. Lots of turning traffic going along Middlepark Road. Anything to not make the traffic worse.</p> <p>Taggart Place is a good alternative option.</p>
Anne Blair	Yes	<p>The alternative design for cycle route is a much better idea. I think the Middlepark Road Epsom Road corner would be very dangerous for everyone especially buses turning from Epsom Road into Middlepark and vice versa. I still think Epsom Road is a very busy thoroughfare and considering the number of bikes that use this road it is a large amount of money to spend for a small number of cyclists who use it.</p>
Leonie & Barry Edlin	Yes	<p>This sounds like a fantastic new plan, much safer for all road users.</p>
Fay Fowler	Yes	<p>I still prefer using the route following pylons off Epsom Road through to the reserve.</p> <p>I am so please our part of Middlepark Road has been spared.</p>
Jenny & Kevin Whiteside	Yes	<p>Middlepark Road has become a very busy road over the thirty years that we have lived here. The volume of traffic is huge.</p> <p>There is a business called Fastrack right at the corner of Middlepark and Epsom Roads. There is a massive amount of cars going to the business and consequently a massive amount of overseas cars driven out of the driveway which is right on the corner of Middlepark/Epsom Road.</p>

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		<p>The renovations required if a dual cycleway went down Middlepark would be really dangerous to all traffic. “An accident waiting to happen”.</p> <p>We agree that diverting the dual cycleway down Taggart Place which has hardly any traffic flow would be a much better option – safer for everyone including cyclists.</p>
Toni Williams	Yes	<p>I am writing in response to the alternative design along Taggart Place and through the reserve.</p> <p>I am very happy about this as I live on Epsom Road that if this change goes ahead will now mean the cycleway does not go past my house. I am pleased about this because parking is already an issue along here and I was concerned on how the buses would be able to negotiate the corner with the cycle lane.</p> <p>Thanks for listening to the feedback and I am a big yes for this change to be part of the proposed cycle lane.</p>
Ned Matheson	Yes	<p>It would be nice to have a playground at 15R to help add more life to the street.</p> <p>If the path is not placed here people will take it as a shortcut.</p> <p>At a street meeting all thought it would be better running down the creek rather than Epsom and Taggart.</p>
Pookot & Jacqueline Chandran	Yes	<ol style="list-style-type: none"> 1. The cycleway should be parallel to Taggart Place for the 1st 50m and the transition to the road as shown on “3” should be just before 1 Taggart Place. This should blend in with the curve and will have an aesthetic appeal. 2. Do you need to remove the 2 trees? They are only a spindle of a tree which has hardly grown since 2012. I cannot see how it will affect the cycleway nor affect the vision of the 2 driveways of 46 Epsom Road. 3. We would prefer a reduction of speed limit from 30kph to 20kph. This street is regularly used by Avon City and Mazda to test drive their cars. 4. To stop any vandals from driving through the shared path at the reserve, we suggest 2 metal/wooden stops erected at the entrance of the bridge and the exit at Middlepark Road. 5. Please landscape either side of the path at “6” with native shrubs. A couple of wooden seats would be much welcome.