

## Roading Projects in Our Area

Thanks for the efforts to gain community knowledge from local residents.

It's difficult to understand why we are having to repeat what we submitted only a few months ago along with hundreds of other people. Please reduce traffic now and plan for appropriate modes of transport for the 21<sup>st</sup> century.

A very courageous decision is needed not more repetition of the same.

SARA requests that the decision makers take the time to hold the outcomes from the project for the residents (approx. 25,000) up beside the CCC's Christchurch Transport Plan. Are these objectives met for us?

We would like those making the decision to read over the NROSS report, the NOR findings and CCC meeting minutes on the Northern Arterial. The on-going studies have built on the original 2002 NROSS study. SARA is not confident that the Sensitivity tests, growth scenarios, etc from 2002 are applicable to Otautahi post-quake and the cost savings and time saving predictions etc formed on this data are now almost guesses.

With the real impacts on residents from the NA virtually unknown, due to the complete lack of social and environmental studies, the one thing that St Albans residents need to be able to rely on from the Council is the guarantee that they will uphold our wellbeing.

We would like to reiterate that we cannot support any plans for the area without the guarantee that the CCC's efforts are focused on reducing traffic now and that the Northern Arterial Extension (NAE) does not open until the traffic is reduced.

When reading through the reports from 2002 it can be clearly seen that Christchurch residents have been told for years about studies going into opportunities for public transport and that PB will be included in the plans, including the 2002 NROSS Report which states 'this scoping study has given cognisance to the need to accommodate these modes (public transport, cycling and walking) on road corridors.

Christchurch continues to have low public transport patronage because it hasn't got past the study stage of implementing a public transport system that is more attractive than a car. Because of this SARA has little confidence in a promise of doing something about it in the future. We need reassurance this will occur before the NAE is opened

Many of the projects mentioned in the document are required in some form, even without the Northern Motorway. Local surveying and personal stories over the past twelve years reveal that residents perceive their local transport corridors unsafe to use for walking and cycling especially for the many primary school age children living in the area, the elderly and people with a disability.

Local stories regarding the speed of vehicles are often told and it effects how local live their lives, 30km is what we should aim for, not 40.

This plan again states that the projects need to be done before the Northern motorway opens. We would like to reiterate that what needs to be done is that the Council must ensure the safety and health of the residents before the opening.

Due to the large number of projects in the plan the length of the consultation period has not allowed residents time to think over and discuss the reality of what the plans mean for local movements and nothing about this has been presented to the residents from the CCC. We feel the council have not consulted appropriately with the affected community.

We do not support any plan that disadvantages the St Albans community to accommodate increased numbers of vehicles moving through. We feel the Council must take advantage of the current situation and make an immediate change to the way people move around the city by providing rapid public transport on this corridor.

The Council is responsible for the extension and it must take the opportunity to force the other authorities involved in the transport network to make change for our future now.

Thank you again for the chance to submit on this plan. We would like to request responses to the following questions to include in our verbal submission.

How is the council meeting the objectives of the Christchurch Transport Plan for the local community?

How is the council meeting the Community Outcomes for the local community?

Using the Action Plan from the CTP how is the vision and the approach of the CTP translated of this project?

How is local traffic expected to flow around the area with the planned changes?

Regards,

Emma Twaddell

On Behalf of the St Albans Residents Association

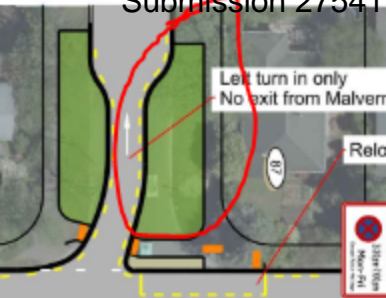
37 Dover St St Albans Christchurch 8014







# Submission 27541



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No exit from Malvern

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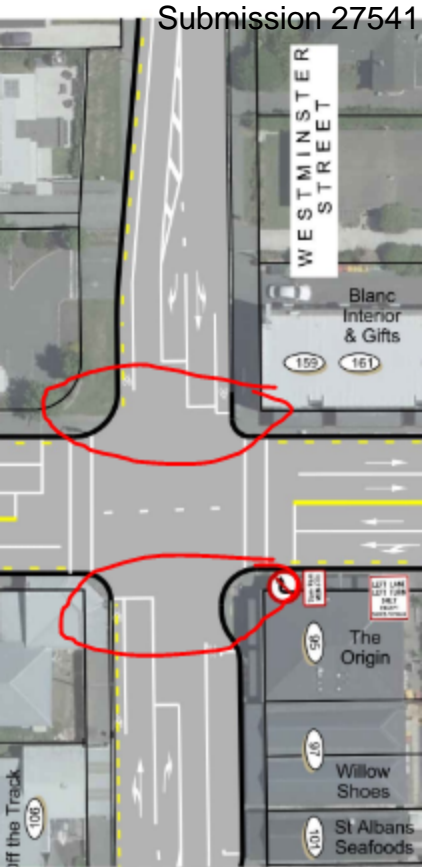




MCFADDENS  
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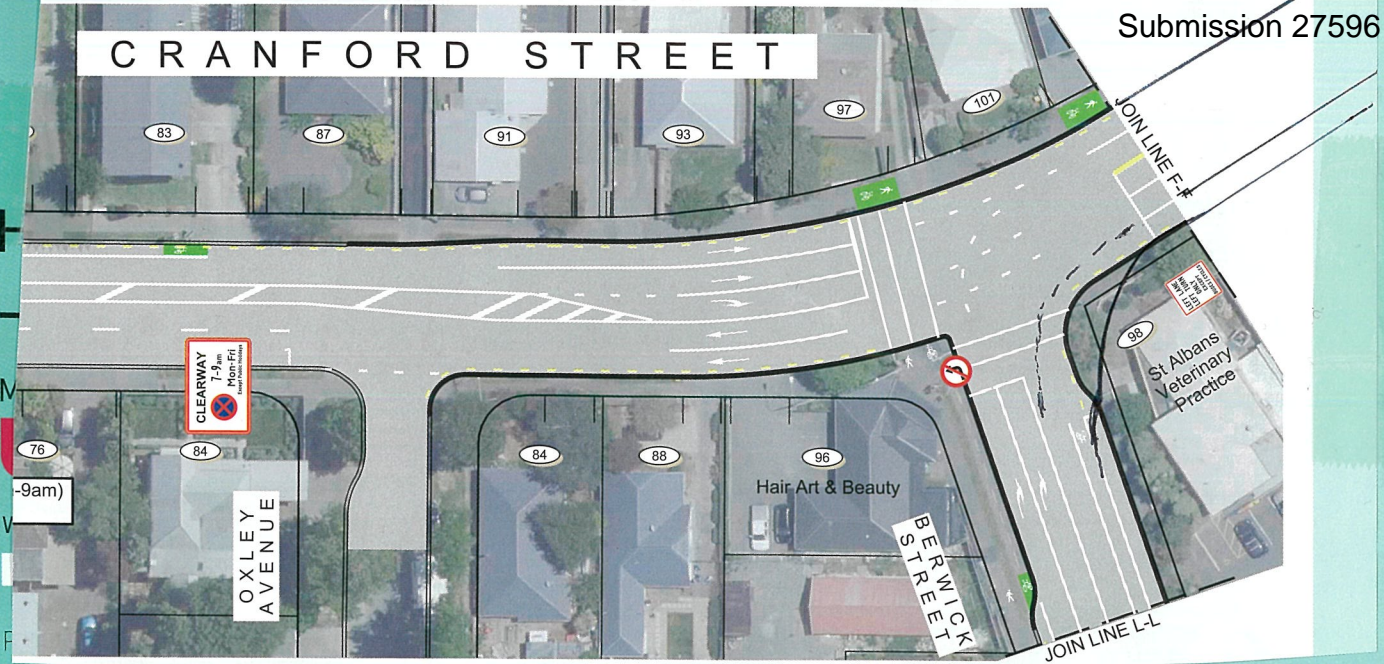
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Left turn in only  
No exit from Mcfaddones Rd





# CRANFORD STREET



## Cranford Street and Sherborne Street upgrades

They need a better Turning Lane For the corner Cranford and Berwick street - For Traffic going South to connect with Barbados St

Any of the intersection upgrades (please note which intersection you are providing comment on)

Otherwise there will be too much Traffic going down Sherbourne St to a Bottle neck when it comes to Bealy Ave and having

## Turning restrictions and landscaping

Cars backed up for miles

## Traffic calming

Street:

Preferred option (if any):

Blank lines for providing street names and preferred options.

## Reduced speed zones (please note which zone you are providing comment on)

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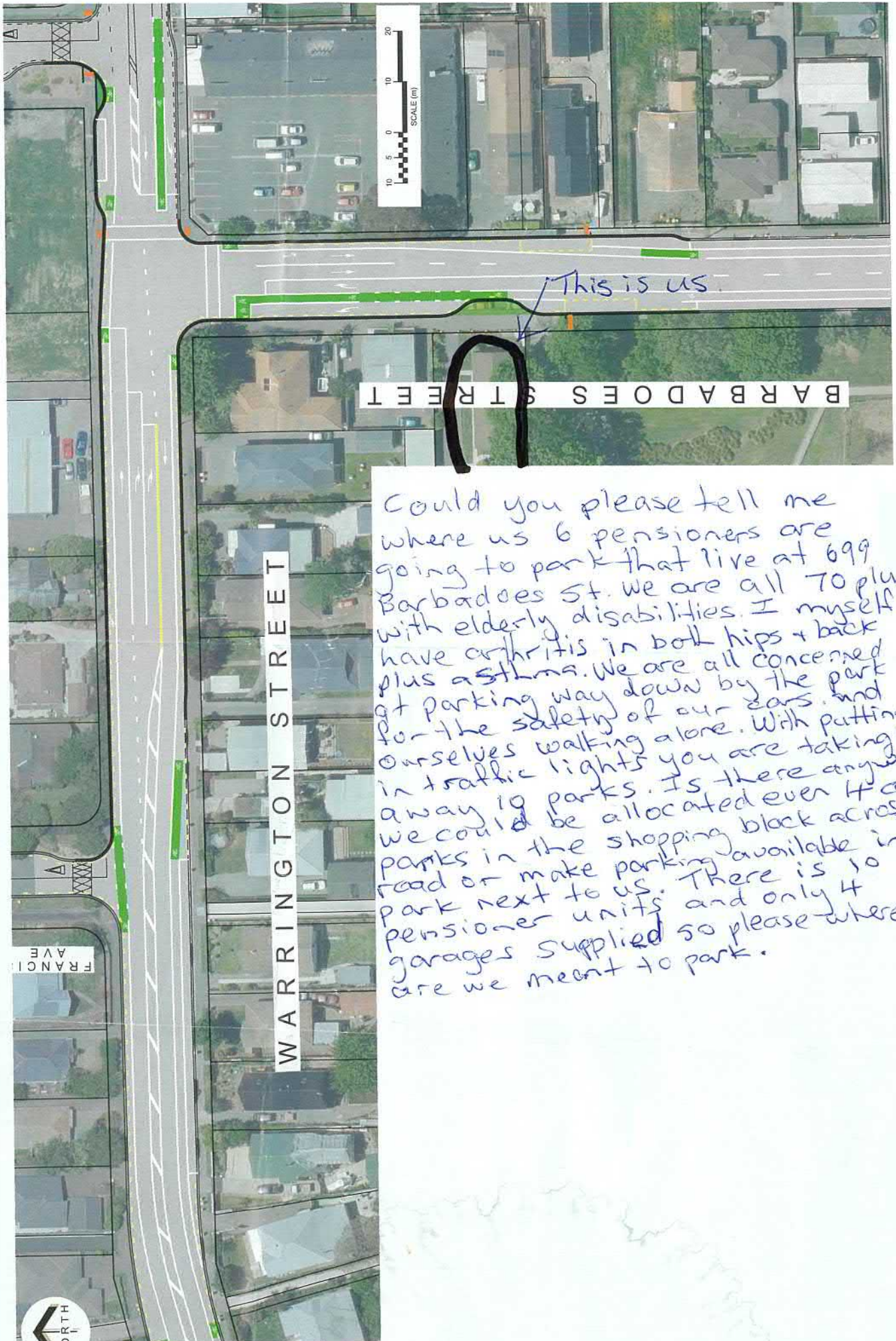
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BARBADOES STREET

WARRINGTON STREET

FRANCIS AVE

SCALE (m)  
0 5 10 20

This is us

Could you please tell me where us 6 pensioners are going to park that live at 699 Barbadoes St. We are all 70 plus with elderly disabilities. I myself have arthritis in both hips + back plus asthma. We are all concerned at parking way down by the park for the safety of our ears, and ourselves walking alone. With putting in traffic lights you are taking away 10 parks. Is there anyway we could be allocated even 4 cars parks in the shopping block across road or make parking available in park next to us. There is 10 pensioner units and only 4 garages supplied so please where are we meant to park.



## Introduction

As you set out in the beginning of your consultation, three themes emerged from the earlier consultation on the DEMP: First, people, *not cars*; second; retaining a sense of community; and third, safety, particularly for people *walking, biking and accessing local schools*.

The current plan fails to take these themes into account. People-friendly design, which encourages active transport and thus relieves pressure from motorized individual traffic from the roads, was clearly an afterthought in the current design. The current design pays lip service to the idea of encouraging cycling as an alternative to car traffic, but a disconnected hodgepodge of ideas creates an unusable collection of discrete measures rather than a coherent cycling network that actively improves traffic. If the measures do not link up, they will do little to encourage people to cycle rather than drive, and they will do little to restore a walkable, cyclable neighbourhood that has been destroyed over decades of increased reliance on cars and that could see its final death knell with the funneling of more motorized traffic into it.

It is my understanding that there has been a 14% increase in cycling trips in Christchurch in the last year.<sup>1</sup> A significant amount of these trips will be “converted car trips”, meaning that the increase in cycling trips takes cars off the road. Cycling thus plays a crucial role in tackling an increase in car traffic. Good, safe, separated cycling infrastructure has two advantages for car traffic: The first advantage is that it removes cars from the road, which again has two effects. Less cars means traffic will be more fluent for those who have to rely on cars. In addition to being beneficial to users of individual motorized transport options, a further increase in cycling numbers has further benefits: It benefits the reliability of public transport by reducing pressure on the road network, and it benefits the environment by reducing carbon emissions. Further, while some parking space has to be given up for cycle infrastructure, people riding bicycles will need significantly less parking space, meaning that the remaining parking space has to be shared by less car users. The second advantage is that safe, separate, visible cycling infrastructure makes it easier for cars to navigate traffic whilst taking into account people riding bicycles. Peoples on bicycles are more visible and behave in a more predictable way where the infrastructure is good. This creates a less stressful environment for drivers.

Before I go on to comment on the cycling and pedestrian aspects of the plan, I would like to make clear that in my view, Cranford Street needs to have all-day bus lanes (not bus-only lanes,

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<sup>1</sup> <<https://twitter.com/BMHayward/status/1161513408732246016>>

and not HOV lanes) immediately. Reliable fast express bus service to the Waimakariri needs to be ready on day one, not be investigated later.

Now to the cycling measures: Foregone simple measures to increase safety and perceived safety as well as a lack of ease of use mean that the implemented plan will do nothing to incentivize the interested but concerned person to chose cycling over cars.

Fortunately, there are a number of simple steps that can be taken that would increase the attractiveness of cycling immensely and would result in a real contribution of cycling to decreasing car traffic in the areas affected by the CNC. These measures benefit the flow of motorized traffic immensely for the reasons given above.

My feedback is written from the perspective of somebody who owns a car and cycles from Mairehau to the west (commuting), north (shopping), and south to the CBD (entertainment, shopping) on a daily basis, but who also experiences a driving culture that is ripe with bullying, threatening behaviour towards non-motorized traffic participants, unsafe driving, and an infrastructure that encourages bad driving and – outside the major cycleways – does little to attract interested but concerned people to cycling.

I understand that real cycling infrastructure that consists of more than paint – even if minimally invasive and actually beneficial to the flow of motorized traffic – will trigger a quasi-pathological rejection reflex from some residents and some businesses; however, to paraphrase a sentence I heard: “You don't own the street in front of your home [or business]. We, the public, own the streets. Our streets belong to everyone. So everyone can get from here to there with as little fear of being killed as possible.”

## **General Remarks**

Before looking at the specifics of the current plan, I would like to make a few general remarks about systemic issues with the planned cycling infrastructure. In one sentence, it will do nothing whatsoever to actually incentivize people to ride a bicycle.

## **Paint-Only Cycle Lanes versus Physically Separated Cycle Lanes**

It is important that the measures do not only make it marginally more convenient for people who already cycle. They need to attract the interested but concerned person. For this audience, the current plan does nothing. Generally, cycling in Christchurch feels very unsafe. This – partially perceived, partially real unsafeness – is a major barrier to attracting more people to cycling as an alternative form of transport. However, encouraging people to not use cars is key in managing the effects of the CNC.

I am convinced that for Innes Road, Warrington Street, Westminster Street, Edgeware Road and Madras/Barbadoes – but more on the last one in specific section on Geraldine Street – a sidewalk/cycle path/parking/main roadway layout, with minimally invasive physical separations (planter pots, separator poles) between the cycle lane and parking will be infinitely more successful in convincing more people to bike, particularly as these roads will not see a reduction in speed limits.

Providing for cycle lanes left of parking is better use of existing space than paint-on lanes. The cross-section for these roads envisions cycle lanes between 1.6m and 1.8m. I measured for comparison, and my handlebar is 80 cm wide, our car door is 87 cm. If the cycle lane is 1.8m, that means that there 13cm between a person on a bicycle and any fast-moving traffic to their right, including trucks, etc. This is much less than the safe passing distance of 1.5m. If the cycle lane is 1.6m wide, a person on a bicycle cannot escape an opening door without colliding with passing traffic.

The person on a bicycle on an unseparated lane has no protection against fast-moving traffic. Thus, they must really hope that they don't swerve, that there are no potholes, etc. But if the cycle lane to the left of parked cars is 1.8m wide, thus narrower than existing Christchurch separated cycle ways, there is still enough room to go around opening doors, but of course the same 13cm wiggle room would apply; however, and secondly, the cyclist can go further to the left on such a cycle lane, because their handlebar can overlap with the adjacent sidewalk. Thus, swerving and potholes as well as opening car doors are less of an issue. By separating the cycle path through the use of planter pots or separator poles, one also enables fast-moving cyclists to leave the cycle lane where there are no parked cars to the right to pass slower-moving traffic that is in the cycle lane.

These measures are cheaper than the full-on cycleways that are being built, particularly if one uses planter pots to trial this infrastructure. There is enough room to implement that with barely any loss of parking, although you could make it really good and provide even wider cycling infrastructure by sacrificing parking alternating on each side (I often cycle east/west on Innes Road and Warrington Street, and parking usage is not more than 50%).

## **Traffic Calming**

The proposed traffic calming designs look concerning to me. Not in principle, they are clearly a good idea, but there would need to be a way for people on bicycles to go around them on the left rather than being forced into a pinchpoint with cars. Otherwise, it will be a repeat of the Trafalgar Street disaster, which is extremely unpleasant to cycle on due to the fact that one is constantly bullied by people in cars extremely closely following and unsafely passing people on bicycles.

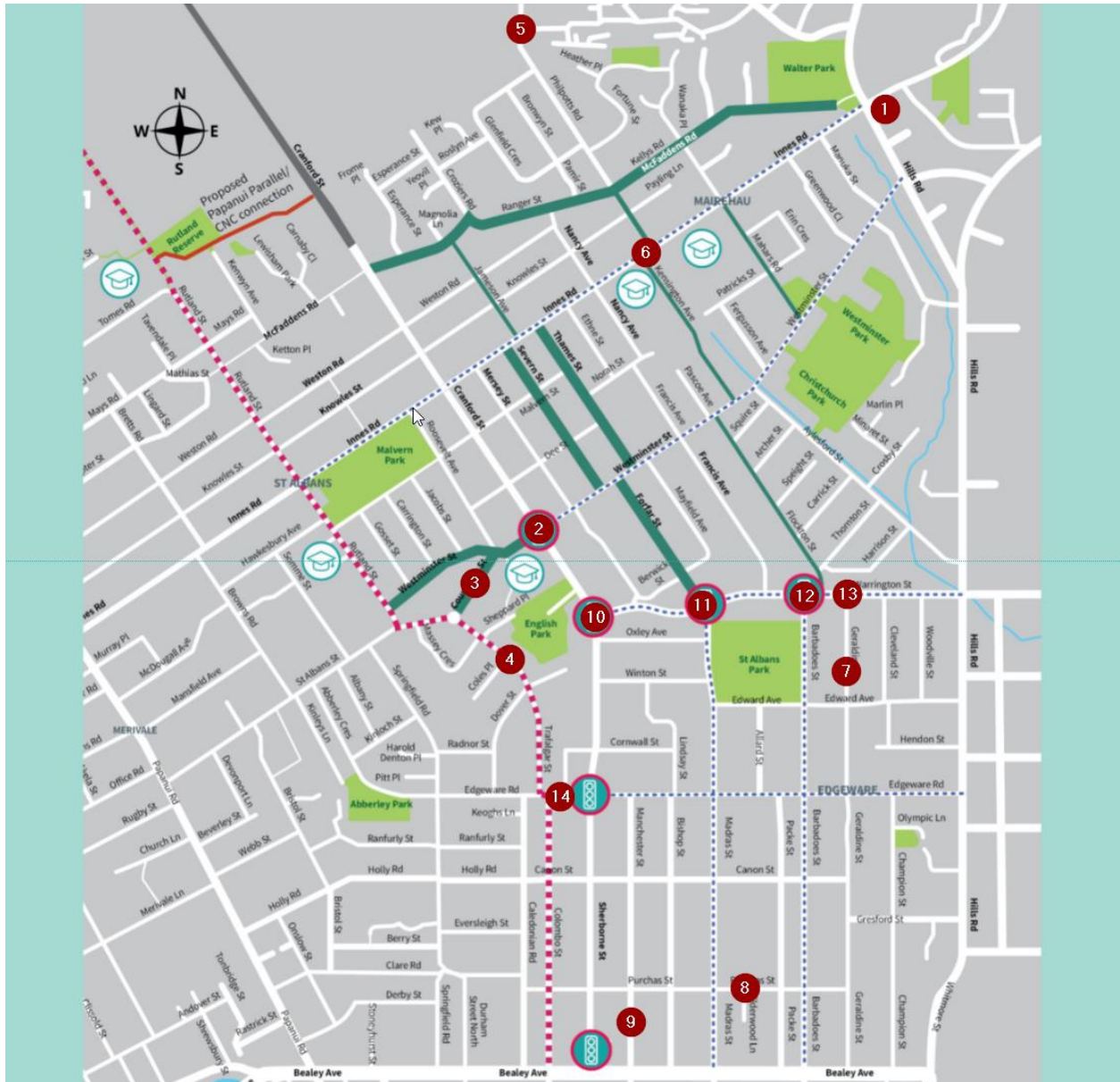
## **Speed Limits,**

The speed limits on greenways needs to be 30 km/h, not 40 km/h. 30 km/h are easily reachable by a regular push pedal bike, and even more easily maintained by electric bikes. 40 km/h creates an unsafe speed differential between people cycling and cars and incentives unsafe passing manoeuvres.

## **Signage**

It is key that there is appropriate signage along the cycle facilities that explains to people where they can get to (near-distance destinations and further destinations), how the individual sections connect, and the extent to which the cycle network is a real alternative to driving. The development of a cycle node network map and signage should be considered (<<http://cyclingchristchurch.co.nz/2019/06/10/a-regional-cycle-node-network/>>).

### Specific Sections



## **The Innes Cycleway**

Innes Road is by far the most important east-west connection. Using a moderate amount of effort on an unelectrified bicycle, it takes less than 20 minutes to cycle from Mairehau to Ilam/University by taking Innes Road/Heaton St/Glendovey Road/Fendalton Road/Clyde Road. However, currently, the street only attracts the hardcore “cyclist” and people using cars. If the street were to become a feasible cycling alternative for people by providing safe, separate cycling infrastructure all the way between the Innes Road Roundabout and the University, this would play a huge role in people opting to cycle instead of driving; the decrease of traffic on the QEII would result in less traffic on the CNC. The decrease in traffic on Innes Road would take traffic of one of the most congested intersections in the area, the Cranford Street/Innes Road intersection Combined with the QEII path, an Innes Cycleway could form a cycling path from New Brighton to Ilam. Such an alternative transport choice would contribute immensely to taking cars off the road, benefitting car traffic as well as other users. The current project could be a first step in realising this New Brighton-Ilam axis by properly connecting the Innes Road cycleway with the QEII path, and by separating people on bicycles from motorized traffic for the entire length of Innes Road (not just to Rutland Street). The street is wide with a moderate amount of parking usage. It could easily accommodate a sidewalk/cycleway/separator pole/main roadway (including parking) scheme. In addition to this general remark, there is one specific issue in the current design.

### **1. Innes Road/Hills Road Intersection**

People on bicycles coming from the west and wanting to continue on the QEII shared path eastbound need to cross to the southbound side of Innes Road. There is currently no clearly signage that tells people about this. The beginning of the shared path on the south side of Innes Road east of Hills Road is essentially kept an insider secret. Widening of the shared path south of Innes Road, east of Hills Road, should also be considered, as it currently does not allow two cyclists or a cyclist and a pedestrian to safely pass each other.

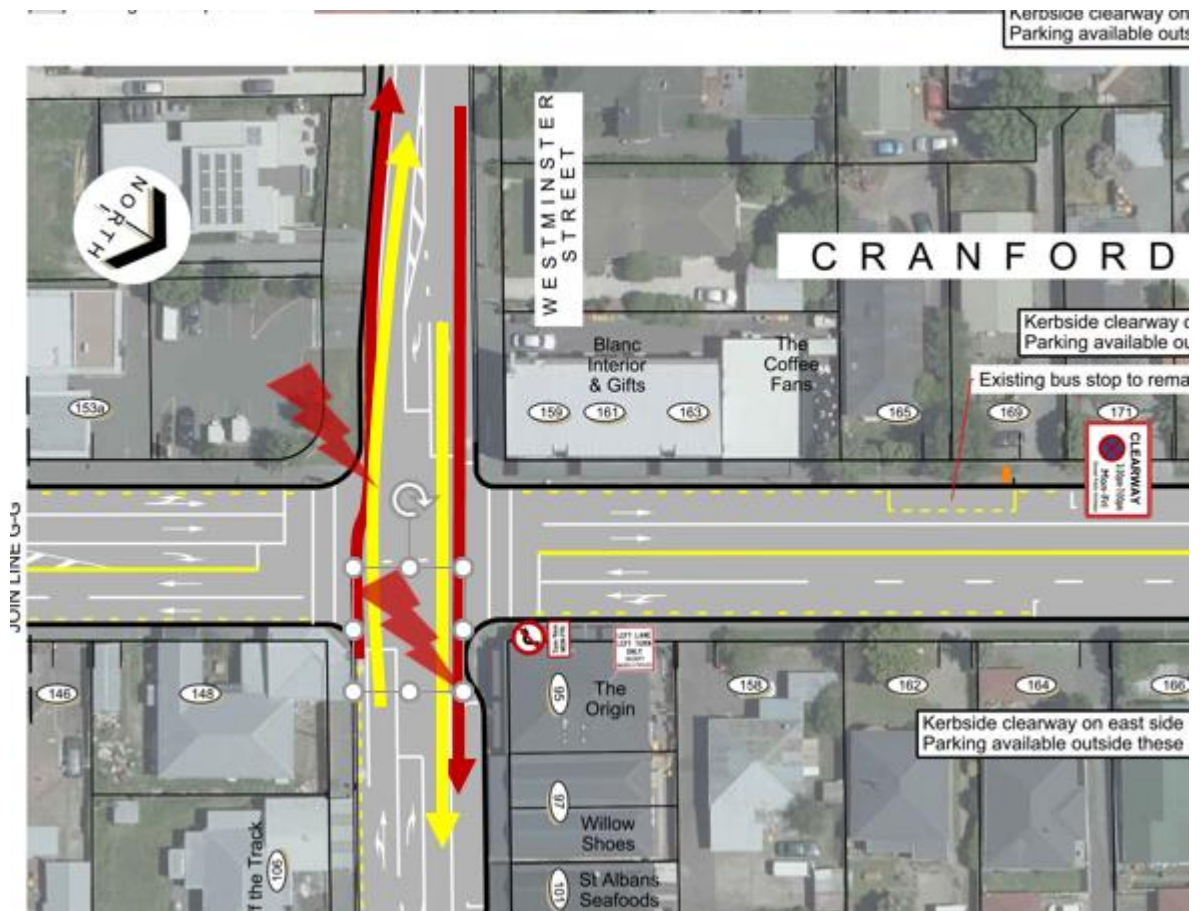
## **The Westminster Street Cycleway and the Papanui Parallel**

The Westminster Street Cycleway will play a crucial role in linking up the eastern parts of St Albans, and Mairehau, with the western parts of St Albans, and – via the Papanui Parallel – Papanui and Northlands, the western CBD, as well as the northern suburbs and the Waimakariri. Westminster Street is a wide street with very low parking pressure. It can easily accommodate a sidewalk/cycleway/separator pole/main roadway (including parking) layout. This will vastly increase its attractiveness to the interested but concerned person and shift more people away from



cars, making traffic go more smoothly. In addition to this general remark, there are a number of specific issues with the current scheme.

## 2. Westminster Street/Cranford Street Intersection



The proposed design for the Westminster Street/Cranford Street intersection has a number of issues, which already exist and are not being remedied. They are easily observable by standing at the intersection in the afternoon rush hour (4pm-5pm).

- Without parking restrictions on the north side of Westminster Street, west of Cranford Street, the cycle lane at the traffic light will be unreachable for cyclists without dangerous filtering manoeuvres.
- East of Cranford Street, the current design with parking right after the intersection creates a conflict point between people on bicycles, drivers opening their car doors and drivers going straight east. This would be partially remedied by implementing a sidewalk/cycle lane/parking layout, but it is unclear why there needs to be parking right there anyways. By only allowing parking starting around 50 m east of the intersection, there is still enough parking opportunity to allow access to the shops. I realize the

prospect of having to walk more than 5m between a parked car and the final destination scares many people. But it is perfectly doable.

- The misalignment of the intersection creates a conflict between cars travelling west on Westminster Street and people on bicycles traveling west as well. Both will need to swerve slightly northwards when crossing Cranford Street to connect to Westminster Street west of Cranford Street. The intersection should be redesigned to allow cars and cyclists to cross the intersection in a straight line. The slight north-east bend should only occur once the intersection area has been left. At that point, physical separator poles would need to protect cyclists from cars not following the bend and instead crossing into the cycle lane. This, however, should be implemented anyways since all cycle lanes should get physical separation.
- The plan does not indicate any pedestrian crossings over Westminster Street for pedestrians following Cranford Street.

### **3. Courtenay Street**

Courtenay Street is unsuitable as a greenway without further restrictions. Again, these are issues that already exist. They can be observed in the morning and afternoon rush hour. In essence, the street is being used by rat-running drivers coming from or going to Trafalgar Street, Springfield Road, and St Albans Road. Due to the amount of on-street parking, as well as the sloping design with open ditches on the side of the street, there are many pinpoints that lead to conflict between rat-running drivers and people on bicycles. Impatient drivers often engage in fast and close, unsafe passing manoeuvres.

The street must lose its collector street status and become either a one-way street, on-street parking needs to be removed entirely, or the street needs to become a cul-de-sac at the Westminster Street end without closing off access for pedestrians or cyclists. The last one is the preferred option as it will reduce rat-running. It can easily be trialed by placing temporary planter pots at the Westminster end of the street.

### **4. Trafalgar Street Greenway**

The Trafalgar Street greenway is a failed experiment. The original plan for this street was to close it off for through-traffic. This was abandoned due to pressure from the Edgeware Village businesses (and I can only speculate which business in particular). However, Trafalgar Street is almost exclusively used by rat runners who want to avoid Springfield Road and Cranford Street. The speed limit is consistently broken. People on bicycles are intimidated by drivers through unsafe passing manoeuvres and roaring engines. The pinchpoint traffic calming measures are

particularly dangerous. Nothing in this street encourages cycling. It is a disaster. I encourage council staff to observe traffic there at rush hour. Rat racing will only become worse with the opening of the CNC. It is thus time to restore the original plan and close off Trafalgar Street for through-traffic.

The connection between the Trafalgar Street greenway and the Cranford Street shared path leading to the Berwick Street cycle lane (see section 10) would need to be clearly signposted at the intersection with Sheppard Pl.

## **The North-South/Mairehau-CBD Greenway**

### **5. Philpotts Road to QEII**

If feasible, the greenway on Philpotts Road should be connected to a simple (compacted gravel is better than nothing and fairly inexpensive) but wide (2.5m minimum) shared path along the rest of Philpotts Road that connects the greenway to the QEII shared path. This way, people from north-eastern suburbs have an attractive way of using the cycle network (it would be shorter than following the QEII shared path) to get to and from the CBD and other suburbs, offering a real alternative to the car (they might otherwise opt for the QEII drive and end up on Cranford Street).

### **6. Philpotts Road/Innes Road/Kensington Road Intersection**

The greenway currently becomes disjointed at the connection with Innes Road. People on bicycles could theoretically get off their bike, push it to the zebra crossing, cross, and then cycle again, but a) many cars don't stop at that zebra crossing, particularly during rush hour, and b) that would slow down cars more than an occasional traffic light that will allow several people to pass.

There needs to be an (on-demand) traffic light for cyclists to connect the Philpotts Road greenway with the Kensington Road greenway. One option would be one combined cycle/pedestrian light on the west side of Philpotts Road, combined with a shared path section crossing guide for cyclists similar to the design on Hinau Road (<https://goo.gl/maps/shnrVGQKct35aUEx8>). This measure would also benefit students having to cross Innes Road to get to the school on the south side of Innes Road. The continuation of the cycle way along Philpotts Road/Kensington Road across the Innes Road crossing would need to be clearly signed for people on bicycles.

## **7. Geraldine Street**

The most glaring oversight of the plan is that instead of funnelling cyclists down Madras and Barbadoes Street, Geraldine Street should become a greenway. I agree that in a perfect world, there would be Copenhagen-style cycleway up and down Madras and Barbadoes, but if that is not coming, Geraldine is a much more attractive option for the interested but concerned potential cyclist (that would require cycle lanes on Purchas Street as well as Manchester Street between Purchas and Bealey) than toughing it out on these two streets.

Geraldine Street should be marked as a greenway connecting Mairehau/East Street Albans with the CBD. It already serves that purpose for those who know of its existence, but without directional signage and on-street cycle marking (sharrows), drivers and people on bicycles may not be aware of its

A reduction to 30 km/h should be considered for Geraldine Street to further make cycling on Geraldine Street attractive as a transport alternative to driving Barbadoes/Madras Street/Sherborne Street/Cranford Street.

## **8. Purchas Street between Geraldine Street and Manchester Street**

Purchas Street would connect the Geraldine Street greenway with Manchester Street. It should thus also benefit from traffic calming features as well as the greenway treatment. On-demand traffic lights for cyclists and pedestrians wanting to cross Madras Street and Barbadoes Street should be provided.

## **9. Manchester Street Between Bealey Ave and Purchas Street**

This is the final connection between the Geraldine Street greenway and the CBD part of Manchester Street. At the very least, there would need to be a cycle lane on each side of Manchester Street as well as a clear right-turn lane for cyclists turning right from Manchester Street on to Purchas Street to get to the Geraldine Street greenway.

## **The Warrington Street Cycleway**

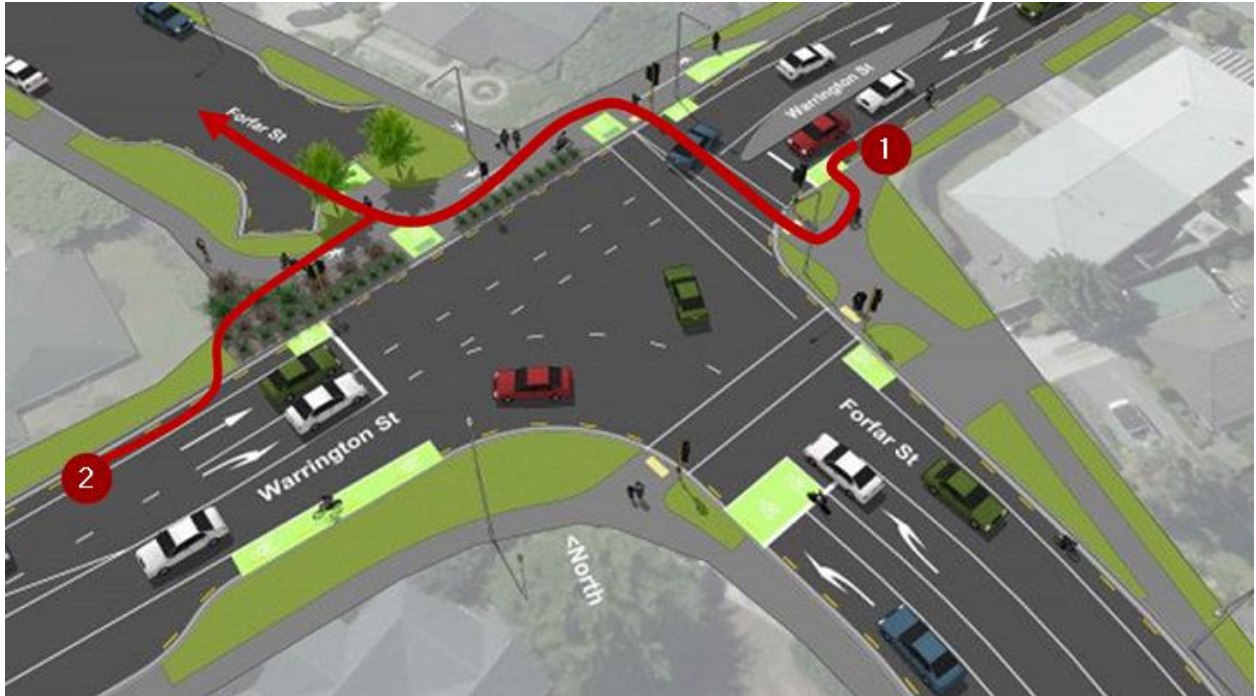
The Warrington Street Cycleway should equally benefit from a sidewalk/cycleway/separator pole/roadway (including parking) treatment. It is a part of the North-South/Mairehau CBD Greenway as well as a link between eastern St Albans, Mairehau, Richmond, and Shirley, and the Papanui Parallel. Similar to the Innes and Westminster Cycleway, the cycle lane should be adjacent to the sidewalk separated via separator poles from the main roadway and parking to increase the attractiveness to people opting to cycle.

### 10. Berwick Street/Cranford Street/English Park Connection

I can see on the detailed plan that there is a provision for a shared path on the west side of Cranford Street that closes the gap between the cycle lane on Berwick Street and English Park and the Papanui Parallel. However, there is no way for people riding bicycles southbound wanting to go east to cross from the west side of Cranford Street back to Berwick Street directly onto the eastbound cycle lane on Berwick Street. There needs to be an on-demand traffic light/crossing that enables people on bicycles (and pedestrians) to follow this desire line.



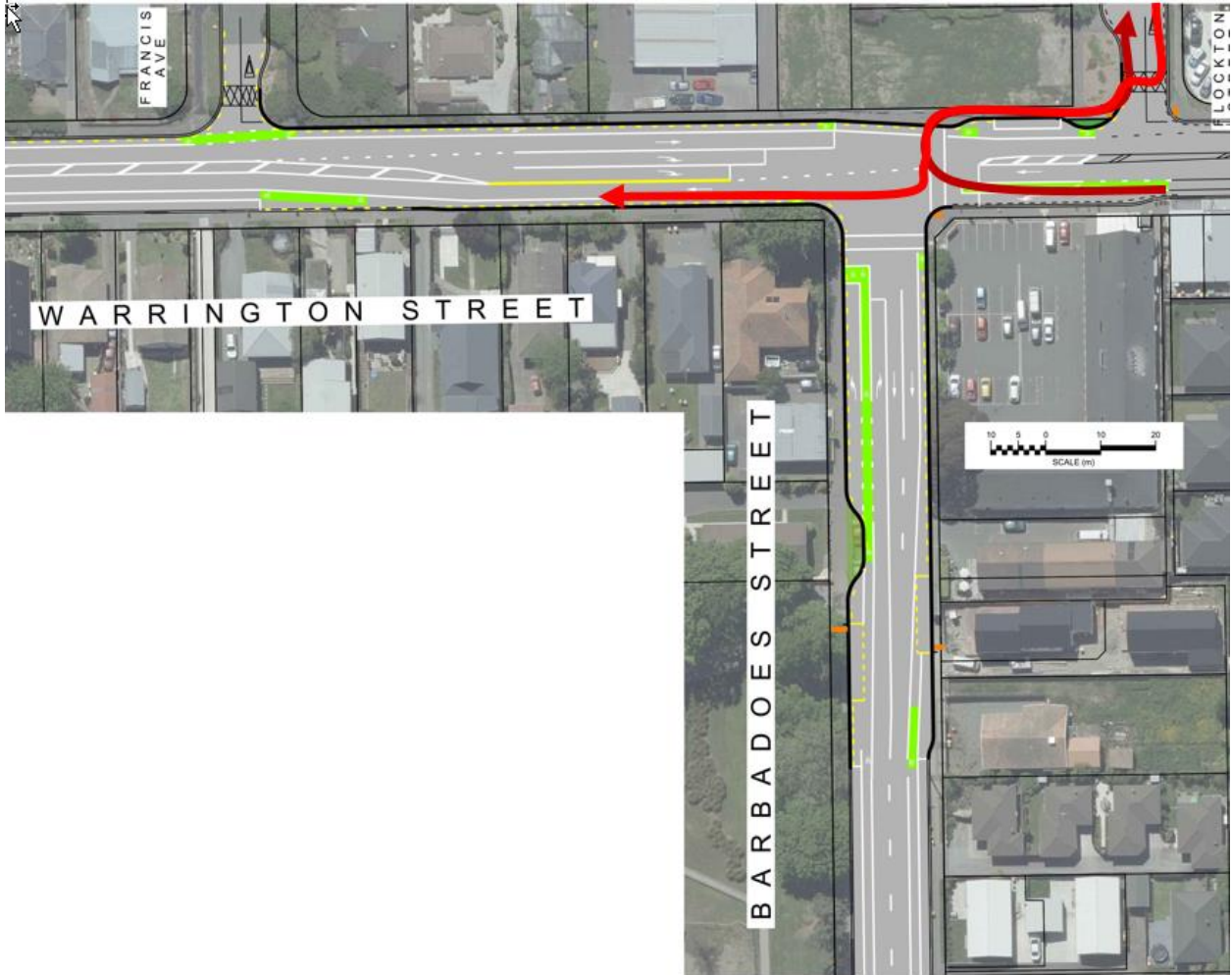
## 11. Warrington Street/Forfar Street Intersection



The current of this intersection design has two issues: First, it does not account for people on bicycles wanting to turn into Forfar Street. The arrows in the picture above indicate natural desire lines. People on cycles will travel that way, but infrastructure needs to accommodate this to minimize conflict. Second, there is no reason to force people on bicycles traveling eastbound on the north side of Warrington Street to wait at the traffic light.

On a cycling-unrelated note, it is disappointing to see that pedestrians on the west side of Forfar Street will be forced to traverse two traffic lights instead of only one to continue northbound on Forfar Street across Warrington Street. Nothing says car-centric design quite like the subordination of all other means of transport.

## 12. Warrington Street/Flockton Street Intersection



There needs to be a connection between the cycle lane on the south side of Warrington Street and the Flockton Street greenway. Similar to the Philpotts Road/Innes Road/Kensington Road intersection, the easiest way would be to create a shared path on the north side of Warrington Street between Barbadoes Street and Flockton Street and create a crossing guide similar to the design on Hinau Road (<https://goo.gl/maps/shnrVGQKct35aUEx8>) to allow southbound cyclists coming from Flockton Street to connect to the westbound cycle lane on Warrington Street as well as westbound traffic from Warrington Street to easily turn northbound onto the Flockton Street greenway. This needs to be clearly and early signed so that cyclists traveling on Warrington Street who want to proceed to the north know in advance that they should proceed to the traffic light at the intersection with Barbadoes Street and make a turn there via the light.

To achieve this, the parking spot in front of the new development on the north-west corner of Flockton Street/Warrington Street may have to be removed, but it is unclear to me what purpose this parking serves. There is a parking lot across the street, and if parking is key to the commercial

success of the new development, I am sure the owner of the new development will be able to reach an agreement with the landlord of the existing shops on the south side of Warrington that allows customers to park there; this is how a market society works. It is not the job of the city council to provide free parking to developers who fail to plan their own development in a commercially viable way.

### **13. Warrington Street/Geraldine Street Intersection**

People following the Flockton Street/Geraldine Street greenway in a southbound direction would require an on-demand traffic light at the Warrington Street/Geraldine Street intersection to safely turn right from Warrington Street on to Geraldine Street.

### **The Edgeware Road Cycleway**

#### **14. Edgeware Road between Cranford Street and Trafalgar Street**

The cycleway on Edgeware Road needs to be physically separated from cars, just like the other east/west cycleways. It also needs to extend past Cranford Street to connect with the Papanui Parallel. I realize this will be met with fierce resistance from the butcher's. However, the number of parking spots on Edgeware Road is minimal compared with the number of off-street parking spots. There are also parking spots on Colombo Street. At worst, the customers would simply have to walk 50 metres from the Colombo Street parking to the entry of the shop. I refuse to believe that anybody's decision to shop at the butcher's is influenced by parking right in front of the window, particularly as they are free to advertise the availability of other parking spots around the corner. There is also simply no empirical, rather than anecdotal, evidence that the existence of cycle infrastructure in front of a business has a negative impact on a business. Conversely, the only reason I go shopping at Edgeware village is the fact that it is next to cycling infrastructure and better cycling infrastructure on Edgeware Road and a more progressive attitude of the local businesses there would increase my custom. At the end of the day, I do not think that businesses should hijack infrastructure decision-making on the basis of their fact-free prejudices against active transport. A city council serves its residents.

Ideally, the Edgeware cycle lane would connect to Abberley Crescent to allow easy access to Abberley Park and allow people to use the recreational areas of their suburb without having to drive there.





Bornheim, L. Transport Projects in the Cranford Street Area

To Whom It May Concern:

Please find below my feedback regarding the proposed changes to the Cranford Street area. I regularly drive, bike, and walk in this area, and hope that my comments will be helpful in finalizing plans for the upcoming changes.

## Pedestrian/Car/Cyclist Arrangement

A central component to the changes made involve a continued reliance on pedestrian > parking > cyclist > drivers arrangement on the east-west connections, which should be abandoned. It is incredibly unsafe for cyclists, and does a lot to discourage cycling in general. While it may look clean in theory, the reality of the matter is that many drivers do not take care to park their cars a proper distance from the curb. As a result, car wheels are often sitting inside the painted cycle lane, which means that people on bicycles have to move close to or into moving vehicle traffic in order to pass these parked cars on the cycle lane. It also does not account for debris (e.g. fallen branches, large pieces of garbage, broken bottles) or potholes in the cycle path, because in this set-up, cyclists have no choice but to move into fast-flowing vehicle traffic in order to get around obstacles like this. These obstacles are certainly not uncommon in Christchurch, and manoeuvres like this should not be necessary.

Another major danger with this set-up is car doors. A great many drivers do not look before opening their doors into traffic in Christchurch, and as a result, car doors are a major hazard for any cyclist in this city. In an arrangement that goes pedestrian > parking > cyclist > drivers, cyclists not only have to watch out for the moving traffic on their right, but they also have to keep an eye on parked vehicles on their left to make sure no car doors open suddenly (and no drivers suddenly try to pull out into traffic without looking). This makes for a cycling experience that feels both stressful and unsafe. (As an example of this, I would encourage you to try cycling on Colombo Street between Bealey Avenue and Victoria Square during the morning and late afternoon rush hours; there are no painted lanes for this section, but cyclists are put in the exact same position they would be in if there were painted lanes with this kind of set-up.) Expecting a person on a bike to keep careful track of vehicles that are close on either side of them is too much, and not only is it a recipe for an accident, but it is also a major disincentive for people to use bikes as a mode of transportation.

A much better solution is the pedestrian > cyclist > parking > drivers set-up (like on Colombo Street between Bealey and Edgeware, or on St. Asaph Street), since it feels and is far safer. Cyclists only have to worry about driveways and pedestrians on the left and car doors on the right; in addition, if a cyclist has to move around a car door on the right, they at least don't have to swerve into moving traffic. I have heard the argument that such an arrangement is unwise because a driver cannot account for what a passenger does with their car door, but at least if a passenger door were to open, a cyclist wouldn't get run over while trying to avoid it. In addition, every single car on the road has a driver in it, but not all cars have passengers. Thus, the risk of a cyclist being hit by a car door is far less with a pedestrian > cyclist > parking > drivers arrangement. A properly separated cycle lane (using planter pots, poles, or some other kind of barrier) would make these sorts of collisions even less likely.

## Traffic Calming Measures

I fully support traffic calming measures in residential streets; however, there are several aspects of them that need to be taken into account.

## Chicanes

Both chicane designs create problematic situations for cyclists, since they create a pinch point. Many drivers seem to assume that once they come to a pinch point where cyclists would have to move to the centre of the road to get through, cyclists should just stop at the side and let cars go ahead. This is often the case in many areas in Christchurch where there are narrow points in the road, and it feels very unsafe for a cyclist's perspective, because cars try to get through the pinch point before a cyclist can get into position to go through. Often, engine revving and bullying behaviour is used to make cyclists fall back so that drivers can get through first. This measure is therefore needlessly stressful and dangerous. If a pinch point design is necessary, I would recommend creating an additional cycleway to the side (much like the ones that currently exist with the speed bumps on Worcester Street east of Fitzgerald Avenue) so that cyclists can get through without coming into conflict with drivers. However, this brings up another issue, which also falls under the subject of raised tables, below.

## Raised Tables

Putting in speed bumps or raised tables to slow traffic is a good idea, but those designs that allow cycle traffic to pass the speed bump on the side can lead to some problems when it comes to parked cars. On Worcester Street after Fitzgerald Avenue, for instance, it is very common to find cars parked in the way of the cyclist route around the speed bump – either parked so closely to the opening that a cyclist can barely eek by, or sometimes even parked right in the gap itself. Bins are often also placed in such a way that they either partially or entirely block a cyclist's way through. Placing concrete blockers so that cars cannot park in this gap seems to be somewhat effective, although they should not be placed so far from the gap that cars can still comfortably fit in them. This should be taken into consideration with planning.

I would also note that the speed bumps on Trafalgar Street in particular are not very effective, since cars speed down that street anyway and often essentially try to jump the speed bumps, scraping their bumpers on the pavement on the other side. The narrower versions with the ability for cyclists to bike around them (of which there is only one on Trafalgar Street) seem to be more effective, as drivers must slow more. However, other measures should be considered to eliminate this sort of problem, including perhaps more effective or prominent speed signage, to prevent people from simply using the side streets as less busy alternatives to Cranford Street.

## Overview Map Points

### Westminster Street/Warrington Street/Innes Road/Edgeware Road Cycle Lanes

Having Westminster Street, Warrington Street, Innes Road, and Edgeware Road keep to just painted cycle lanes as in the current plan is very inadvisable. Some sort of cycling infrastructure that puts a barrier between cyclists and traffic (whether it be a concrete one, or just separator poles) is truly invaluable in order for cyclists to feel safe with the amount of traffic moving through these roads (which will of course increase with the increased traffic coming down Cranford Street). It also gives people a clear message that cycling is wanted in this area and that cyclist safety is a concern, whereas simple painted lanes can have a "bike at your own peril" impression to them – especially when they are situated between parked cars and moving traffic.

I would also note that as a person who often bikes on these streets, I often encounter situations (or see other cyclists encounter situations) where drivers will come from a side street on the north side of Westminster such as Thames Street and use Westminster to get to a street on the south side, like Forfar Street. This is often done in a fast, almost sliding manoeuvre across Westminster Street, and

cyclists are often nearly sideswiped because drivers seem to be concentrating solely on vehicle traffic and don't see them. A cycle path that involves some sort of barrier would go a long way to preventing an accident in situations like these.

### Courtenay Street

Courtenay Street should not be made into a greenway. This street is awful to bike on at present, since in addition to its very uneven surface, it is far too narrow for the amount of vehicular traffic allowed on it. This is made worse by the many cars parked on the street at peak times of the day and by the sheer number of cars travelling down here to get to St. Albans Road or to Trafalgar Street (not to mention their speed). This means that, especially with the open gutters, there is very little room for cyclists on the road. I used to travel on this street often as a cyclist, but I have now arranged detours so that I can avoid it completely, even though it takes me longer to get home, because of the many dangerous encounters I have had with drivers behaving aggressively on Courtenay Street, passing far too closely or now allowing me to move out into the lane to get past a parked car.

Making this street into a greenway will not solve these problems. We've already seen with Trafalgar Street that making an unfriendly route into a greenway does nothing to actually improve safety for cyclists. It is also a dangerous street from a driver's perspective, because aggressive drivers are often unwilling to move to the side to allow traffic coming from the opposite direction through, often resulting in drivers playing chicken with each other. Making this street into a greenway would do nothing to solve this problem.

Courtenay Street should ideally be made into a cul-de-sac accessible from Westminster Street by pedestrians and bicycles. Another option would be to remove on-street parking from the street completely and significantly reduce the speed limit, but this would likely be very unpopular with residents of the street.

### Trafalgar Street

Trafalgar Street is included in the Overview Map as an existing part of the Papanui Parallel, which I'm afraid gives the impression that it is a completed and successful cycle route. It is in fact a disaster and needs some very serious attention. Drivers constantly pour down this street in the mornings and late afternoons, to the point that a couple of days a week I come across standing traffic waiting to move from Trafalgar Street onto Edgeware Road during the late afternoon rush hour. All of the drivers that move down this street seem to be trying to avoid the press of Cranford Street and they completely ignore the lowered speed limit. As mentioned above, the speed bumps also have little effect because drivers don't slow down for them properly, and instead bounce over them, their bumpers often scraping the pavement. If a cyclist is on the road, drivers will pull up closely behind the cyclist and rev their engines; try hard to get past a cyclist before the next speed bump; or just pass at a dangerously close distance. With all of the on-street parking there, there is little space in the middle of Trafalgar Street and there are often times where one vehicle will have to pull to the side to allow others to pass. Just as with Courtenay Street, however, many drivers are unwilling to pull to the side, and try to get through the gap first before a vehicle coming from the opposite direction can make it. Cyclists are caught in the middle of this dangerous behaviour and an accident is imminent. Trafalgar Street should not be a through road.

## Intersections

### Cranford Street – Berwick Street

I greatly welcome the shared path on the west side of Cranford St., as I cut through English Park from Trafalgar Street (to avoid the horror that is Courtenay Street) when cycling east of the Papanui Parallel.

In looking at the plans, however, I find it unclear how a cyclist is supposed to get from the shared path on the west side of Cranford Street to the eastbound cycle lane on north side of Berwick Street. The only possibility currently visible in the plan is for the cyclist to cross at the pedestrian/cycle crossing light (which looks as though it is only intended for cyclists heading west and would be very crowded with cyclists heading in both directions), and then cross again on a second light at the pedestrian-only crosswalk on Berwick Street so that they can then turn right onto the cycle path. This is a) going to be far too crowded at the pedestrian/cycle light, and b) an unnecessary waste of time for cyclists. A second light system should be put in for eastbound pedestrian and cycle traffic coming off the shared path.

#### Cranford Street – Westminster Street

This intersection as it is planned would only slightly fix what is currently a very problematic intersection. There are several things going on in the current plans that still very much need to be addressed.

#### North-South Pedestrian Crossing on Westminster

The current plans have removed the north-south pedestrian crossings on Westminster Street and makes it so that there is actually no point for pedestrians to safely make such a crossing. This is rather bizarre, as these crossings are often used and it makes no sense to strand pedestrians on either the north or south side of the street. A crossing here for people on foot, where people often walk and where there are bus stops right nearby, is absolutely vital.

#### Parking on Westminster

On-street parking on the north side of Westminster street both east and west of the intersection has been preserved in the plans, and this should not be the case. As a driver, I often turn left from Cranford Street onto Westminster Street and the parking spaces in front of the Origin and Willow Shoes are hugely problematic, because people are often getting in and out of cars there and have no way to see if a driver is coming around the corner (and a driver who turns the corner has to be very cautious in making this turn in order not to hit anyone). This isn't a question of making sure that businesses can have cars park directly in front of them (which, in any case, is not their right), this is a question of people's safety. For the safety of people using these parking spaces, they should be pushed back farther from the intersection. This would also make moving down this stretch safer for cyclists, who currently have to contend with potentially opening car doors right after coming out of an intersection, which makes for an uncomfortable and less safe cycling experience.

Keeping on-street parking west of the intersection with Cranford Street is problematic as well due to the fact that there is really not enough room for parked cars in this area (on either side of the road) because the road is so narrow. The lack of a cycle lane or path means that it will be just as impossible to bike down this road in an eastbound direction in the future as it is now: there are often cars parked here at peak times and the road is just not wide enough for a cyclist to safely fit between the parked cars and the eastbound vehicular traffic on the street. From a driver's perspective, it is also impossible to give a cyclist the requisite amount of room, and so it creates driver/cyclist conflict.

#### Set Back Right-Turn Lanes

I welcome the change of having dedicated right-turn lanes and straight/left-turn lanes on this stretch of Westminster Street; since so many people need to turn right here, this is badly needed. However, the right-turn lanes are set very far back. A person making this turn will therefore have to drive quite a bit forward in order to get into the intersection properly to try to turn right, which only leads to stress for the number of cars that will be past the stop line and trying to complete their turn on the

light. I realize this is probably done to allow large vehicles to make this turn, but I had been under the impression that set-back turning lanes of this nature were a discouraged practice, and with reason.

#### Cyclist Intersection Crossing

It is imperative to ensure that when a cyclist is on Westminster and crossing Cranford Street (in either direction), there is no left turn possible for cars. This isn't implemented well on the intersection of Bealey and Colombo and often results in a situation where cyclists are moving straight forward across the intersection and drivers try to make a left turn at the same time.

Also, it does not look as though the planned bits of cycle lanes quite line up with each other in either direction (but particularly for cyclists on the north side of Westminster Street, heading east). For people to be able to cross an intersection safely, the lanes should always line up; moving or removing the on-street car parking outside the Origin and other businesses there could go some way to helping this.

More importantly, however, the lane for westbound cars (on the south side of Westminster Street) looks as though it is angled in such a way that cyclists heading in this same direction will effectively be edging into a driver's path as they move across the intersection. This will result in driver/cyclist conflict which could be very dangerous. The cycle lanes and the driving lines should be lined up properly so that people on those lanes are not at risk of engaging each other in the intersection.

#### Cycle Lane on Westminster Street

I have already expressed my opinion that there should be more than a simple painted cycle lane on Westminster Street; however, I feel that I should also point out that the overview plan and the intersection plan for Cranford-Westminster do not agree. The overview plan shows that Westminster Street will have painted cycle lanes, but the intersection plan shows cycle lanes only at the intersection on the north side of Westminster, west of Cranford, and on the south side of Westminster, east of Cranford.

In my opinion, these sorts of half-measures are very unhelpful. They pretend to support the idea that cycling is desired on that particular road, but give both cyclists and drivers the impression that cyclists shouldn't really be there. This leads to both cyclists and drivers behaving according to this feeling, and it strongly discourages cycling. I personally avoid biking on such streets, because often traffic is quite busy and my presence as a cyclist was clearly not really accounted for in the main design – instead, it was added as an afterthought. This says to me that biking on this road is probably not safe. Measures like these will do nothing to encourage people to start – or continue – cycling.

#### Warrington Street – Forfar Street

I greatly appreciate the idea of closing off Forfar Street and getting rid of the roundabout. There do need to be some tweaks, however, to make this a less car-centric intersection.

#### Pedestrian Crossing

There is currently no way for a pedestrian to get to the south side of Warrington Street west of Forfar Street without going through two crossing lights. This is very surprising, because it strikes me as an old-fashioned street design that conveniences driving and puts other modes of transportation firmly in second place. There is no reason why an additional crossing cannot be put in for pedestrians here.

#### Cycling

It should be made clear to cyclists with paint or signage that they can cleanly and safely turn right (south) down Forfar Street from the north side of Warrington Street by moving onto the new shared path area at the bottom of the cul-de-sac and using the light.

In connection with that, it would be immensely useful if there were direct access for cyclists on the north side of Warrington Street (travelling east) to this bike/pedestrian area at the end of the cul-de-sac, to facilitate left turns onto Forfar Street (in order to head north) and to make it easier for cyclists to reach the light for right turns onto Forfar Street (in order to head south). There really isn't any reason why a cyclist should have to wait for the light to turn in order to make this sort of manoeuvre into the pedestrian/cyclist area; they just need a dip in the curb and a path made through or around the planned greenery.

There should also be some sort of measure in place for westbound cyclists on the south side of Warrington who want to turn north – perhaps something so that cyclists can get onto a short shared path (instead of a pedestrian-only path) there and use the light to cross.

#### Warrington Street – Barbadoes Street

The parking space(s) in front of the new developments on the north side of Warrington Street (at the corner with Flockton Street) is unnecessary. This space could be used for making bike and pedestrian traffic from Flockton Street to Barbadoes Street much easier, with perhaps a shared pathway so that cyclists from Flockton Street don't have to make a right turn onto Warrington in order to get to Barbadoes (which is currently very difficult).

#### Geraldine Street Connection

Geraldine Street is an excellent avenue for northbound cyclists to take from the CBD, but it is quite difficult for cyclists to continue north onto Flockton Street once they make it to Warrington. Right-hand turns for cyclists from the south side of Warrington Street to head north on Flockton Street should be made easier (possibly by making it easier for cyclists to get onto a shared path on the south side of Warrington so that they can get to what is planned to be a pedestrian light at the intersection with Barbadoes Street – this could be made into a pedestrian/cycle crossing, and then cyclists could use the shared path (made where the car parking is currently planned) on the north side of Warrington Street and then turn left onto Flockton Street).

#### Warrington Street – Flockton Street

As a driver, turning right from Flockton Street onto Warrington Street to head in a westbound direction is currently rather difficult. At busy times of the day in particular, it can take quite a while to find a safe gap in the westbound and eastbound traffic. Once the light is in place at the Warrington – Barbadoes intersection, a right-hand turn from Flockton Street will likely be impossible at most times of day, with traffic immediately filling up the space on Warrington Street between Barbadoes Street and the mouth of Flockton Street. This should be accounted for, potentially even by restricting right-hand turns from this end of Flockton Street; otherwise, without any signage or any other warnings, any driver trying to turn right from Flockton Street will be completely unaware that they will likely find themselves stuck for some time, with traffic building up behind them, and ultimately forced to head left instead.

## Goals

There is a lot of need for change in the intersections and streets that are included in this plan, and I am glad that they are due for improvements. However, it seems clear that the plans were made looking at cars first, and at pedestrians and cyclists as an afterthought. If the goals were, as stated “people, not cars; retaining a sense of community; and safety, particularly for people walking, biking, and accessing local schools,” then unfortunately, these goals have not really been met. These plans must see changes if things are truly to be made safer and more attractive for cyclists and pedestrians, instead of just for cars. As getting people walking and biking instead of driving is an essential

Bornheim, L. Transport Projects in the Cranford Street Area

component of alleviating car traffic from the new motorway, this is very urgent and needs to have much higher priority.



## **St Albans School Board of Trustees response to CCC Have your say consultation for proposed Cranford St changes.**

Thank you for the opportunity to provide our thoughts and feedback on the 'Transport projects in the Cranford Street area' in response to mitigating the effects of the Christchurch Northern Corridor opening. On behalf of St Albans School, the Board of Trustees is extremely heartened by the engagement that Christchurch City Council namely Ann Campbell and the various technical specialists), has shown to us throughout the design phase of this project. We are particularly grateful for the focus on safe pedestrian crossing points across Cranford Street, which have been included in this latest iteration of the project.

As a school of 600 plus students from years 0 to 6, the proposed transport projects in the Cranford Street area will affect our entire school community. As with our last submission, our key focus is safety and wellbeing of all users of our school facility.

### Positive aspects

We support the following changes/proposals:

- We appreciate the addition of the pedestrian crossing point on Cranford Street outside ASB Football Park along with further pedestrian crossings on Sherborne Street.
- Ongoing safety audits throughout the design phase that will be performed by suitably qualified transportation professionals
- Traffic monitoring for a minimum of ten years post completion of the works.
- Consideration of improving active transport in the area.

### Concerns and suggestions

Some key concerns we have in relation to the proposal are:

- The potential of additional congestion leading to unsafe practices around the Westminster and Cranford Street intersection. A large proportion of our student population come from the east side of Cranford Street and cross at this intersection. Due to current safety issues at this intersection, the Council and St Albans School have agreed to monitor this crossing by employing a joint Council/St Albans School road patrol supervisor at morning school drop off and afternoon pick up times. However, as traffic volumes increase as a result of the Northern Corridor project, we would like to see a dedicated traffic light phase for pedestrians crossing east-west at this intersection. We are concerned that the original proposal included a red turn arrow for traffic turning left from Westminster St and would like to see the removal of the red left turn arrow at this intersection if that is the case so that westbound traffic flow is improved, and consequently reducing the likelihood of parents dropping children off east of Cranford Street to avoid delay in dropping their children off at a safe location near the Westminster Street school entrance.

- It is currently unclear as to the proposed traffic calming measures that relate to Courtney St and Westminster St around one of the school's busiest entrances and we would like clarity on these proposals before they are finalized and implemented.
- We have concerns that in the documented landscaping proposals for Dee Street and Malvern Street on the east side of Cranford Street, the visibility for road traffic to see pedestrians is unclear. We would suggest that low level landscaping is planted in the garden beds closest to Cranford Street to allow adequate sight lines.
- In order to maximise the safety of students at the school's Westminster Street entrance, we consider that a safe crossing point directly outside this entrance should be provided. We acknowledge that a pedestrian refuge is located to the west of Courtney Street, however, this is rarely used by students and their whanau due to the safety risks in crossing Courtney Street, which can become congested during peak times. Accordingly, we suggest a pedestrian crossing facility is provided outside the school's Westminster Street entrance.
- We would like to see an additional entrance to the English Park carpark so that a separate entrance and exit could be established to enhance safe drop off practices and reduce risk to our students at drop off time.
- The Christchurch City Council Cycle Design Guidelines state that on arterial roads and distributor streets, separated cycleways should be considered first, and in addition to this, 3.5m shared paths should be used for connections to schools. Westminster Street (east of Cranford Street) and Berwick Street are key access routes for St Albans School students to get to school. Therefore, we consider that the safest possible provision for active transport on these routes is to provide either a separated cycle route or a shared path on these roads, particularly as it is considered that there is adequate width to provide either of these options within the current cross section.
- We would like to better understand the timeframes for finalizing and implementing these projects as previously the plan was a phased approach and worked hand and hand with ongoing surveying of traffic to allow for a pragmatic approach. However, in the current consultation document, it is no longer clear if there is any assurance on when (and if) the various project stages will be delivered or what each stage entails. .

## Summary and close

In closing, thank you for reading and considering our submission. We do feel engaged and heard in this process, and on the whole, we understand the need for this project and its benefits to Christchurch as a city and appreciate the consideration being given to its effects, particularly the safety in and around our community.

As highlighted above, the St Albans School Board of Trustees has several concerns and recommendations to provide the St Albans School students, whanau and community the safest possible outcomes in relation to traffic mitigation as a result of the Northern Corridor project. As a key stakeholder, we would also respectfully request that we are kept engaged and informed of the design and future construction process.

We look forward to gaining clarity and providing further feedback to the details as they emerge and hope that our recommendations can be included, and that as a school we can continue to provide a safe and nurturing environment at the heart of such a great community.

**Proposed vehicle flows (information provided by CCC 30/07/19)**

	Modelled Daily flows (2021)		
	No CNC	With CNC	Proposal
Cranford St - North of Berwick St	23,000	26,300	34,100
Francis Ave - south of Westminster St	1,500	1,800	2,200
Forfar St - North of Warrington St	6,900	7,800	Cul-de-sac
Flockton Ave - south of Westminster St	2,200	2,100	2,400
Madras St - North of Bealey Ave	12,000	12,000	10,300
Barbadoes St - North of Bealey Ave	13,000	13,600	12,800
Warrington St - east of Forfar St	10,200	11,300	10,200

(PS – The proposal includes all changes that are currently proposed as part of the consultation).

## CCC Cranford St Personal 19.8

I note that feedback on the project is not being sought. Just what is the point of this non consultation? As feedback on the project is not sought I shall comment on the process of consultation in Christchurch.

Is this an attempt to document that community input was sought? That opposition encountered did merit a response? Is this an exercise in letting submitters know just how powerless we are?

The latter appears to be the very clear message. We are told that the prior consultation elicited strong community support for:

- People, not cars
- Retaining the community
- Safety for people walking, biking accessing schools

Changes to the project reported here are essentially to reoffer what was found wanting. To once again not commit to early implementation of any of the mitigations or to necessarily even commit to them at all. Certainly not to take up any of the many suggestions offered and requests made.

Thank you. It is nice to have the consultation process discredited by Council's non response to the needs expressed by the community. It would be easy to understand Council's reticence to respond if the changes sought by the community reduced road safety, discouraged or disadvantaged multi modal

transport or harmed the community or environment. But just the opposite is true.

Council is Hell bent on implementing changes to benefit car drivers, primarily in single occupancy vehicles in support of the Northern Arterial Extension. Perhaps this is due to requirements in law from central government. In light of the community's concerns and the well-known fact that we cannot build our way out of car dependency a responsive Council would be seeking relief from the application of such outdated and unworkable requirements.

Are Council and staff truly so impervious to feedback, delusional, or simply institutionalized into implementing projects no matter how disastrous? Whatever the rationalization used, the result is to discourage people, to disempower them and to waste ratepayer dollars providing unsuitable, even unsafe infrastructure.

I have been submitting to Council for well over 10 years now. In that time I have tried to engage constructively, provide references, offer personal stories, use humour, politely point out where what is on offer does not adhere to policy, illustrate the real world and often deadly consequences of projects, ask for institutionalized empowered citizen panels as part of project planning, employ active transport champions to review projects and now, finally, to simply let you know that your system is broken.

All the while I was hoping that the intent was for Council and the public to mutually benefit from

sharing ideas, insights and best practices for jointly making our community a place we feel empowered to make better.

This is not to say that some cannot succeed in making changes. The 2016 plans for Victoria Street featured cul de sacs and traffic calming all opposed by the business community. The 2019 plans featured on street parking and submissions expressing concern for the safety of the inadequate cycle infrastructure were ignored.

High Street is prioritised by various plans for pedestrians and bicycles. Yet the 2019 plans are focused on parking and the tram and made even more so after nearly even feedback from submitters raising safety and equity concerns. What the old boys want, the old boys get.

Unlike Cranford Street the Harewood, Breens, Gardiners Road intersection has succumbed to political grandstanding and NIMBY pressure to create unsafe infrastructure. In contrast to the response on Cranford Street where the St Albans and cycling communities have real safety and amenity concerns ignored.

When submitter's are wealthier members of our community, or are asking for business as usual practices they are empowered and included early on to shape plans and their submissions receive attention and action. There is clear evidence that the submission process is amenable to some groups and not to others.

This is not to say Council does nothing right. Elements of modern planning and recognition of the need to

build for the realities of the 21<sup>st</sup> century are found. The Major Cycle Routes are a major change. But they have been compromised in their ambition, route selection, design and even more so in implementation by elite and NIMBY concerns.

Being charitable I imagine that this round of non-consultation on Cranford Street was an attempt by Council to let people know they had been heard and to remind them that there were some efforts made to placate the dismay.

Change is difficult and slow, the current process makes certain that remains so.

If this all follows true to form a staff report will be prepared. Nothing will change. My comments here ignored, no action taken. Citizens will not be invited to meet with staff in a process which empowers us and leads to a consultation process which actually works.

Local Government Act 2002 sections 76,7,8,80,81,82

76 essentially says that local bodies have to abide by 77-8 and 80-82

77 says they have to identify, assess and compare all reasonable options and Maori interests

78 the views and preferences of affected or interested persons must be considered. **But** section 79 gives what appears to be wide latitude to local bodies on how they define/implement.



80 When making a decision which is in conflict with any policy or plan required by this act they must state clearly what they are doing and how they will bring things into compliance, by changing the policy or plan.

81 How to include Maori

82 Emphasis added “**82 Principles of consultation**

(1)

Consultation that a local authority undertakes in relation to any decision or other matter must be undertaken, subject to subsections (3) to (5), in accordance with the following principles:

(a)

that persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate to the preferences and needs of those persons:

(b)

that persons who will or may be affected by, or have an interest in, the decision or matter should be encouraged by the local authority to present their views to the local authority:

(c)

that persons who are invited or encouraged to present their views to the local authority should be given clear information by the local authority concerning the purpose of the consultation and the scope of the decisions to be taken following the consideration of views presented:

(d)

that persons who wish to have their views on the decision or matter considered by the local authority should be provided by the local authority with a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate to the preferences and needs of those persons:

(e)

that the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration:

(f)

that persons who present views to the local authority should have access to a clear record or description of relevant decisions made by the local authority and explanatory material

relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.

(2)

A local authority must ensure that it has in place processes for consulting with Māori in accordance with subsection (1).

(3)

The principles set out in subsection (1) are, subject to subsections (4) and (5), to be observed by a local authority in such manner as the local authority considers, in its discretion, to be appropriate in any particular instance.

(4)

A local authority must, in exercising its discretion under subsection (3), have regard to—

(a)

the requirements of [section 78](#); and

(b)

the extent to which the current views and preferences of persons who will or may be affected by, or have an interest in, the decision or matter are known to the local authority; and

(c)

the nature and significance of the decision or matter, including its likely impact from the perspective of the persons who will or may be affected by, or have an interest in, the decision or matter; and

(d)

the provisions of [Part 1](#) of the Local Government Official Information and Meetings Act 1987 (which Part, among other things, sets out the circumstances in which there is good reason for withholding local authority information); and

(e)

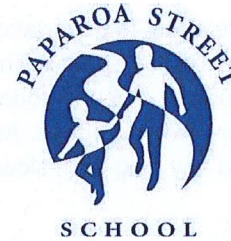
the costs and benefits of any consultation process or procedure.

(5)

Where a local authority is authorised or required by this Act or any other enactment to undertake consultation in relation to any decision or matter and the procedure in respect of that consultation is prescribed by this Act or any other enactment, such of the provisions of the principles set out in subsection (1) as are inconsistent with specific requirements of the

procedure so prescribed are not to be observed by the local authority in respect of that consultation.”

120 Paparoa Street  
 Papanui  
 CHRISTCHURCH 8053  
 Phone: 03 352 8160  
 Fax: 03 352 0410  
 Email: [office@paparoastreet.school.nz](mailto:office@paparoastreet.school.nz)  
 Web: [www.paparoastreet.school.nz](http://www.paparoastreet.school.nz)



*Pathway for Lifelong Learners*

Dear Ann,

Thank you for meeting with us and explaining the proposed new works to the Christchurch Northern Corridor.

Paparoa Street School is a stakeholder that sits in a key position to the proposed new works at the edge of the Northern Corridor, our 'zone' straddles the new works and as such we believe that we have an important voice in considering any proposals that may affect our children as they travel to and from Paparoa Street school.

Given the potential impact of these works from a health and safety perspective to our community, we have discussed these in detail at our recent Board of Trustees meeting. Our suggestions below can be simply summarised into three areas :

1. Please consider adding the Paparoa school area to the 40km/h speed reduction zone (diagram attached)
2. Please consider immediate short-term speed reduction measures – longer-term measures to be discussed with the school as they progress their masterplan and rebuild
3. Please consider adding a new bicycle laneway on McFaddens road. (diagram attached)

We provide further commentary on these three key suggestions below:

1. Speed zones – we note that the proposed lower speed zone (40km/h) cuts through our school zoning. As a minimum please can you consider expanding the 40km/h zone to include Tomes road down to Claremont, Bennett and Paparoa Street down to Papanui Road. refer to page 1, Paparoa Street School PDF attached.

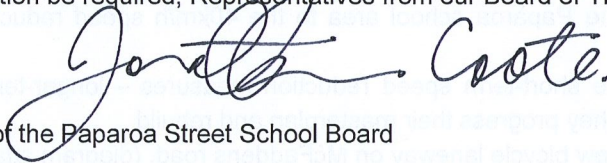
We believe that:

- A lower speed would mitigate issues with the narrowness of Tomes Road and Paparoa Street when these streets are parked, both sides of the road at peak school drop off and pick up.
  - Other schools' benefit from a 40km/h zone. This is a known safety measure to many schools in Christchurch.
  - This would further discourage the 'rat-run' between Rutland/Tomes/Paparoa street down through to Papanui road.
2. That if we are added to the lower speed zone then we would also request short term speed reduction measures to Tomes/Paparoa street. (i.e. speed bumps) prior to longer-term measures as agreed with you and in coordination with our master planning exercise
  3. That if the lower speed zone isn't adopted as requested then we would request short term speed reduction measures to Tomes/Paparoa street. (i.e. speed bumps) prior to longer-term measures as agreed with you and in coordination with our master planning exercise

4. We are about to undertake a master planning exercise that will include local traffic engineering inputs and a rebuild of the school. The School's Tomes Street entry could potentially be re-planned to include an internalised drop-off zone which we would like to reserve the right to decide on as a Board during the master-planning phase. As such we would ask that temporary speed reduction measures are put in place prior to any long-term slowing measures.
5. That any further long-term speed reduction measures be considered in parallel with our master-planning exercise. I.e. that we synchronise and coordinate our masterplan response with CCC in terms of traffic engineering response.
6. We would request that the short-term speed reduction measures be undertaken without additional data collection. (road/hose counting device)
7. Children living east of Cranford Street will utilise the proposed new crossing at the McFadden's Road and Cranford Street junction. As a school, we would like to see an additional bicycle lane introduced onto McFaddens Road that could provide a safe link to the Rutland street cycleway (see page 2 of the attached Paparoa Street PDF).

We look forward to hearing from you and ask that the above be given due consideration to our requests. Should any further explanation be required, Representatives from our Board of Trustees are available to meet with you.

Yours sincerely,

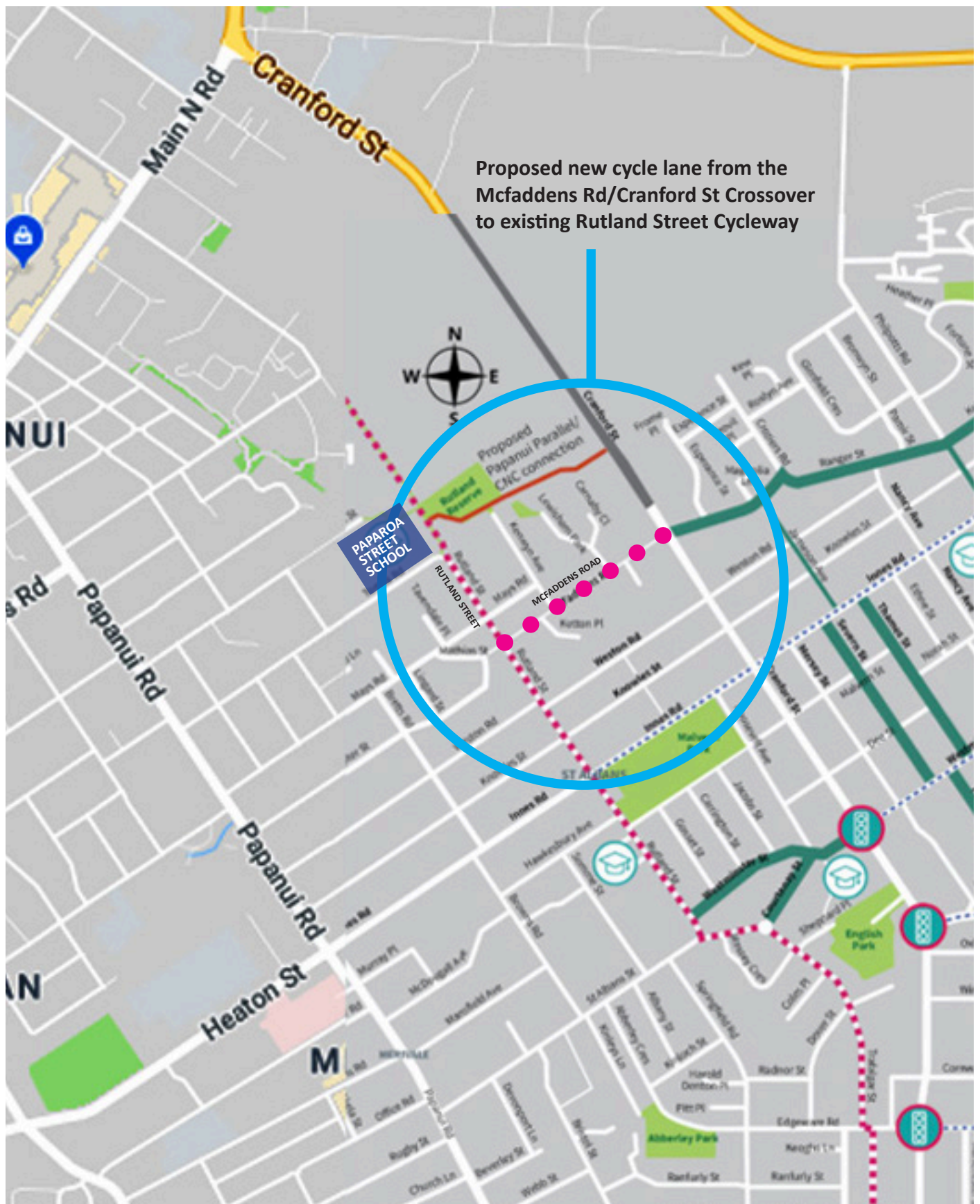


For and on Behalf of the Paparoa Street School Board



**PAPAROA STREET SCHOOL BOARD OF TRUSTEES**  
**NORTHERN CORRIDOR SUBMISSION**

**PROPOSED EXTENSION OF 40KMh ZONE**



Proposed new cycle lane from the  
Mcfaddens Rd/Cranford St Crossover  
to existing Rutland Street Cycleway

PAPAROA  
STREET  
SCHOOL

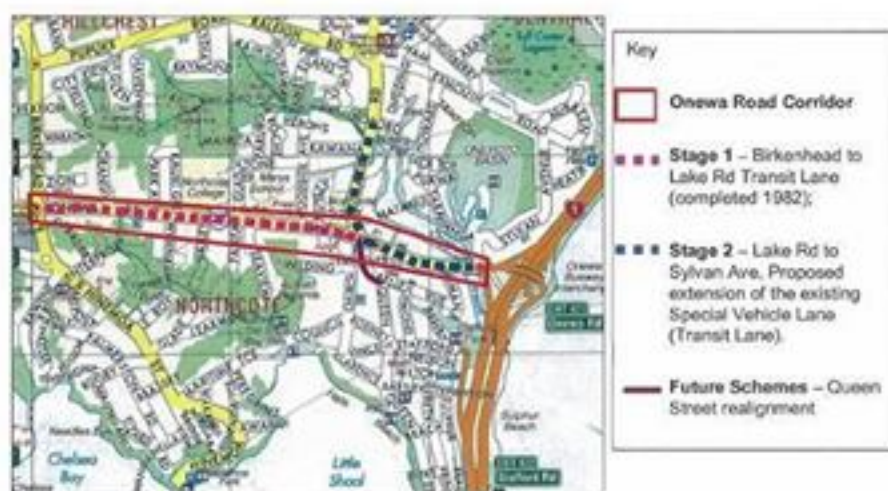


PAPAROA STREET SCHOOL BOARD OF TRUSTEES  
NORTHERN CORRIDOR SUBMISSION

PROPOSED CYCLE LANE ADDITION

## Case study – Onewa Road transit lane (T3), Auckland

<b>Introduction</b>	This description of the Onewa Road transit lane has been taken from a report for the NZTA by Maunsell AECOM titled 'New Zealand managed lanes (workstream 1): a review of existing and proposed practices'.
<b>History</b>	The Onewa Road transit lane became the country's first bus and HOV lane following the passing of the Urban Transport Act 1980 and the new urban transport responsibilities conferred on the then Auckland Regional Authority (ARA).
<b>Purpose</b>	The ARA was keen to develop low cost traffic management schemes that maximised existing road space by encouraging HOVs and public transport.
<b>Selection</b>	Onewa Road was selected as a potential candidate due to its high morning peak congestion and relatively high existing travel on buses.
<b>Working party</b>	The establishment of a joint working party with members from ARA, Ministry of Transport, the then Ministry of Works & Development, Northcote Borough Council and Birkenhead City Council and Birkenhead Transport Ltd was established to oversee the development of the scheme.
<b>Trial and extension</b>	<p>The implementation of a priority lane on Onewa Road was initially introduced as a six-month trial. Based on its success the lane has been extended from its original operation to State Highway 1 (Traffic Design Group, 1991).</p> <p>After assuming responsibility for the full length of Onewa Road in 1989, the North Shore City Council between 1991 and 2007 undertook a number of further investigations into the extension of the existing transit lane to State Highway 1.</p> <p>The proposed extension of the Onewa Road transit lane to State Highway 1 will mean priority users of the lane will be able to gain significant benefits on this corridor. Currently, HOVs and buses must merge with general traffic downstream, thus eroding some of the benefits gained upstream.</p>
<b>Transit lane development</b>	This figure illustrates the development of Stage I and II phases of the Onewa Road transit lane.



Source: Maunsell AECOM (2006)





## Case study – Onewa Road transit lane (T3), Auckland continued

<b>Public education and promotion</b>	The Council has undertaken a significant amount of public education and promotion of its managed lanes including the Onewa Road transit lane. It uses a variety of media to inform people about the function of the lanes and operational hours.
<b>Enforcement and monitoring</b>	In addition the success of the lane has been dependent on enforcement and monitoring for compliance which has enabled the Council to maintain the efficient operation of the lane and advocate for the lane’s extension.
<b>Success referenced</b>	The success of the lane’s functionality and ability to serve is demonstrated in the schemes ongoing reference by other RCAs within New Zealand and internationally (Faber Maunsell, 2007).
<b>Signage</b>	Information and enforcement signage are posted along the corridor to provide visual reference to motorists of a managed lane ahead, the permitted users of the lane and operational times.

**Signage and enforcement officers** This image shows the signage and enforcement officers on Onewa Road.



<b>Non-compliance dropped with enforcement</b>	Monitoring of the lane showed that non-compliance users dramatically dropped when regular enforcement was introduced, with the average number of complying cars more than doubling from around 150 per day in January 2002 to 314 per day in March 2003 (Murray, 2003). Non-complying vehicles average less than 5 percent of all transit lane users.
<b>Improved travel time</b>	The removal of non-complying vehicles from the lane enhanced free flow on the lane for permitted users, reducing travel time between Birkenhead Ave and Lake Road to between four and seven minutes during peak hours. This is a significant travel time saving when compared to travel times in the general traffic lane which take between 30 and 40 minutes to cover the same section of road (Murray, 2003).
<b>Enforcement is key</b>	Enforcement is a key management tool for effective operation of the lane and wider network. Enforcement has not only reduced non-compliance but has also given impetus to increased use of the lane.

The NZ Transport Agency’s *BCA Strategic Options toolkit*  
Edition 2, Amendment 0  
Effective from September 2014



## Case study – Onewa Road transit lane (T3), Auckland continued

<b>Enforcement increased carrying capacity</b>	Evidence indicates that the carrying capacity on Onewa Road increased in both the transit lane and the general traffic lane, while the transit lane patronage on buses dramatically increased, as did the HOVs' use of the lane. As such, the transit lane carried 68 percent of all commuters in 27 percent of all vehicles on Onewa Road (Murray, 2003).
<b>Funding for enforcement and education</b>	Funding to provide an appropriate level of enforcement is necessary throughout the whole life of a scheme. Included within this budget is the need for ongoing public education and promotion material to gently remind users of the lane intent and penalty for non-compliance.
<b>Layout</b>	The Onewa Road transit lane developed from the removal of the kerbside parking and remarking of road space to accommodate two eastbound lanes.
<b>Operation</b>	The Onewa Road transit lane has been operational since 1982 during the morning peak period and operates over a 2.5km kerbside (or nearside) stretch of the Onewa Road corridor.
<b>Example of success</b>	The implementation of the T3 lane is a prime example of how such a transit lane can successfully operate in an urban environment where peak hour flows are reaching capacity.
<b>Needs to be long enough</b>	As previous research indicates, the length of the lanes needs to be long enough within the context of the network to ensure sufficient journey time savings and encourage modal shift and carpooling (Maunsell AECOM, 2008).
<b>Location</b>	This nearside transit (T3) lane currently operates from Birkenhead Road to Lake Road, with current works underway to extend the operation of this lane from Lake Road to State Highway 1 interchange.
<b>Travel time savings</b>	Current travel times in the Onewa Road transit lane have been reduced by 80 percent – saving car poolers and bus commuters half an hour travel time.
<b>Bus patronage</b>	Bus services are keeping to timetables, with patronage rising by 25 percent (North Shore City Council, 2004).
<b>Lane width</b>	North Shore City Council (NSCC) has established guidelines on the width of transit lanes within its city. A copy of this can be requested from the Council. However, the existing transit lane on Onewa Road is not up to these standards, operating with a kerbside lane width of 3.5m, while the offside general traffic lanes are 3m wide. This standard differs from NSCC's new standard for special vehicle lanes of 4.2m to 4.5m wide. Typically, 4.2m wide lanes have been adopted for new schemes within NSCC for bus and transit lanes.

The NZ Transport Agency's *BCA Strategic Options toolkit*  
Edition 2, Amendment 0  
Effective from September 2014



## Case study – Onewa Road transit lane (T3), Auckland continued

<b>Standard for special lanes</b>	<p>The standards for special vehicle lanes have been used for the design of the pavement markings and signage of transit lanes within NSCC. These were prepared for the Auckland Bus Priority Initiatives Steering Group which included:</p> <ul style="list-style-type: none"> <li>• Auckland Regional Council</li> <li>• Auckland City Council</li> <li>• Manukau City Council</li> <li>• North Shore City Council</li> <li>• Waitakere City Council</li> <li>• New Zealand Police</li> <li>• Transit New Zealand (now the NZTA)</li> <li>• Bus and Coach Association</li> <li>• Land Transport New Zealand (now the NZTA).</li> </ul>
<b>Permitted vehicles</b>	<p>The kerbside lane was marked and signed as a T3 lane reserved for use by buses, HOV3+, emergency vehicles and cyclists during peak periods. Historically, the permitted users of the Onewa Road transit lane are buses, high-occupancy vehicles (specifically as a T3 lane, meaning that cars with three or more persons per vehicle can use the lane), motorcycles and cyclists. In earlier 2000s taxis were also permitted users of the T3 lane.</p>
<b>Vehicle occupancies</b>	<p>The T3 lane carries approximately two thirds of the inbound commuters on Onewa Road – 28 percent of the total high-occupancy vehicles and 40 percent in buses – HOV account for only 27 percent of all vehicles on Onewa Road. This gives an average of 2.7 persons per vehicle across both lanes as opposed to Auckland’s overall average of 1.1 persons per vehicle (Murray, 2003).</p>
<b>Enforcement</b>	<p>Manual enforcement by the Council’s Wardens is via detection of a moving violation using videoed images where determination of non-compliance is detected. The owner of the vehicle is fined \$150. Infrared detection technologies are being developed to detect the number of people travelling in each vehicle in managed lanes.</p>
<b>Road environment</b>	<p>Side friction along Onewa Road corridor is limited with the majority of adjoining lane use activities being residential, and side road junctions well spaced. Minor access roads are uncontrolled, while Lake Road, Birkenhead Road/Glenfield Road and Sylvan Ave are signalised.</p>



The Board of Trustees (the Board) for St Albans Catholic Primary School (SAC) provides the following feedback to Christchurch City Council (CCC) on the proposed traffic management to mitigate the effects of the Christchurch Northern Corridor (CNC) opening.

SAC is a state integrated primary school catering for students year 0-6 with a current roll of 102 students. It is located at 49 Rutland Street, on the south side of the Rutland Street shops and is directly on the new Papanui Parallel cycleway. We have approximately 60 families within our school community. The school has two access points, from Rutland Street and Somme Street, with the main entrance on Rutland Street.

The safety of our students travelling to and from school is of utmost importance to the Board. Overall, the Board is in support of the traffic calming measures, but we do not consider that they go far enough to ensure the safety of our children as they travel to school. The submission specifically relates to the proposed traffic calming options for Zone 2.

The Board is concerned that the proposed mitigation does not manage traffic speed and volume past the school's main entrance on Rutland Street. Vehicles do not adhere to the 40km per hour school zone. There is no controlled crossing point which means that safe crossing is entirely dependent on the road safety skills of the children and the speed and awareness of the motorists. Rutland Street has been narrowed substantially as a result of the Papanui Parallel cycleway. Many students crossing Rutland Street are travelling by scooter and accompanied by parents and younger children in a buggy or on a scooter. Children and their families crossing Rutland Street now have to contend with bikes as well as cars travelling down Rutland Street. An uncontrolled crossing point has been created opposite the school, but as it juts out into Rutland Street the children are even closer to the speeding traffic while waiting to cross. The Board requests that the following measures be implemented to ensure that traffic on Rutland Street actually travels within the speed zones:

1. Speed bumps should be constructed on Rutland Street between Malvern Street and St Albans Street
2. That the school zone speed limit be reduced to 30km/hr around the start and finish of the school day. We understand that the chance of survival for a pedestrian when struck by a car travelling at 30km/hr is significantly greater than their chance of survival when struck by a car travelling at 40km/hr.

The Board believes that two other options should be implemented to ensure the safety of our children:

1. The crossing point on Rutland Street across from SAC to be **controlled**.
2. A pedestrian crossing to be painted on the road at the crossing point.

The cycleway has resulted in the narrowing of Rutland Street and means that children now have to contend with bikes as well as cars when crossing. The Board believes that the safety of children crossing Rutland Street to get to school would be enhanced if SAC is permitted to operate a controlled crossing at Rutland Street. SAC has previously been informed that it is too small to qualify for having a controlled crossing point. A pedestrian crossing would be a low cost, high impact method of increasing the safety of our children when crossing Rutland Street.

The Board considers that the current uncontrolled crossing point opposite SAC for children to cross Rutland Street to get to school is unsafe. It would be good to see a proactive approach to the safety of children crossing Rutland Street by the installation of a pedestrian crossing and/or controlled crossing, rather than waiting for a child to be harmed by a vehicle when crossing Rutland Street.

It is great to see that speed restrictions are being placed on Westminster Street and Malvern Street, and the streets in between (Gosset, Carrington, Jacobs, Roosevelt). But how are these speed restrictions going to be enforced? There is a restricted speed zone on Rutland Street between Westminster Street and Malvern Street, which does not work to slow traffic. The Board is concerned that the proposed road calming measures will increase motorists' frustration and result in reckless behaviour. This is particularly the case if the restricted speed zone is unenforced.

Many children from SAC live east of Cranford Street and cross Cranford Street at the lights at Westminster Street. This includes a group of children who attend St Albans OSCAR childcare, and who are walked to SAC, after first dropping off the St Albans School children on the way. The Board is very interested in details of the safe crossing options for Cranford Street.

The safety of our primary school age children and their families when travelling to and from school is paramount. The Board requests that the Christchurch City Council look to implement these suggestions to provide safe travel routes that encourage active travel options, including walking, cycling and scootering, to reduce the potential for increased traffic volumes and subsequent crash risks in local streets, and to minimise the potential for existing rat-run traffic to worsen (in particular traffic travelling in north-south directions along Rutland St).

## CNC Down Stream Effects Submission – Don Gould - 19 Aug 2019

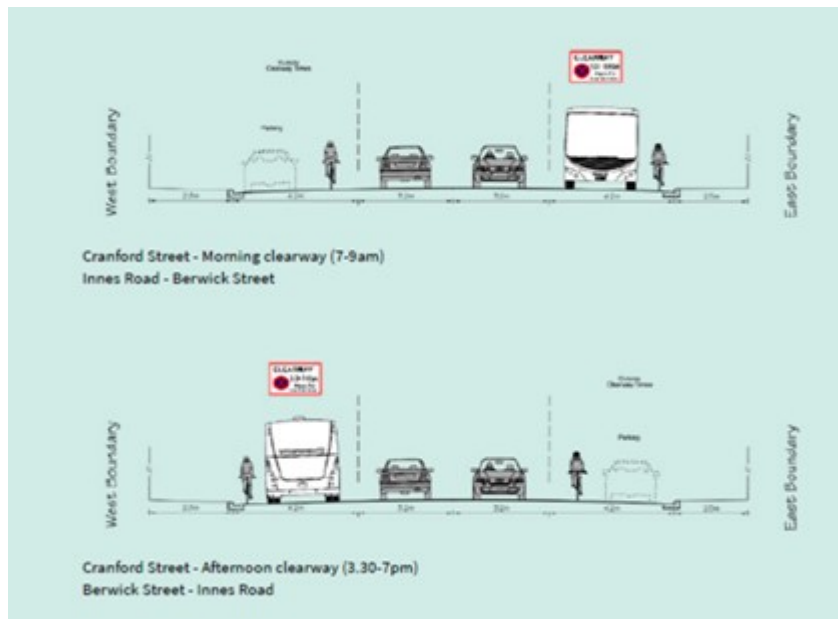
### 1. Summary

- 1.1 I don't support the work that has been done with the engagement. Listening to council meetings on the subject, I understood that CCC were to make a mitigation plan and what they have done is create a "priority" plan to cut our suburbs in half and draw cars in to the CBD
- 1.2 I view that if we want to 'mitigate' cars then we need to put serious focus on moving the people to where they work so they can have an amazing work life balance and not be locked in small boxes all day on our roading network.
- 1.3 What I've read doesn't appear to me (and perhaps I have simply missed the point) to give focus to people at all.
- 1.4 To much focus appears to have been given to 2.5% of the travelling public with a view to them travelling on out dated, old technology, Dinosaur juice drinking smelly diesel buses.
- 1.5 There simply comes a time when you have to say 'no' and use transport planning to cause people to make choices to live, work and play local.

### 2 Park and Ride

- 2.1 There has been discussion about 'park and ride' from the northern and western suburbs.
- 2.2 The CCC should not support "Park and Ride". If commuters are going to use a bus then they need to get on it at the top of the CNC and ride it all the way.
- 2.3 My concern is that we will build 5,000 parking spaces for PnR now and then be faced with demand on our rate payers for another 10,000 as demand grows. This is just counter productive.
- 2.4 PnR does not improve journey times or costs when you factor arriving on time for the bus service, parking, paying for the car park and transfer time over head, at a glance. I would like to see proof otherwise before endorsing this idea.

### 3 Bus Lanes



- 3.1 There has been lots of discussion about bus and priority lanes on Cranford Street.
- 3.2 Buses are heavy vehicles and maintaining as much quiet for our residents on Cranford is important over moving people from north to south. If people want to be south 'sooner, earlier' then they need to take up residence.
- 3.3 Buses should be required to travel in the center lanes not the outer lanes and join the flow of traffic. We are already giving these people priority and cost savings for travel out of our budgets in the form of:
  - 3.3.1 Transport rates subsidies paid by all CCC rate payers to ECAN
  - 3.3.2 60 seater buses meaning that they have an advantage to choose a bus from the north rather than slow everyone with a SOV (single occupancy vehicle).

### 4 Cycle lanes

- 4.1 The proposals for cycle lanes are excellent.
- 4.2 I view that these will be used by all members of the Christchurch community as well as providing space for a whole range of other new vehicles now entering the market such as e-scooters, mobility scooters and e-bikes.

## 5 Traffic Calming

- 5.1 Reading the RONS\_Downstream\_Effects document, everyone has gone nuts!
- 5.2 As I understand it, no 'reroute planning' has been done. In other words if you expected to turn Right and cross over Cranford Street, in many many many places you won't be able to. No one has actually planned the impact of this on the people who actually live in the suburb.
- 5.3 Cranford Street has been planned as a priority route at the end of the CNC giving priority only to people who wish to get to the CBD and no consideration to people who actually want to move around the suburb – which is now being 'cut in half'.
- 5.4 We have seen traffic calming installed and then removed in Mairhau. It's expensive to install it and then just return later to pull it up.
- 5.5 To much FUD is in this mix.
- 5.6 There doesn't appear to be an agile 'let's just see how it goes' approach, and there should be.
- 5.7 Minor changes should be implemented on a needs basics and driven by the community board.

## 6 No Left Hand Turn on Main North Road

- 6.1 No, just no. Traffic from Shirley travels up Cranford and then doubles back to Papanui, at least I do and this would impact me personally.
- 6.2 If this route actually proves to be a problem in the future then re-plan it, but right now, don't break what's not actually broken!

## 7 Your Key Touch Points





- 7.1 In terms of your key touch points you've simply failed.
- 7.2 People, not cars – you've given priority to mass transit rather than considering Cranford and it's suburbs as 'the destination'.
- 7.3 Retaining a sense of community – you've created a priority lane through the middle that is going to be even harder to cross than ever before.
- 7.4 Safety, particularly for people walking, biking and accessing local schools
  - 7.4.1 The proposed speed limits will help but you've made it harder for people to move around the suburb not easier.
  - 7.4.2 People don't walk to schools. Most, many, have more than one place to be so for most we don't walk. This is not 1955 when mum stayed at home, walked us, aired the house, did the washing, made dinner. Today she's working 2 part time jobs and collecting kids from more than one location.

## 8 Driver Education

- 8.1 I don't recall reading anything about driver education programs
- 8.2 Nothing about street signage for things like "let people in", "slow for children", "make spaces for the bike", "bikes are normal vehicles and must follow in traffic", etc
- 8.3 Where are the coms plans? I have seen some stuff on Facebook about traffic lights recently, but where's the plan for this project?

## 9 Traffic Lights

9.1 Staff now tell us that traffic lights are dangerous.

9.2 The Breens Road project staff did not favour installing traffic lights, so why are we looking to put more in and remove existing traffic management?

**ACCIDENT HOT SPOT**

1 message

[REDACTED]

4 February 2019 at 12:21

to: liz.beaven@ccc.govt.nz, ryan.rolston@ccc.govt.nz, penny.gray@ccc.govt.nz, stephen.wright@ccc.govt.nz, deon.swiggs@ccc.govt.nz, sally.buck@ccc.govt.nz, jake.mclellan@ccc.govt.nz, wayne.ainsy@ccc.govt.nz

Dear Liz, Ryan, Penny Stephen, Deon, Sally, Jake and Wayne,

My name is Sarah [REDACTED] and I am writing this as a resident, ratepayer, driver and cyclist in this city. For the last 18 months I have lived [REDACTED] Madras and Purchas Streets. This intersection, as you have been repeatedly warned by long term locals is an accident hot spot. Yet little more than platitudes and promises have been received in response.

I have already lost count of the number of times I've heard an all too familiar gut wrenching screeching of brakes, glass smashing, metal crunching on metal boom, then grabbed my phone and run towards unknown carnage from yet another car crash on the corner. 24/7. And then spent at least an hour helping secure the scene and tend to wounded, traumatized and sometimes angry victims of the Christchurch City Council's inaction. Emergency services are, at least half an hour away, if at all. Meanwhile the locals are left to do that for which they are ill equipped or trained. The last was rush hour, Fri the 18th of January and I reached my limit. By midnight that night I broke down as the stress from dealing with the pain and suffering resulting from all of these unnecessary 'accidents' overwhelmed me.

Last year I spoke to a few of the neighbours about putting together a petition from local residents in the vain hope some notice of our pleas may finally be taken. It was about this time that we saw surveyors in Purchas St and thought fears were over as the long overdue changes would finally be made. A few weeks later Purchas St was resealed. That's all, only resealed. A wholly insensitive and disrespectful disregard of everybody's anguish. The only use resealing had, was as a source of road cones to slow traffic after a 3 car smash the day they were being laid. The yellow stop lines on the road were wearing off before this resealing was done and are now almost completely obscured. The road was resealed many weeks before the 18th however, no road marking truck has, to this day been sent to finish off the pointless work, thus leaving the intersection even more dangerous than prior. This carelessness is disgraceful and totally indefensible. The corner of Hills and Shirley Rds got a complete paint job last Thursday night.

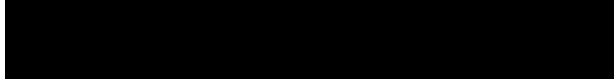
If you are too busy to deal with such minutiae within the next week, in the interests of basic public safety, I'm happy to help by using some money from my next rates payment to purchase yellow paint and complete the job. During this week I shall continue to collect signatures on the, now started, petition.

The CCC website lists a 'Vision' for 'Community Outcomes' to include a "Safe and Healthy Community". And under 'Transport' and 'Travel Safety' it states: "It's important for all road users to be and feel safe using the roads in Christchurch". We deserve this peace of mind.

You happily spend millions of our rates dollars making the inner city a miserable place to have to go, clogging up suburban streets with cycle lanes almost no one uses and yet inexplicably refuse to spend a mere pittance in comparison, making a few minor safety upgrades to save lives. This cavalier attitude confounds me. I do not know if anyone has died yet, if not, it is only a matter of time. As many of the cars mount the footpath, maybe it will be one of my unsuspecting neighbours, innocently walking their child home from school. Does someone have to die? How much more must we endure? This isn't a matter of the long term grand plan for the city, it's an urgent matter of making our safety a priority. You have the power, just not the commitment or compassion. The street has been surveyed. Committees, consultations, discussions and studies are not needed, action most definitely is. The physical, psychological, financial, emotional cost to ALL of those involved far outweighs the miniscule nibble out of your budget. You would also be saving the emergency services, hospitals and ACC countless thousands of taxpayer's dollars as an added act of goodwill.

It's not in my nature to do nothing when people need help and I've absolutely no doubt I will literally have more blood on my hands at this intersection. However, figuratively, every drop from the moment you've read this will fall on the hands upon which you sit.

Kind regards,  
Sarah



**Purchas and Madras Street - Accident Hot Spot ?**

1 message



16 August 2019 at 15:55

Please see below my account of my accident at the junction of Purchas and Madras Street

I hope it helps you:

I drove down Bealey Avenue and turned left at Bishop Street then right onto Purchas Street the next junction I came to was Purchas and Madras Street

As I approached the junction I did not see the yellow lines on the road, at the time of my accident the yellow lines were very dirty and faded, parked cars in Madras Street either side of the junction obscured my view, I drove my car out into Madras Street, looking to my left and right, my car collided with another car on Madras Street coming from my right.

The police and ambulance service were called, the other driver and I were attended to by ambulance staff, both cars were written off. The police have since confirmed that neither car was speeding, I was fined for failing to stop and I fully accept that the accident was my fault.

I have never had an accident in a car before I was very distressed at the time of the accident and I still am to think that I could have caused harm to another person.

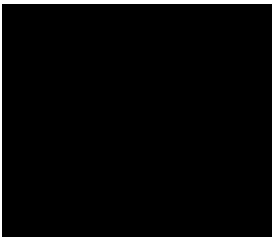
The yellow lines and the time of the accident were very faded and although they have since been repainted, they already show signs of wear again. As a driver you cannot see around the parked cars in Madras Street until you pull out into the road.

Is there is any action that can be taken to improve the visibility around this junction? Could extending the no parking areas around this junction will give much needed visibility to all drivers?

I truly believe without radical changes to the layout at this junction it is only a matter of time before there is another accident like mine which caused distress to both drivers and the local residents

Yours sincerely

Pauline Boereboom



# Report overview

Last updated on: 16/04/2019

## Overview

This is an annual update of the social cost of road crashes and injuries published by the Ministry of Transport.

It provides estimates of the average social costs per injury and per crash after accounting for inflationary effects. It also accounts for any changes in the mix of crashes by area and severity, and the average number of injuries received in a crash.

## Average social cost per injury and per crash

The updated value of statistical life (VOSL) is \$4.34 million per fatality at June 2018 prices. Adding other social costs gives an updated average social cost per fatality of \$4.37 million.

For non-fatal injuries, the updated average social cost is estimated at \$458,400 per serious injury and \$24,700 per minor injury.

These estimates do not include an adjustment for cases that do not have a traffic crash report but are recorded in hospital/ACC databases only.

As not all serious and minor injuries are reported to NZ Police a simple way to incorporate the costs associated with non-reported cases is to scale up the average social cost estimates to include the share of costs attributable to non-reported cases.

With such an adjustment, the social cost estimates increase to \$791,000 per reported serious injury and \$84,000 per reported minor injury.

These per-injury estimates are useful for assessing interventions that aim to reduce the number of injuries but not crashes. They are also useful for establishing the social cost of a specific crash considering the number of injuries sustained in that crash.

This report also provides estimates in per-crash terms to allow assessment of the potential safety benefits from interventions that aim to reduce the number of crashes.

The updated average social cost is estimated at \$5.07 million per fatal crash, \$525,600 per serious crash, \$29,900 per minor crash (or \$926,000 per reported serious crash and \$107,000 per reported minor crash, after considering reporting rate adjustment).

Because each crash can result in multiple injuries of various severity, the average social cost per crash is higher than the average social cost per injury in all cases.

#### **Total social cost of road injury crashes in 2017**

The total social cost of motor vehicle injury crashes in 2017 is estimated at \$4.8 billion, at June 2018 prices. Loss of life/ life quality due to permanent impairments accounted for approximately 91 per cent of the total social cost of injury crashes. Vehicle damage accounted for around five percent with other costs making up the remaining four percent.

There are also an estimated 251,000 non-injury crashes, valued at \$0.8 billion. The total social cost of all motor vehicle crashes in 2017 is estimated at \$5.6 billion and covers all injuries recorded by NZ Police, hospitals and ACC.

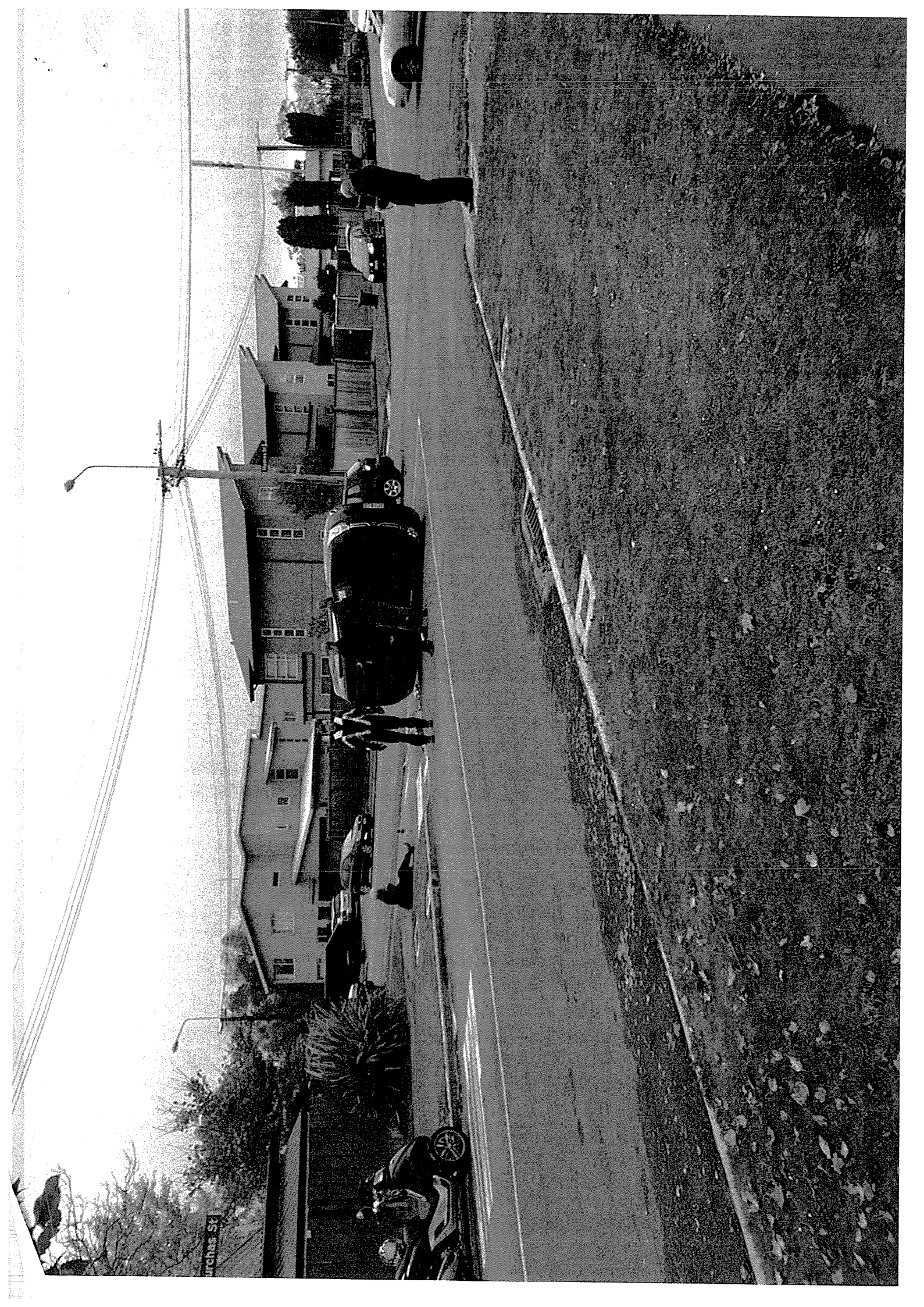
As someone who experienced a life changing injury some years ago, I am acutely aware of trying to minimise situations where accidents can occur in the future, of any kind. In light of this I want to highlight my support of Sarah [REDACTED] campaign to get the intersection of Madras and Purchas Street fixed up, to avoid any future car accidents there.

My accident, which resulted in tetraplegia was obviously life changing for me and I certainly do not want other people to have to go through the experiences I have had. Unfortunately, car accidents are the major contribution to spinal cord injuries, so anything that can be done to avoid possible motor accidents is to be highly encouraged. Accidents of any kind can end up as a large drain on the economy, whereas they need not be, if just for a bit of forethought and foresight, then situations such as this where accidents or possible accidents could occur, can be minimised.

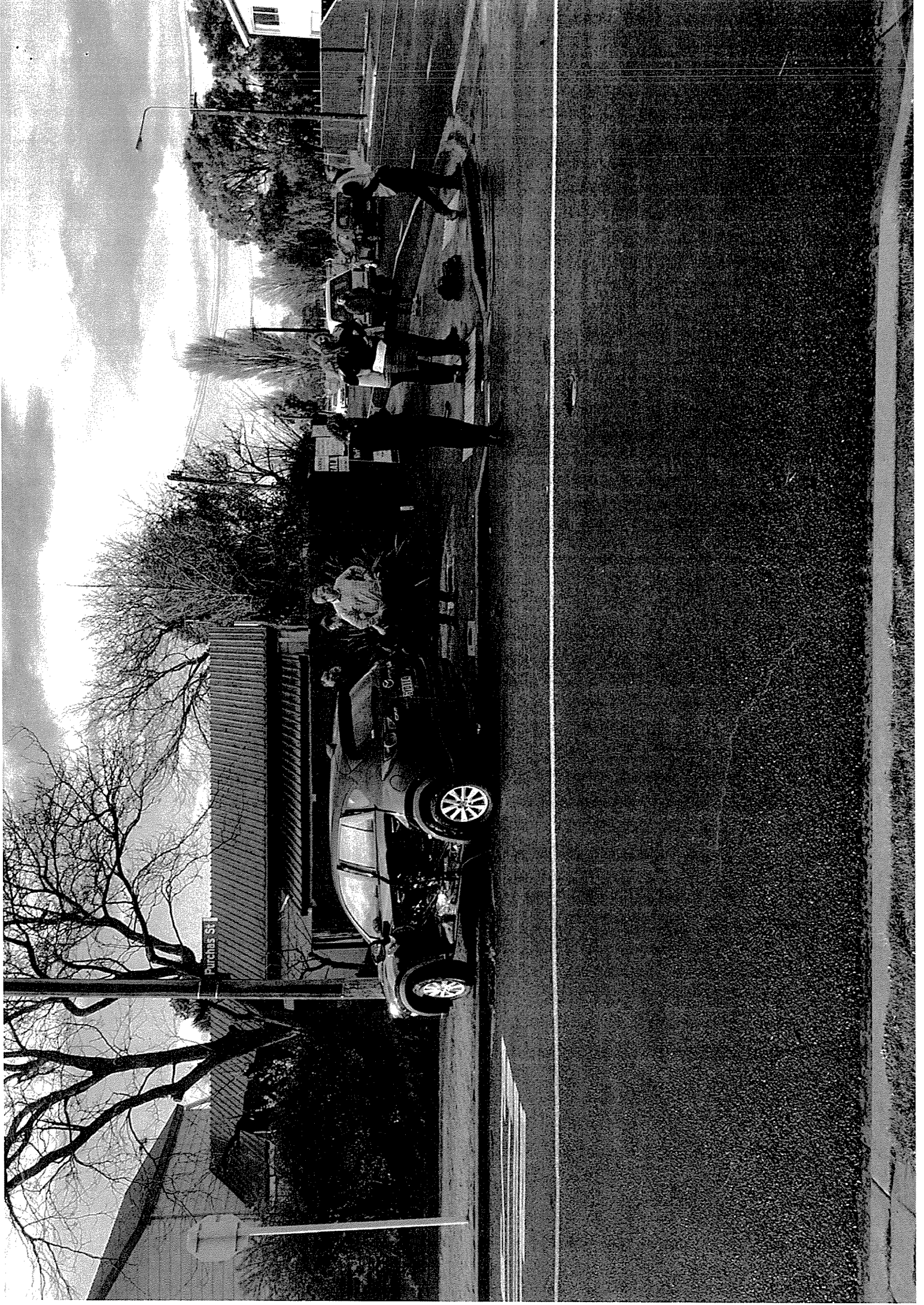
Hamish Ramsden

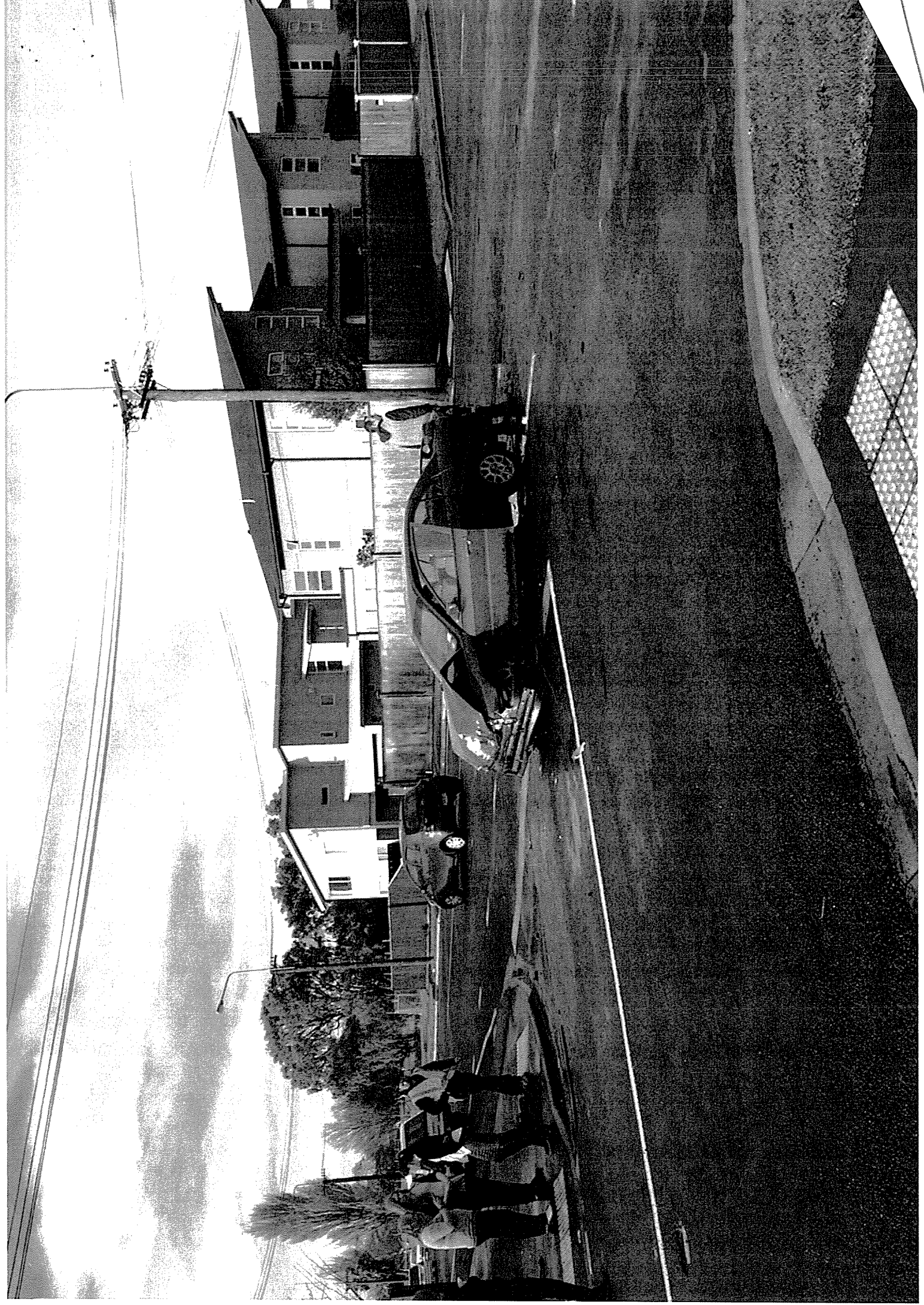


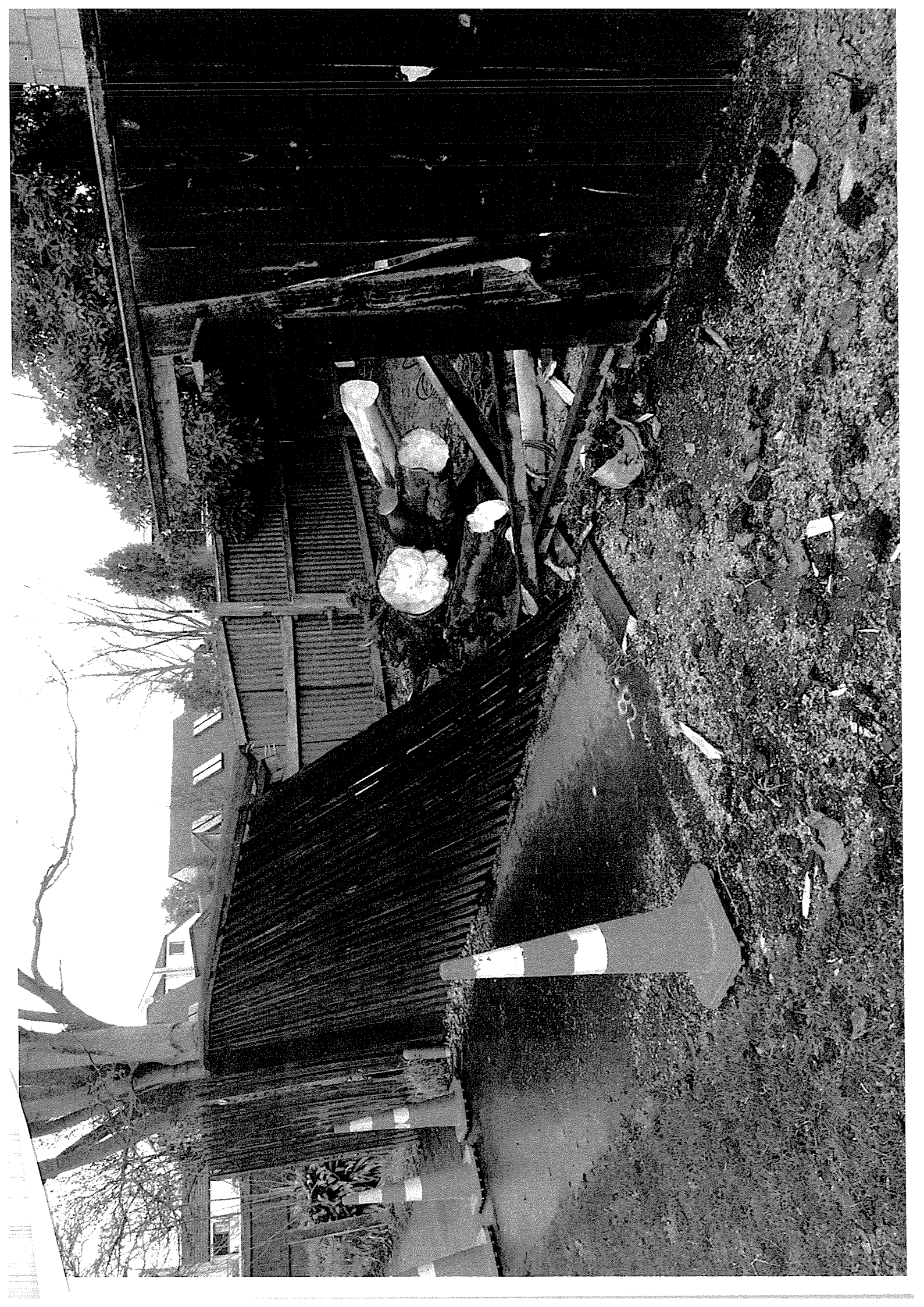




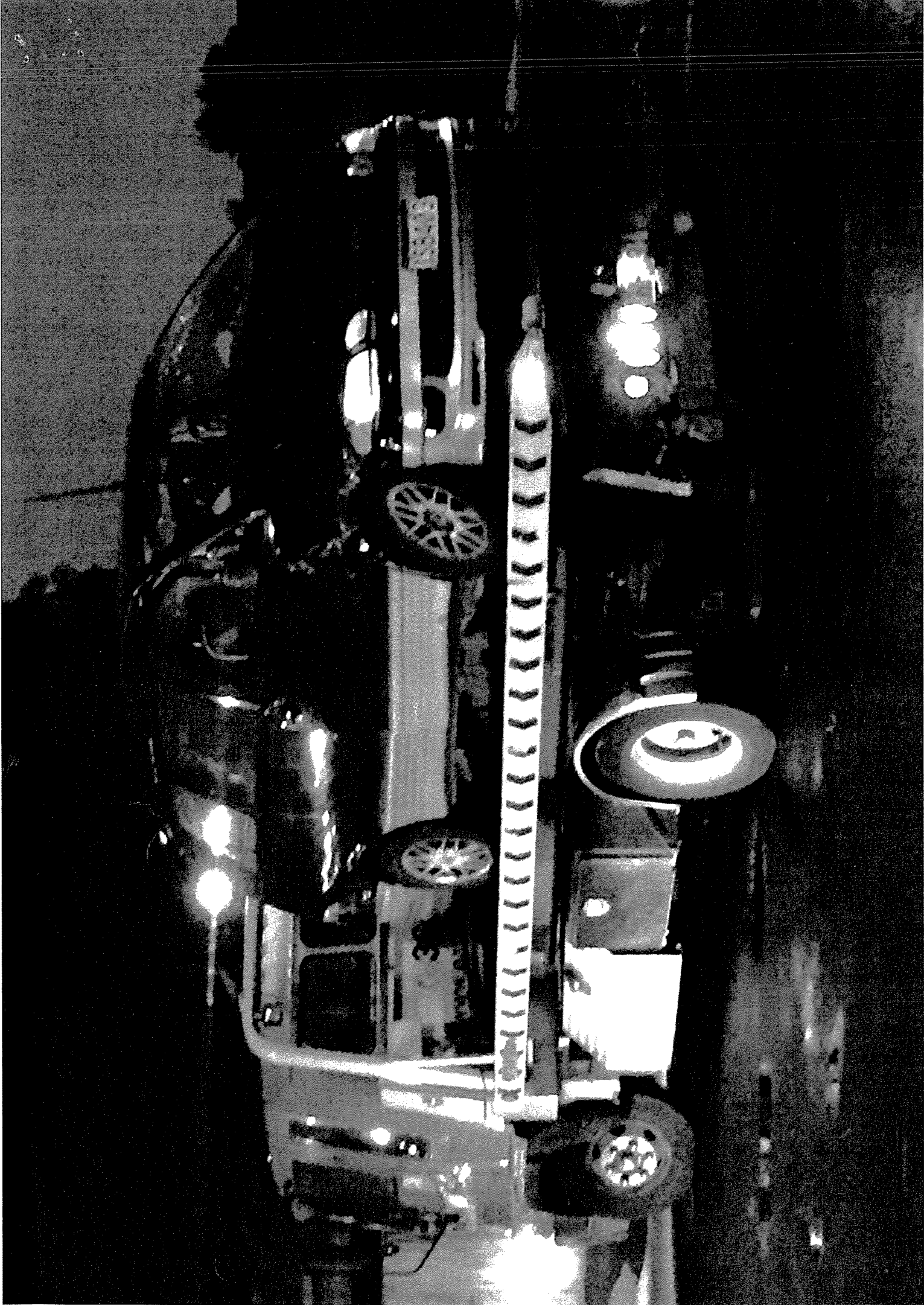
Churches St

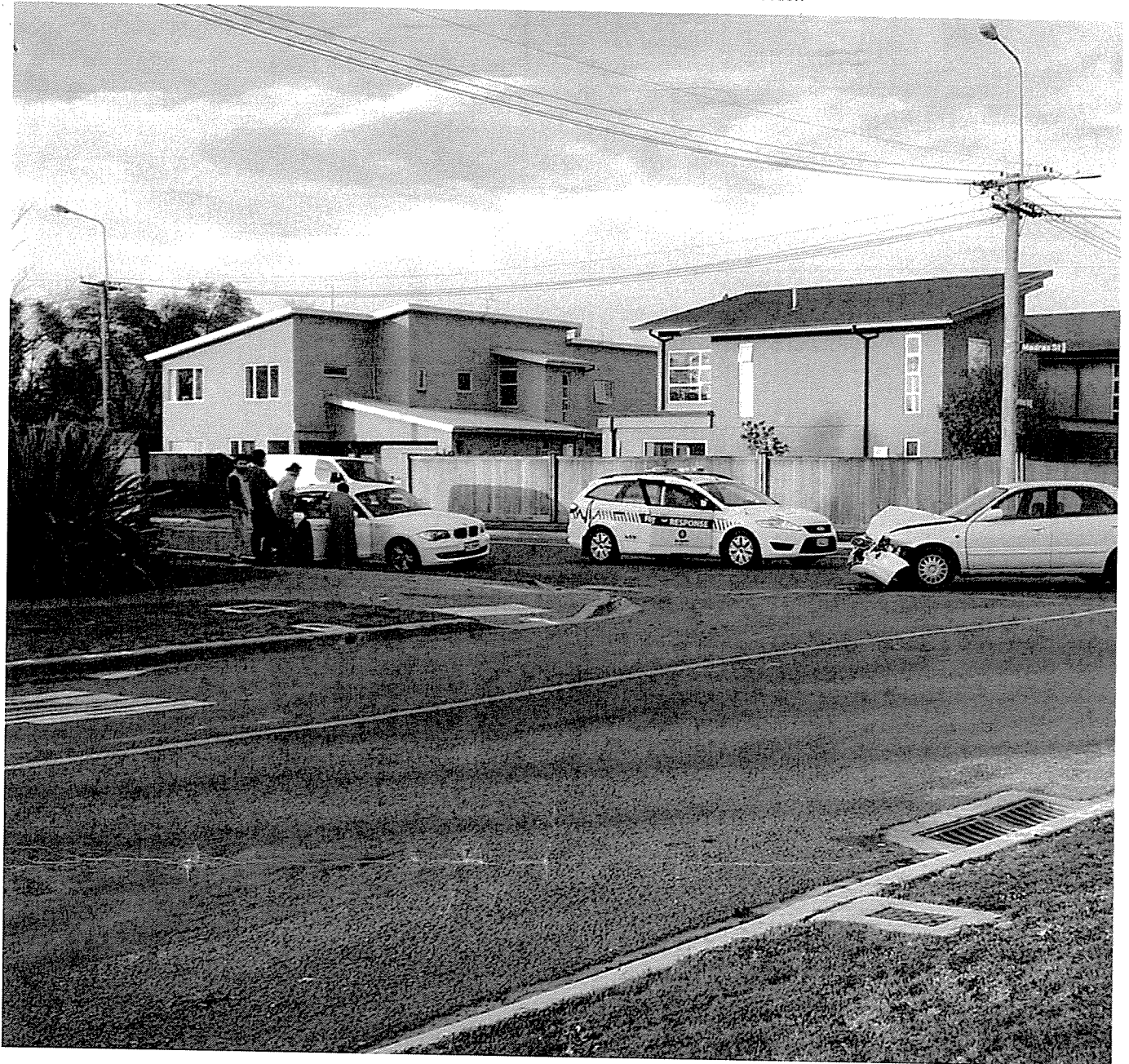












Sent from my iPhone

On 13/07/2018, at 10:29 AM, Wright, Stephen <Stephen.Wright@ccc.govt.nz> wrote:

Good morning Pip

Thank you for bringing this to our attention. We have developed a programme of works that typically focuses on improving safety at stop or give way controlled intersection included within the first allocation of sites for investigation and implementation.

For this intersection we have had a preliminary investigation undertaken with high level recommendations identified. We are now undertaking a more detailed investigation benefit cost effective solution. As this work progresses I will keep you informed.

In regards to the recent crash, we will make contact with the police to get an understanding of what's happened, and if required we'll undertake a crash investigation. The process will be highly beneficial to our detailed investigation.

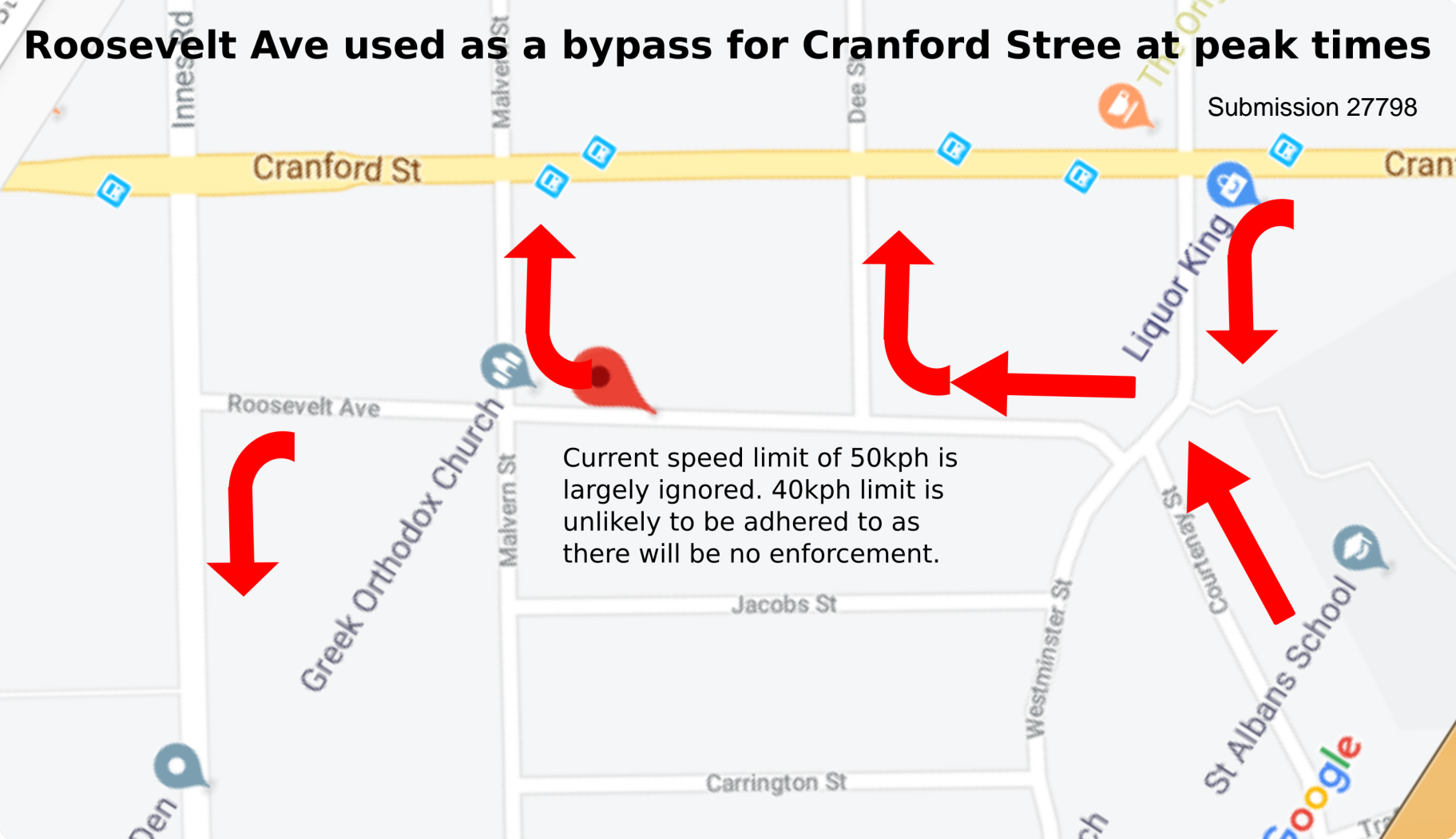
If you do have any questions please don't hesitate in asking.

Many thanks

Steve

# Roosevelt Ave used as a bypass for Cranford Street at peak times

Submission 27798



Current speed limit of 50kph is largely ignored. 40kph limit is unlikely to be adhered to as there will be no enforcement.



**Roosevelt Avenue**

**Left only out of  
Roosevelt**

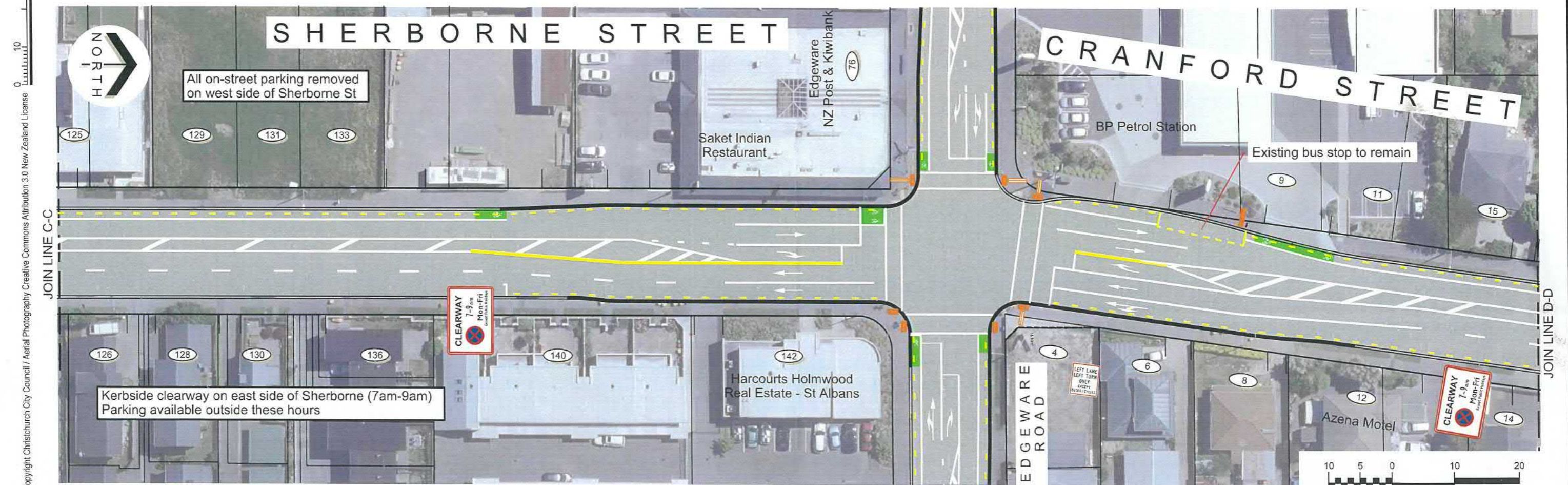
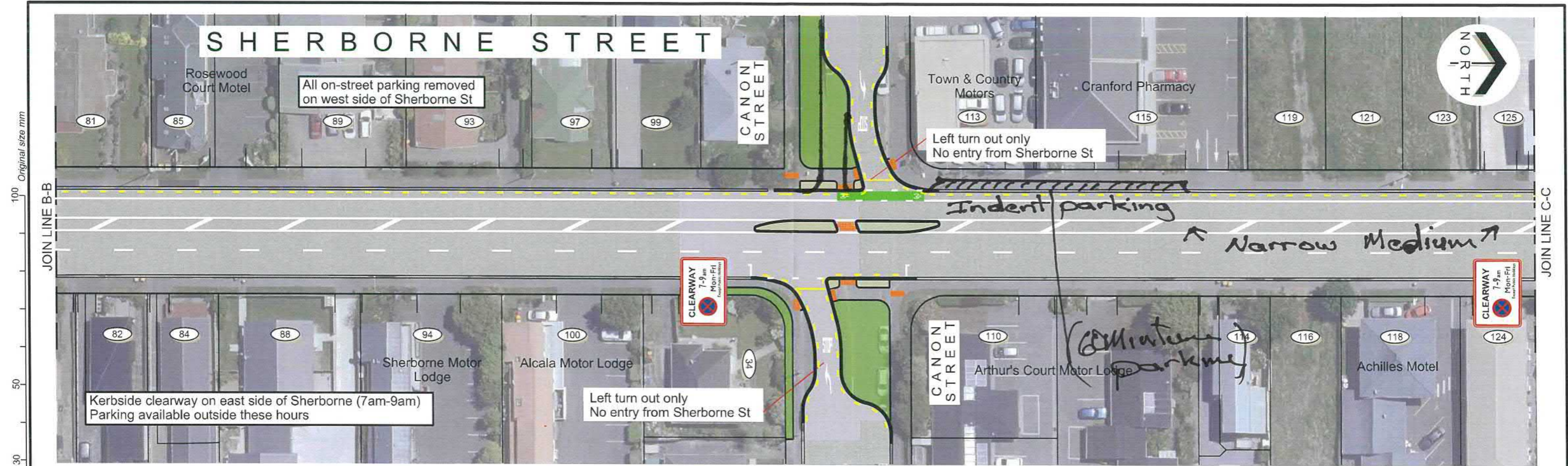
**No left turn  
into Roosevelt**



Jacobs St

Westminster St

Courtenay St



Original size mm  
100  
50  
30  
10  
0  
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JOIN LINE B-B

JOIN LINE C-C

JOIN LINE C-C

JOIN LINE D-D



PROMED  
DOCTORS  
Open  
Here

MURDER  
MYSTERY

115

Cranford  
Pharmacy

The way we  
talk to our  
children becomes  
their inner voice

XH3245

MAK34

Achilles  
MOTEL

FRESH  
CLEAN