

Christchurch Northern Corridor – Transport Projects

Consultation Analysis

August 2019

Consultation on the projects planned to mitigate the effects of the Christchurch Northern Corridor was open for four weeks, closing on Monday 19 August 2019.

We delivered the consultation document to approximately 9000 properties and posted the document to 2244 absentee landowners. An email was also sent to key stakeholders and submitters who had been involved in the two previous engagements.

Information was available on the Have Your Say website for online submissions, we ran a Newsline article and several Facebook posts. A communication and media report is attached.

Two drop in sessions were held and approximately 20 people attended each session with good conversations, information sharing, and many questions answered by the project team.

The project team also met with local businesses, schools and residents on request where further discussions on site were required.

At the close of consultation we received 253 submissions.

Feedback

Much of the feedback below was also discussed with the team at the drop-in sessions.

Cranford Street and Sherborne Street upgrades

We received 18 submissions from both businesses and residents on Sherborne Street concerned about the proposed loss of parking on the west side. We had two meetings on site with residents and businesses on Sherborne Street to discuss their concerns and the impact the loss of parking would have on them.

A number of businesses rely on the parking for their customers for short-term access to their premises where off street parking is not available. Staff from businesses in the area, including Edgeware Village, also park on Sherborne Street.

There is a lot of high density housing in this area and on street parking for these properties is almost fully utilised.

Some feedback suggested that no changes needed to be made to Sherborne Street in the short term, rather that ongoing monitoring of the traffic would be a better option.

26 submitters provided feedback that this plan is putting cars before community and making this corridor too car focused for single occupancy vehicles. There was disappointment that the Cranford Street/Sherborne Street corridor would not have at least an HOV lane in place before the opening of the Christchurch Northern Corridor. An HOV would also provide a bus priority lane through this part of the network, supporting public transport for commuters from the north of the city.

“The compromise was at the very least a stepped progression on Cranford St of HOV lanes moving through T2 - T3 - T4 to eventually be Bus Priority lanes. Now again we are greeted with a traffic plan that has 4 lanes of unrestricted traffic flowing off a motorway, cutting our community in two”.
(Submission #27767)

“Previous and current town planning laws have led to insufficient off-street parking for the number of residents along Sherborne Street, many people park their vehicles on-street overnight. It would be a great inconvenience for them to move their cars before the 6am HOV clearways, no-parking rule, takes effect”. (Submission #27713)

“We have 7000 enrolled patients.

We moved to Sherborne St after having being displaced from Edgeware Road when our building was demolished following the earthquakes.

We spent a lot of money and time to ensure we had adequate facilities and parking to accommodate our patients.

If the proposed plan goes ahead it will significantly restrict our patient's access to healthcare.

This is especially relevant for patients who are sick, elderly, injured or have children when there is not enough on-site parking at busy times.

Street parking on the opposite side of a busy road is not a safe and convenient solution.

I propose that the street parking remains on the west side of Sherborne St and/or a community car park is provided in the immediate vicinity”. (Submission #27482)

Intersection upgrades

1. Forfar Street/Warrington Street

Overall we received 41 submissions regarding the proposed intersection changes at Forfar Street/Warrington Street. We received feedback in support and opposition to the closure of Forfar Street north of Warrington Street.

Support the closure and lives in Forfar Street 2

Support the closures and lives outside of Forfar Street 9

TOTAL **11**

Do not support the changes and lives in Forfar Street 3

Do not support the changes and lives outside of Forfar Street 15

Do not support the changes due to impact on Francis Ave and Flockton St 12

TOTAL **30**

A number of submitters supported the proposed closure as this restricted traffic shortcutting not just down Forfar Street, but other residential streets north of Westminster Street. We also received feedback about the speed of commuters along this section of Forfar Street due to its width.

“Forfar/Warrington street intersection where Northern End of Forfar becomes a cup-de-sac: I absolutely think this is an inspired decision to stop all the rat running and speeding down here - it will also mitigate all the speeding cars attempting the beat the lights on Cranford Street - racing down Mersey, Severn, Thames and Berwick Mayfield and Westminster. At the moment enormous trucks

bang down Forfar street at 60km an hour, creating a parallel death trap to the already busy Cranford street. There has already been a life lost at the Warrington/Forfar intersection because of speeding down Forfar street towards Madras. So I'm thrilled that the streets and surrounding neighborhood streets will be made safer with this one simple blockage. Thank you!!" (Submission #27527)

Many submitters felt that this closure restricted their ability to travel south of their property without having to take a longer route or being forced to use Cranford Street, which is already very busy. It was also the same when heading north from the city where the direct route for cars travelling on Madras Street was being forced to merge with the already busy Cranford Street. Submitters also felt that traffic travelled through Forfar Street safely as it is and the closure would be a real inconvenience to local residents, including the Forfar Nursery and Preschool.

We received 12 submissions from residents of Francis Avenue and Flockton Street who were very concerned that the closure of Forfar Street would cause an increase of traffic on these streets. While some residents were opposed, others suggested that if that closure was approved that traffic calming would be required on these streets to mitigate the impact of possible traffic increases.

"Madras/Forfar intersection carries a lot of traffic successfully. Two ten minute observations at peak and non-peak times show that. I have observed no problems. Why change something that seems to be working smoothly and successfully?" (Submission #27801)

"Forfar Street, north of Warrington is currently regularly used by St Albans residents throughout the day to enable smooth and direct travel around the area. It is a wider and straight street making it safe for travel, cycling and parking to occur simultaneously. Turning this into a cul-de-sac will put pressure on surrounding streets including the much narrower Francis Ave. Traffic down Francis Ave will be more likely to increase as St Albans locals try to get toward Barbadoes Street to get into town, or to get onto Warrington Street to move around the local area". (Submission #27657)

2. Westminster Street/Cranford Street intersection

Pedestrian safety was the biggest concern at this intersection, especially as this is a key intersection for students walking to St Albans School as well as a busy neighbourhood. Meetings with the Board of Trustees at St Albans School also identified this intersection as a significant issue regarding the safety of their students.

Another major concern we received feedback on was vehicle turning movements and the possibility of right turning arrows as well as cycle safety through the intersection.

"Westminster and Cranford. Please ensure pedestrian safety at this dangerous crossing. There have been so many reports of near misses with frustrated right turners running red lights and narrowly missing pedestrians crossing on their signal. Whilst you are installing a safer crossing for the school, there will still be pedestrians and other children using this crossing. Pedestrian safety first please - make sure there is no chance of overlap with right turners and pedestrians". (Submission #27538)

"Westminster Cranford. There needs to be right filter arrows going from Westminster to north on Cranford. Currently that turn is extremely difficult with oncoming traffic. This causes congestion behind." (Submission #27407)

"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.” (Submission #27674)

3. Madras Street/Purchas Street intersection

We received 17 submissions predominantly from residents in the vicinity of Madras Street/Purchas Street intersection, regarding the safety at this intersection and the number of crashes that happen here. While this had been raised with Council over the years more needs to be done to make this intersection safer.

“Whilst it has proven to be somewhat controversial, my stance has not changed and I make no apologies for it. I am not a bureaucrat, simply a person speaking from my heart. And no words I have can cause close to the anguish this intersection has.

Although many of the intersections around this area have serious sight line issues, ours is exacerbated by the speed which drivers reach as they race away from Bealey Ave, rushing to merge.” (Submission #27778)

4. Barbadoes Street/Warrington Street intersection

We received a small number of submissions raising concerns about the loss of parking at this intersection due to the installation of the proposed new traffic signals.

We also received support for the new traffic signals as submitters thought this would make this intersection safer and easier to use.

Turning restrictions

A recurring theme throughout the feedback received around the proposed turning restrictions was the impact this would have on the community’s ability to move easily through the area and access their properties. In contrast to these concerns, a number of residents supported the changes to reduce the predicted ‘rat-running’ that could impact on their street.

1. Canon/Purchas and Sherborne Street

Some concerns were raised by submitters about the proposed turning restrictions at these side streets impacting on access for residents and how these restrictions would also remove the ability to travel east/west along these streets.

“Turning off Cranford into Purchase or Canon Streets was a way of going around the block rather than trying to do right hand turns, instead going around by making left turns also disappearing. This will certainly not make it easier to get around the suburb”. (Submission #27706)

2. Berwick Street/Cranford Street

Twelve submissions were received opposing the removal of the left hand turn from Berwick Street into Cranford Street, heading south. Residents who live in close proximity to this intersection told us that by imposing this restriction, the ability for them to travel south would be significantly impacted. This restriction would also be made worse by the proposed closure of Forfar Street at Warrington Street.

Some submitters who use this intersection when travelling east-west also did not support this turning restriction.

“Having no left turn into Cranford St from Berwick/Warrington is another restriction that benefits commuters but inconveniences residents 24/7”. (Submission #27731)

3. Dee Street and Malvern Street/Cranford Street

A number of residents raised concerns about the removal of the left turn from both Dee Street and Malvern Street into Cranford Street, heading north. The feedback we received was that this proposed change would create a flow on effect with more traffic on Westminster Street and would restrict the ability for the local residents to access Cranford Street easily to head north.

“Left only turning restrictions at Dee Street and Malvern Street create a rat race for commuters wanting to avoid queues on Westminster and Cranford Street along Roosevelt Ave”. (Submission #27798)

4. Knowles Street, Weston Road and McFaddens Road/Cranford Street

A small number of submissions were received regarding the proposed turning restrictions at these intersections, north of Innes Road. There was a mixed response both for and against.

“I'm very encouraged by all the measures in the CCC's proposals , especially the turning restrictions at the Knowles and Weston St intersections”. (Submission #27364)

“Need to be able to exit out of McFaddens, knowles street and western rd. cranford street will have less traffic as you are putting it onto Rutland street”. (Submission #26674)

Traffic calming

Many submitters gave us feedback on their particular streets or streets they travel through frequently. Residents provided us with information on how their streets operate and how they thought the street would be impacted if no traffic calming was implemented before the CNC opens.

We received feedback on streets that were identified in the plans for traffic calming and also suggestions for additional streets that need to be considered. A number of submitters requested traffic calming on Roosevelt Avenue.

The team will use the feedback received to inform the next stage of consultation that will be undertaken early in 2020. We will be meeting with the residents of each street individually to plan and design what traffic calming would be implemented on their street.

Reduced speed zones

Overall the feedback received supported the reduction in the speed zones as outlined in the consultation document and that it will support a safer environment for the community. Some

submitters suggested the possibility of lowering the speed to 30km/h or suggested additional streets to be added. Enforcement of a reduced speed reduction was also an important factor in residents feedback.

Bus stop relocations

We only received a small amount of feedback in relation to the bus stop locations with the majority in support of the changes, including support from the public transport team at Environment Canterbury.

Cycle connections

The proposed cycle connections received a good amount of feedback and support on both cycle lanes overall and specific sections.

We received support for the connections proposed to the Papanui Parallel Major Cycle Route to encourage cyclists to use this facility instead of Cranford Street/Sherborne Street. Providing a safe cycling environment and a connection to Papanui Parallel was also supported by the local schools for their students. Some feedback asked for the cycle lanes to be separated cycleways where possible to increase safety for cyclists while other submitters supported the cycle lanes painted on the road (which is what is proposed) as these are less intrusive.

Concerns were raised by both cyclists and Go Cycle regarding the safety of cyclists along the Cranford Street/Sherborne Street corridor as well as at intersections. The current layout would put cyclists in the same road space as cars, busses and trucks and does not provide a safe space for cyclists.

“The cycle connections are fantastic and anything that helps with our tamariki to access the school safely through means other than cars is a bonus. The greenway on Mahars Road is fantastic”.
(Submission #27637)

“It's very disappointing that no space has been allocated along Cranford st/Shereborne st for safe travel by bike. This is not in line with CCC's zero carbon targets or Climate Emergency declaration”.
(Submission #27763)

Summary

Overall we received excellent feedback and comments which contributed to the plan being presented for approval. There has been a real balance between mitigating the impact of the increase in traffic on the side streets by introducing changes to the current road layout and not compromising resident access.

Parking loss was a concern, especially with residents and businesses on Sherborne Street with the proposed removal of all parking on the west side.

There is still concern in the community that this plan is not addressing travel demand management enough and that it is still focusing on moving ‘single occupancy vehicles’ through the community.

There was recognition of the proposals for pedestrians and cyclists, however there is still some concerns about safety on the main corridors and at some of the intersections. Safe access to the local schools is still a key theme for both the local schools and parents of the children travelling to school and we are continuing to work through the detail with the schools.

There will be ongoing consultation with directly affected residents on local streets which have been identified for traffic calming and we will continue to keep the community updated throughout the process.

Changes following consultation

Below are a list of all changes made since consultation.

We made 53 changes, including improvements to intersection safety, the cycle network, access and parking. We've added 125 parks, although we do remove 12 so a net gain of 113 parks.

Safety Improvements

- Barbadoes / Canon intersection – road narrowing and speed bump added on either side of Barbadoes Street
- Barbadoes / Purchas intersection – road narrowing and speed bump added on either side of Barbadoes Street
- Canon / Madras intersection – road narrowing and speed bump added on either side of Madras Street
- Barbadoes / Madras intersection – road narrowing and speed bump added on either side of Madras Street
- Thames Street intersection – road narrowing and speed bump added on either side of Barbadoes Street
- Speed bump added on Oxley Avenue at its intersection with Cranford Street.

Cycle Improvement

- Hook Turn Boxes added at
 - Cranford / Westminster intersection – provided for all right turn movements
 - Cranford / Edgware / Sherborne intersection – provided for all right turn movements
- Advanced Stop Boxes added at
 - Cranford / Westminster intersection – north and south approach
 - Berwick / Cranford intersection – north approach
 - Cranford / Edgware / Sherborne – north and south approach
- Cycle crossings
 - The proposed pedestrian crossing at English Park will be changed to include a cycle crossing, this will allow cyclists travelling from English park, or Papanui parallel, to cross Cranford street and then re-join the shared southbound lane on Cranford.
 - Cycle crossing at Warrington Street / Forfar Street intersection realigned to allow cycle movements in both directions.

Vehicle Access

- Dee Street changed to Left in Left Out
- Purchase Street has been changed to left in on the western side of Cranford Street
- Canon Street has been changed to left in on the western side of Cranford Street
- Left turn from Berwick Street to Cranford Street reinstated

Clearways / cross section

- South of Berwick Street it is proposed to maintain the existing cross section with improvements to intersection designs, pedestrian accessibility and landscaping.

Parking Time Restrictions

- Cranford / Westminster Intersection
 - P30 added on western side of Cranford Street north of the intersection (Parking spaces added back in following consultation)
 - P30 added on eastern side of Cranford Street south of the intersection (Parking spaces added back in following consultation)
 - P30 added on north side of Westminster Street east of the intersection
 - P30 added on south side of Westminster Street east of the intersection
- Barbadoes / Warrington Intersection
 - P60 added on north side of Warrington Street either side of the intersection
 - P60 added on the east side of Barbadoes Street south of the intersection
- Barbadoes / Edgware
 - P60 added on south side of Edgware Road on both sides of the intersection
 - P60 added on western side of Barbadoes Street on both sides of the intersection
- Sherborne Street
 - P60 added on Sherborne Street between Canon Street and 131 Sherborne Street
 - P60 added on Sherborne Street outside 136 Sherborne Street

Parking added to the scheme (125 parks total)

- Cranford Street (Westminster – Innes)
 - Three car parks reinstated outside 161 Cranford Street
- Cranford Street (Berwick – Westminster)
 - Three car parks reinstated outside 148 - 144 Cranford Street
- Cranford Street (Edgware – Berwick)
 - 22 car parks reinstated on the western side
- Sherborne Street (Bealey – Berwick)
 - 56 car parks reinstated on the western side
- Westminster Street
 - Three car parks reinstated outside 283 Westminster Street
 - Three car parks reinstated outside 299 Westminster Street
 - Four car parks reinstated outside 315 Westminster Street
 - Five car parks reinstated outside 268 – 288 Westminster Street
 - One car park reinstated outside 232 Westminster Street
- Edgware Road
 - Four car parks reinstated outside 93 – 101 Westminster Street
- Berwick / Warrington Street
 - Five car parks reinstated outside 22 – 24 Berwick Street
 - Five car parks reinstated outside 10 – 14 Warrington Street
 - Three car parks reinstated outside 21 – 25 Warrington Street
 - Three car parks reinstated outside 34 – 46 Warrington Street
- Purchas Street
 - One car park reinstated outside 30a Purchas Street

- Dee Street
 - Two car parks reinstated outside 15 Dee Street
 - Two car parks reinstated outside 16 Dee Street

Parking removed from the scheme (12 parks total)

- Cranford Street (Edgware – Berwick)
 - Six parks removed outside 72 – 80 Cranford Street
- Madras Street
 - One park removed outside 87 Purchas Street (Madras frontage)
- Barbadoes Street
 - Two parks removed outside 468 Barbadoes Street
- Edgware Road
 - Three parks removed outside 201 Edgware Road.

General Changes

- Warrington Street
 - Raised median reduced in length to allow access to 2 Warrington Street
 - Flush median reduced in length to allow increase in parking
- Berwick Street
 - Raised median narrowed to allow increase in parking
- Warrington / Barbadoes
 - Right turn lanes into Barbadoes Street have been reduced from two to one. (this was shown on the cycle plans for consultation, but the consultation booklet showed two right turn lanes)