

## Organisations and businesses

Submission ID	Do you have any comments on the new signalised crossing?	Do you have any comments on the new speed limit on Lydia Street?	Do you have any further comments on the project?	Name	Organisation and role
47225	Northcote Rd is a major arterial route. It would be much better and safer and practical for ALL users if a proper traffic signal was installed and coordinated with the Main North Road signals, and allowed traffic from Lydia St to turn both left and right onto Northcote. Only left turns may lead to unnecessary congestion away from Lydia as right turning travellers need to turn around.	No.	A signalized crossing for pedestrians that is not coordinated or linked to Main North Road signals will probably create even more problems than already exist on Northcote.	Ray Barakauskas	Canzed Dental Surgery - building owner
47250	The Catholic Diocese of Christchurch supports this plan, which will provide a safer environment for the Marian College students and community when accessing the new school at Lydia St. It will also provide a safer environment and better accessibility for the wider community. Considerable design and planning has gone into the development of the new school, and safe accessibility is critical to develop links with the local community. This change will also benefit the customers of the new supermarket and should relieve pressure from the Main North Road / Northcote Road intersection.	The Catholic Diocese supports the proposed speed limit on Lydia Street. It is a very short section of road, however it will have the most diverse range of users possible, including trucks, local delivery vehicles, busses, cars, cyclists, scooters and pedestrians. There will be a high volume of all of these users, and given the short length and constrained environment, a 30kph speed limit is entirely appropriate.	The Lydia Street improvements support two community focused projects in a school and a supermarket. These improvements will increase the amenity value of the local area, and will provide benefits to the users and the wider community.	Shaun Mitchell	Catholic Diocese of Christchurch - Principal Project Manager
47252	Please see Abley comments on behalf of FSSI.  It is important that the design would not exclude the potential for a fully signalised intersection in the future if required.	Please see Abley comments on behalf of FSSI	Please see Abley comments on behalf of FSSI	Foodstuffs SI Ltd and Foodstuffs SI Properties Ltd Rebecca Parish	Foodstuffs SI Properties Ltd & Foodstuffs SI Ltd - Head of Property Strategy
47242	Marian College is supportive of this plan which will provide safety for our students and whanau when accessing the new school in Lydia St. Considerable planning and research has gone into the development of the new school and this plan is central to safety planning. The College will develop a detailed traffic plan for our student, staff, whanau and visitor use. This will include supervision by staff of students at key times of the day and at the key points in Lydia St and Northcote Rd. This change will also benefit the customers of the new supermarket and should ensure a regulated flow of traffic during the day and at peak times in particular.	Northcote Road is generally a busy area of road at peak times for commuters and for students at local schools, so the reduced speed and left turn only from Lydia St is a good decision to reduce possible risk of accident and manage traffic flow. The Pak n Save supermarket will also generate traffic so this may assist management for their customers also.	Marian College is moving to a new permanent site following the destruction of our original site in Shirley due to the earthquakes. The choice of location is a positive move for us to work with local schools and provide a geographic spread of access to Catholic education. We are a small secondary school, with a maximum roll of 430. We intend to be responsible neighbours and occupants in the new area and take seriously our responsibilities regarding students, staff and whanau safety. Extra supporting information is available if required from the Project team at the Catholic Diocese of Christchurch.	Mary-Lou Davidson	Marian College current site 122 Barbadoes Street Christchurch - Principal
47257	See attachment	See attachment	See attachment	Chris Abbott	Spokes - Secretary

07 August 2022

Rebecca Parish  
Foodstuffs South Island Limited  
167 Main North Road  
Christchurch 8140

Attention: Rebecca Parish

TRANSMITTAL: Email  
rebecca.parish@foodstuffs-si.co.nz

Dear Rebecca

### **Northcote Road and Lydia Street Transport Improvements**

I have reviewed the Christchurch City Council's *Northcote Road and Lydia Street Transport Improvements* proposal which is currently out for public consultation<sup>1</sup> on behalf of Foodstuffs South Island Limited (Foodstuffs).

I have been involved in the concept design process having discussed this project with Mark Gregory (during his employment at Christchurch City Council) and WSP's Traffic Engineering staff engaged by the Catholic Diocese of Christchurch to assist with Marion College. My role in this process has been to advise on Foodstuffs' plans to implement their consent to establish the Papanui PAK'nSAVE supermarket and ensure the design appropriately addresses the future transport environment.

The future environment will include a combination of road users at the Northcote Road / Lydia Street intersection and in Lydia Street including:

- Marion College students, staff, parents and visitors;
- Foodstuffs Head Office staff; and
- PAK'nSAVE customers, visitors and delivery vehicles.

Given the wide range of users, and the range of transport modes (including students walking and cycling and public transport users), I consider that the transport improvements include key features which provide a safe environment whilst providing an excellent level of access for all road users. This includes:

- Providing a signalised pedestrian crossing of Northcote Road to connect to footpaths and cycle lanes on Northcote Road;
- The removal of parking to improve visibility and reduce potential conflicts with parking manoeuvring;
- The formation of a right turn bay to provide more width for turning vehicles and clearly delineate right turning traffic from the eastbound through lane;

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<sup>1</sup> <https://www.ccc.govt.nz/the-council/haveyoursay/show/528>

- A shared path for pedestrians and cyclists to connect to Marion College and to the future shared path along the Foodstuffs Right-Of-Way (ROW) to be formed by Foodstuffs when the resource consent is implemented;
- A wide, raised zebra crossing with median refuge and good visibility adjacent to the Marian College site to safely manage conflicts between vehicles, cyclists and pedestrians; and
- A reduced speed environment of 30 kph along the full length of Lydia Street.

The safety improvements and other features including the bus stop enhancements in my view have the potential to support the uptake of alternative modes and reduce car dependency. This will benefit current Foodstuffs' Head Office staff as well as future travel to Marion College and PAK'nSAVE customers and staff.

I have undertaken extensive transportation modelling as part of my assessment of transport effects for the Foodstuffs resource consent application and have provided this model to the WSP team as a key input to their design process. I have also reviewed subsequent modelling undertaken by WSP. I can confirm that the layout as proposed meets my expectations with respect to catering for future traffic demands associated with Marion College and with the Papanui PAK'nSAVE.

I have also completed vehicle tracking on this design to ensure that the geometry of the intersection and Lydia Street corridor as proposed caters for all future vehicle movements including semi-trailer deliveries to the supermarket. I can confirm that the proposal has been carefully designed to satisfactorily meet these requirements.

In conclusion, I have reviewed the current and future transportation environment in the vicinity of the proposed transport improvements and reviewed the design currently proposed by Council. I fully support the proposal and consider that it will enhance safety, accessibility and mode choice for current and future road users.

Please contact me if you require any further information.

Regards,  
**Abley Limited**



Dave Smith  
Technical Director, Transportation Planning

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## Northcote Road and Lydia Street Transport Improvements Spokes Canterbury Submission

Ref: <https://www.ccc.govt.nz/the-council/haveyoursay/show/528>

### Introduction

“Spokes” - Spokes Canterbury (<http://www.spokes.org.nz/>) - is a local cycling advocacy group with approximately 1,200 followers and is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas.

We would like the opportunity to appear at any public hearing held to consider submissions on this project or any opportunity to develop ideas in this submission further.

### Northcote Road and Lydia Street Transport Improvements

Spokes supports the desire to have safer access for pedestrians and cyclists around schools but feels that this proposal to provide increased safety for students at the new Marian College site is too limited in scope and will come at the expense of safety for students of St Bede’s College, Papanui High and other cyclists using Northcote Road. We would like to see a more holistic view of the area, including the creation of a separated two-way cycle connection between Queen Elizabeth II (QEII) Drive and the Northern Line.

### Comments on the Current Proposal

It has been difficult to comment on this proposal without knowing what is happening at the proposed PAKnSAVE site. On Google Maps Lydia Street continues to the Main North Road however both the road and pedestrian access are currently fenced off. It is unclear if cars, cyclists or pedestrians will be able to go through this area yet it presents some other alternatives to the one proposed. It is hard to determine the likely traffic flows on Lydia Street without this information.

Spokes:

- Agrees with the speed reduction to 30 Km/hr and removal of parking on Lydia Street
- Agrees with left out only from Lydia Street to Northcote Road
- Agrees with shared path on Lydia Street (it would be preferable if this went right through to Main North Road).
- Agrees with crossing on Lydia Street, however this should be designed to clearly be a combined cyclist/pedestrian crossing (like Ilam Road) with “Give way to Cyclists and Pedestrians” signs and with appropriate speed humps. The pedestrian refuge indicates that cars have priority over pedestrians when for safety of the most vulnerable, ie cyclists and pedestrians, it should be the opposite.

In addition:

- The traffic lights between 35 and 46 Northcote Road should include separate cycle phasing in addition to pedestrian phasing to allow cyclists, pedestrians and vehicles to use the crossing independently. Spokes notes that this may need some additional width and bars.
- Limit access to Lydia Street from Northcote Road to be left-in only, removing the need for a right hand turn on Northcote Road. This will make it safer for cyclists on Northcote Road by leaving more room between cyclists and trucks.
- The bus stop outside 39 Northcote Rd needs further discussion as it will need to be re-designed to fit Spokes’ proposed separated cycleway (as detailed immediately below).

# Northcote Road and Lydia Street Transport Improvements Spokes Canterbury Submission

## Create a two-way separated cycleway (700m) on the southern side of Northcote Road

The proposed changes on Northcote Road will impact on the much-needed 700m connection between the cycleway on Queen Elizabeth II Drive and the Northern Line at Vagues Road. Creating a two-way separated cycleway will improve safety and access for Marian College, St Bede's College and Papanui High School students as well as providing safer access to the Graham Condon Recreation Centre and Papanui Domain.

This small unprotected section is used regularly by cyclists and is not very safe. Traffic tends to be heavy on Northcote Road with a large number of trucks. The painted cycle lanes are narrow, particularly the section between Main North Road and Lydia Street on the south side, and the whole section on the north side. Less confident cyclists are choosing to cycle on the footpath. (And of course, we do not know how many do and will choose not to cycle this route at all because of the perceived and real danger).

The current suggested changes will make this section of Northcote Road worse for cyclists by pushing the east bound traffic further north (left) to create a right-turning lane into Lydia Street. The number of large trucks on Northcote Road makes this particularly scary.

The vision of the cycleways is to create a safe network for those aged 8 to 80 years. This is an opportunity to create a solution that will benefit a much wider group by:

- Creating a two-way separated cycleway on the southern side of Northcote Road from Main North Road to Vagues Road to complete the 700m gap between the two existing cycleways:
  - QEII Drive (which connects to the Northern Arterial as well as New Brighton) and
  - Northern Line (which runs alongside the main trunk railway line from Tuckers Rd to the north and connects to Hagley Park to the south).
- Changing the lights at Main North Road, QEII Drive and Northcote Road to have a combined pedestrian and cycle sequence both from St. Bede's College across QEII Drive and across Main North Road, and a properly designed approach to the lights for cyclists from the QEII cycleway
- Change Lydia Street to be left in and left out only, which removes the need for a right turn and allows the traffic to move better.

Doing the roadworks on Northcote Road once will be cheaper and be less disruptive, particularly as the currently proposed changes would need to be reworked in any case at some stage.

Northcote Road is used by a significant number of cyclists. In a quick survey on Monday 1 August from 2.45pm to 3.15pm (30 min) on the south side of Northcote Road heading west there were 22 cyclists, one manual scooter, and four motorbikes using the current painted bike lane. On the southern footpath there were three cyclists (two going east, one going west) and four pedestrians. During this survey over half of the traffic heading west were St Bede's College students.

There were ten cyclists on the north side of Northcote Road heading east from 2.55pm to 3.15pm (20 min) in the painted cycle lane although some may have been missed due to the heavy traffic and large vehicles obstructing the view.

# Northcote Road and Lydia Street Transport Improvements Spokes Canterbury Submission

It would be interesting to do a count by gender of cyclists on Northcote Road as female cyclists tend to be more risk adverse. From memory there was only one female cyclist during this period. Encouraging more girls at Marian College to cycle will require the higher level of safety and confidence that comes with separated cycleways. Safety must be acceptable to both the school-aged cyclists and their parents. Spokes asks that CCC:

- 1) Install bike counters ASAP in this area to enable the recording and measurement of before-and-after cyclist counts.
- 2) Plan for surveying of cyclist counts by gender, and preferably subjective information / anecdote, at the end of the works.

Increasing active transport, both cycling and walking, fits with the Christchurch City climate and transport goals.

7 August 2022

Submitted on behalf of Spokes Canterbury

Anne Scott, Submissions Convenor

[submissions@spokes.org.nz](mailto:submissions@spokes.org.nz)

Cell: 027 450 4216

8/8/22 1315 Emailed to Sam Sharland, Engagement Advisor, [samantha.sharland@ccc.govt.nz](mailto:samantha.sharland@ccc.govt.nz)  
by Chris Abbott on behalf of Anne Scott.

## Appendix 1 Major Cycle Routes near Northcote Rd

Ref: <https://www.ccc.govt.nz/assets/Documents/Transport/Cycling/map/Bike-Easy-Guide-and-Map.pdf>



NB1 The gap between the purple Northern Line major cycle route (MCR) and the blue dedicated cycle paths to the east (right). The roads coloured yellow are serviced by on-road bike lanes, not separated MCRs.

NB2 The dashed arc represents a distance of 5km from the “city centre” ie Christchurch Anglican Cathedral in Cathedral Square.

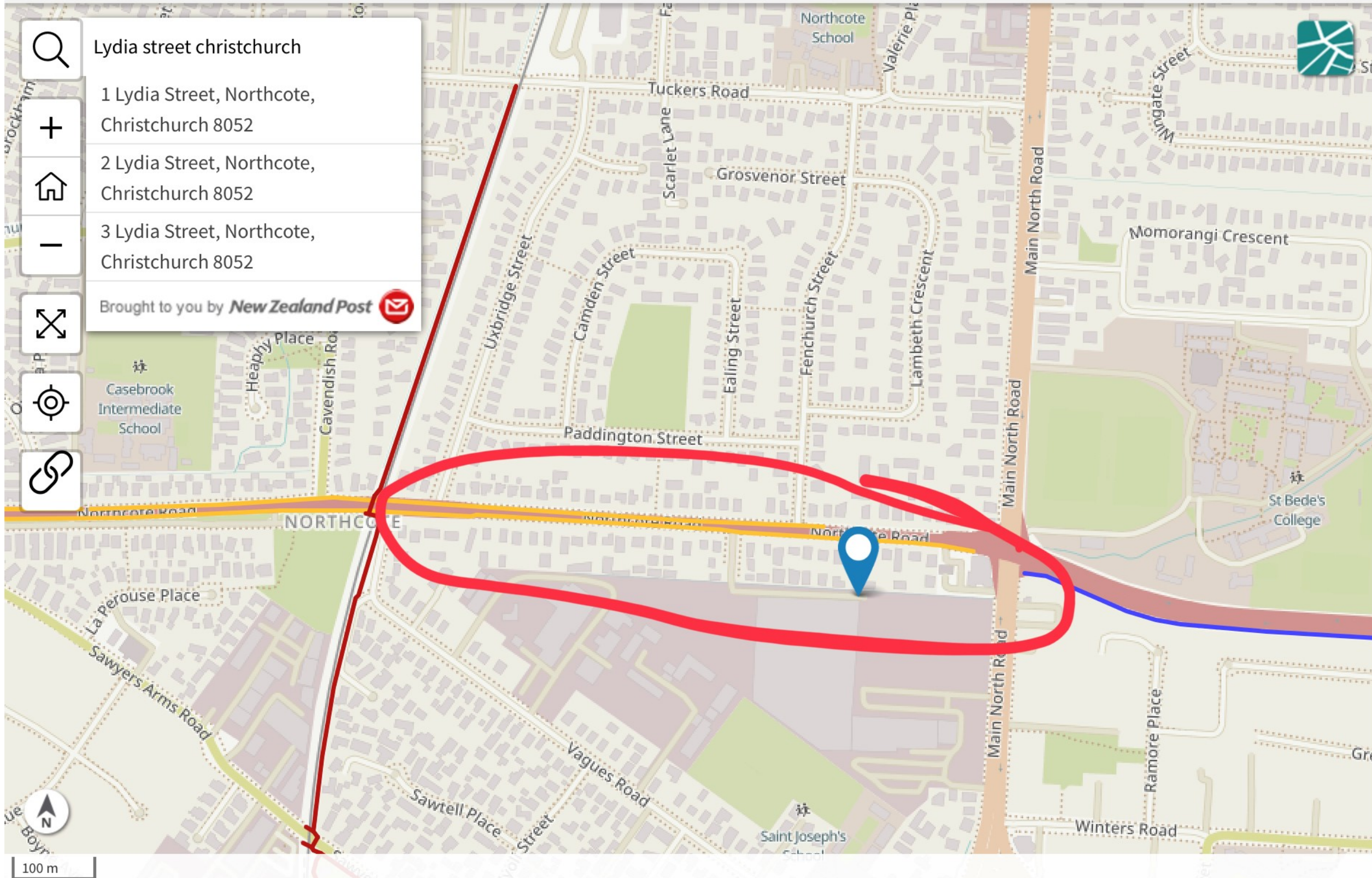
## Individuals

Submission ID	Do you have any comments on the new signalised crossing?	Do you have any comments on the new speed limit on Lydia Street?	Do you have any further comments on the project?	Name
47259			<p>I know I am two days late, but I would like to show support for the safety changes, however, I believe that a 3m wide shared path would be better suited to allow students to safely get to school rather than the unprotected cycle lanes on the road and the thin sidewalk.</p> <p>If this could be extended to connect both the queen Elizabeth drive and the Northern line cycleways, it would provide a safe route to walk or cycle to school and also connect the two networks together.</p> <p>I am talking about the section along Northcote road.</p> <p>See attached photo of what I am talking about.</p>	George Laxton
47256	I fully support the installation of a signalised pedestrian and cycle crossing. Please ensure it is clear that cyclists are permitted to use this crossing.	I fully support the reduced speed limit in Lydia Street. Has a variable speed limit on Northcote Road been considered also?	<p>I know it is out of scope, but I strongly urge the Council to install a shared path on the south side of Northcote Rd between the existing cycling infrastructure of the Northern Line and the QEII Dr shared path. This is a very busy road that is dangerous to cycle down. If you want kids to bike to the local schools, you must provide a safe environment for it. Remember, we are in a climate emergency and need mode shift to help reduce emissions.</p> <p>Thank you</p>	Fiona Bennetts



- Cycle network
- Cycle stands
- Christchurch boundary

# Submission #47259





Submission ID	Do you have any comments on the new signalised crossing?	Do you have any comments on the new speed limit on Lydia Street?	Do you have any further comments on the project?	Name
47255	<p>As discussed by email, it was confirmed people riding bikes may ride across the crossing. Can you please provide more public information that this is legal. Many people will not be aware of this, and it could cause conflict (e.g. call for cyclists to hop off their bike).</p> <p>If it is legal for cyclists to cross over any similar crossing that doesn't explicitly mention cyclists, could this please be included as education on the cycling page on the CCC website.</p> <p>At a glance the crossing looks quite narrow, e.g. compare with width of the pedestrian crossing on Lydia Street. If riding a bike, the curb only allows a small area for riding on and off the crossing. If the crossing can be widened, it would be beneficial.</p> <p>The crossing is likely to be well used, as it makes it easy to get on to Fenchurch Street and up to Redwood Park.</p>	Fully support 30km/h. Hopefully it is an environment that looks and feels like a slow speed environment.	<p>Appreciate seeing improvements in infrastructure, safe speeds and other designs that help to give people the choice of active transport. We need this in order to reduce our carbon emissions.</p> <p>Fully support removing right turn out of Lydia Street. I am however worried about the right turn into Lydia Street, frequently "keep clear" areas are ignored. This would reduce visibility and put people biking at risk. Is the right turn into Lydia Street absolutely necessary?</p> <p>The main thing I would like to see is safer active transport infrastructure in this area connect east to the shared path on QE II drive and St Bede's College. This would include a safer, integrated crossing for cyclists at the traffic lights on Main North Road.</p> <p>Similarly, there also needs to be a safer connection for active transport west to the Northern Line cycleway and ideally on to Casebrook Intermediate School. This section currently has a risk with opening car doors next to a painted cycle lane.</p> <p>When shared paths are used, can these be made much safer at driveways. Cranford Street is an example where shared paths and driveways are dangerous. We need to be very careful not to repeat that.</p> <p>Finally, Fenchurch Street could be a nice connection up to Redwood Park. Maybe it could be developed to be more cycle friendly.</p>	Allan Taunt
47254	It needs to include an option for cyclists.	Agree with change	I support the Spokes submission. This is a opportunity to look at Northcote Road more holistically and join up two cycleways making it much safer for everyone to cycle.	Anne Scott

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47253	I think this is a good idea.	<p>The new speed limit is great, though should be expanded onto Northcote Road as well, for extra safety for all road users and pedestrians.</p> <p>According to the new "Setting of Speed Limits Rule 2022" this allows streets around the school area to have a lower speed too, not just the street the school is on.</p> <p>This will make it safer for everyone on the road:</p> <p>Children crossing Lydia street and fenchurch street.</p> <p>Will have less orange light runners through the new lights.</p> <p>Children on bicycles and scooters who have to share a narrow on road cycle lane, with cars and trucks heading to and from Pak'n'Save</p> <p>The painted cycle lanes on Northcote road are currently very narrow for the road to be 50kmh</p> <p>This will also be of importance as there will be a lot more traffic on the road when the new Pak'n'Save is opened</p> <p>If the Northcote Road maximum speed can't be dropped to 30kmh or is dropped to only 40kmh, the 30kmh speed zone on Lydia street should also be painted on the road</p>	<p>please add some separators to stop cars drifting into the painted cycle lanes</p> <p>maybe cycleway Armadillos or flexi-posts could be used</p> <p>No stopping should also be extended past 41 northcote road to help stop the possibility of children being doored by cars</p> <p>The shared path should be wider on Lydia street and get rid of the painted median, this will help encourage the slow speeds</p>	Dave Gardner
47251	Support this, our young people need to be safe getting to school.	Agree.	A bi-directional shared path is needed between Main North Road and the railway line. There is a great opportunity to link QE II path to the Railway Line path as well as the schools in this area.	Robert Fleming
47240	It's a good idea.	Good idea.	I feel that the left hand only turn from Lydia st will cause people to turn left down Vauges Rd in order to get back onto Main North Rd. This will then increase significantly the traffic before and after school going past St Joseph's school which may be a safety issue as the street is already extremely busy at these times. It is also very busy turning left out of Vauges Rd onto Main North Rd and I think this will increase that.	Sarah Mallia
47239	I'm in support of this	I'm in support of this.	Is it possible to widen the cycleways on northcote towards QE2 by reducing the width of the median here slightly. This would make this much nicer for people on bikes coming down here.	Geoff Sugden

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47238	<p>The distance between the lights on main north road intersection to the lights going in at Lydia street is short and will cause lots of back up in traffic either side of the intersection. Also more congested because there is a short section of 2 lanes that go into one. This section already backs up lots at peak time and extra traffic with the school and new lights with make it even worse and I feel there will be big congestion issues.</p> <p>Also with lights going where pack n save is going this will make the area very congested at peak time too .</p>	Good idea	Like that it's left turn only out of Lydia street	Michelle Posthuma
47237			What, if anything will happen then with the corner of Northcote and Vagues Rd? And also the lights by the railway crossing for those turning left on to Northcote Rd??	Fay Shimasaki
47236	Potentially it's going to be painful. Increased traffic in the area. We live in new subdivision off Cavendish and it's a nightmare trying to turn right from Cavendish onto Northcote.	Agree, great idea.		Kylie Phaup-Stephens
47227			With increased young people in the area their will be an increase of young people using the bike lanes. Could you please make the repair maintenance and lights installation a priority on the Northern line cycleway especially behind papanui domain/ Papanui High and the crossing at Harewood and Langdons roads	helen miles
47162	<p>Make the phase so cars are not stopping every time a pedestrian touches the button.</p> <p>This has been done in other cycle/pedestrian friendly streets, where cars stop and wait and there is no one crossing. Not sustainable stop, start traffic. Bad enough lower speed limits and unsynced traffic lights causing blocked intersections. Oh wait city/road/architects planners have mastered how to keep cars on the road longer.</p>	BEFORE & AFTER SCHOOL ONLY. I imagine the street will also be narrowed to make it more difficult for service vehicles or removal trucks to negotiate too. Unfair on residents who have visitors by reducing parks. School kids walk where they want once they hit the outside of school. It's parents picking teens up should be kept out of Lydia St adding to chaos.	<p>I would be interested in the surveys and outcomes carried out in the locale &amp; with Marian College students in regard to how many girls will use a bicycle, public transport or drive their own car to &amp; from the new school or will still rely on parents.</p> <p>A huge expense and of course over the top planning as per. All for what a max of 2hrs before and max of 2hrs after school. Total 20hrs per wk?</p> <p>Why 2 lamp posts have to be relocated, looking on google maps it beggars belief, WHY? the reasoning behind this please.</p> <p>Do not stop at a seat, put a bus shelter in too the locals might enjoy it as it is a major Rd.</p> <p>West side of Lydia St appears to have No Parking with broken yellow lines now, is that being swapped out?</p>	Shona McDonald
47150	I support it :)	I support this too :)		Blake Quartly
47130	Looks good! Will definitely be necessary once the new school opens.	Excellent!	No	Catherine Warren
47129	It's going to cause major traffic congestion around the main north rd intersection with potentially 3 stop lights in less than 400m	No	Maybe instead there could be roadside fencing to stop the kids trying to cross the road before the two existing crossing points	Liz Van montfort