



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 14 MARCH 2008

AT 8.00AM

**IN THE BOARDROOM, SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, CHRISTCHURCH**

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1. APOLOGIES
2. DEPUTATIONS BY APPOINTMENT
3. CORRESPONDENCE
4. BRIEFINGS

5. RICcarton HIGH SCHOOL CYCLE BUBBLE PROJECT

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Kirsten Mahoney, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek a recommendation from the Board (via this Committee) to the Council to proceed to detailed design, tender and construction for the Riccarton High School Cycle Bubble Project, as shown in the plan for approval (**Attachment 1**) and seek a recommendation to the Board to approve related parking restrictions.

EXECUTIVE SUMMARY

2. The Riccarton High School Cycle Bubble project is part of the Council's Road Safety Programme for Cyclists. A travel survey was carried out with the students and staff of Riccarton High School in late May 2007. There were 679 responses received (72% response rate), and the main area of concern identified was along the route from Corfe Street to English Street across Yaldhurst Road, Colman Avenue to Main South Road and the existing school pedestrian crossing on Main South Road.
3. Based on the identified areas of concern, the objectives for the project were set as follows:
 - To provide a cycleway link between Corfe Street and Main South Road
 - To provide safe crossing points at Yaldhurst Road and English Street
 - To ensure adequate lighting is provided
 - To enhance pedestrian usage, where possible.
4. A seminar was held with the Riccarton/Wigram Community Board on 18 December 2007, prior to the concept plan being distributed to the community and stakeholders for feedback.
5. The community and stakeholders were consulted on the concept plan in January/February 2008. Approximately 560 consultation leaflets were distributed to residents, landowners, and stakeholder groups. 44 responses were received, of which 31 (70%) were generally in support of the project, 9 (20%) did not support the project, and 4 (10%) did not specify a preference.
6. The key issues raised related to:
 - Loss of parking on Yaldhurst Road and English Street
 - Enforcement of no parking restrictions
 - Relocation of the bus stop on Yaldhurst Road, and length of the bus stop
 - Request for a bus shelter
 - Removal and trimming of trees and vegetation in the median strip on Yaldhurst Road
 - Access to properties in English Street near the proposed islands and flush median
 - Visibility at the alley way
 - Signage
 - Visibility issues for residents exiting their properties on the shared pedestrian / cycleway
 - Education of cyclists.
7. A summary of the consultation received and the project team's response to the issues raised is shown at **Attachment 2**.
8. As a result of the feedback received, the preferred option for the Riccarton High School Cycle Bubble project comprises of the features outlined in paragraph 39, and is shown in the plan for the Council's and Board's approval at **Attachment 1**.

Clause 5 Cont'd

FINANCIAL IMPLICATIONS

9. The proposed cycle safety works for the Riccarton High School Cycle Bubble project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The budget for the project is \$112,000. The cost estimate for this project is \$89,400.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. As above.

LEGAL CONSIDERATIONS

11. There are no property issues associated with the project. There are no effected notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan. No resource consents are required for the work proposed.

Have you considered the legal implications of the issue under consideration?

12. There appear to be no legal implications for this project. Council and Board resolutions are required to approve the new traffic and parking restrictions, the relocation of the bus stop, and the shared pathway. The Land Transport Rules provide for the installation of parking restrictions, including bus stops.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Cycleways Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. This project is consistent with key Council strategies including the Cycling Strategy, Pedestrian Strategy, Road Safety Strategy, and Parking Strategy.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. As part of the Council's Road Safety Programme for Cyclists, a travel survey was carried out with the students and staff of Riccarton High School in May 2007. The aim of the programme is to make cycling to and from school safer, and to encourage more students to cycle.
18. There were 679 survey responses received, (72% response rate). The main area of concern identified in the survey was along the route from Corfe Street to English Street across Yaldhurst Road, Colman Avenue to Main South Road and the existing school pedestrian crossing on Main South Road.
19. A seminar was held with the Riccarton/Wigram Community Board on 18 December 2007, prior to the concept plan for the Cycle Bubble Project being presented to the public for consultation. Community consultation was undertaken in January/February 2008 on the concept plan.

Clause 5 Cont'd

20. Consultation leaflets were distributed to approximately 560 households, including residents and landowners in Yaldhurst Road, Corfe Street, English Street and Colman Avenue, as well as key stakeholder groups. Of this total, 44 responses were received. The majority of respondents, i.e. 31 (70%) were in general support of the proposals. There were nine (20%) respondents who opposed the project and four (10%) who specified no preference.
21. Consultation has also been carried out with Transit New Zealand during the scheme design phase via phone calls, emails and letters. Transit is satisfied with the concept design proposed on Yaldhurst Road.

STAFF RECOMMENDATION

It is recommended that the Board recommend to the Council to approve:

- (a) that the Riccarton High School Cycle Bubble project to proceed to detailed design, tender and construction, as shown on the plan for Board approval at Attachment 1.
- (b) that the following "No Stopping" restrictions, relocation of the bus stop and shared pathway:
 - (i) That the stopping of vehicles be prohibited at any time on the North side of Yaldhurst Road commencing at a point 50 metres east of its intersection with Corfe Street and extending 20 metres in an Easterly direction
 - (ii) That the stopping of vehicles be prohibited at any time on the South side of Yaldhurst Road commencing at a point 20 metres west of its intersection with English Street and extending to a point 20 metres East of the intersection with English Street.

Move existing bus stop to new location

- (iii) That the existing bus stop be revoked from the North side of Yaldhurst Road at its present position commencing 53 metres East of the intersection with Corfe Street and extending 15 metres in an Easterly direction, and reinstated on the North side of Yaldhurst Road commencing 72 metres East of the intersection with Corfe Street and extending 15 metres in an Easterly direction.

New Shared Footpath

- (iv) That the footpath on the North side of Yaldhurst Road from the intersection with Corfe Street in and Easterly direction for 62 metres be designated as a shared pedestrian/cycle path.

It is recommended that the Board approve the following "No Stopping" restrictions, relocation of the bus stop and shared pathway:

- (c) **Revoke existing "No Stopping"**
 - (i) That the existing No stopping on the South and West sides of English Street from a point 200 metres south of the intersection with Yaldhurst Road extending for 30 metres in a Southerly direction be revoked.
 - (ii) That the existing No Stopping on the North and East sides of English Street from a point 182 metres south of the intersection with Yaldhurst Road extending for 24 metres in a Southerly direction be revoked.

New "No Stopping"

- (iii) That the stopping of vehicles be prohibited at any time on the South and West side of English Street commencing at a point 162 metres south of its intersection with Yaldhurst Road and extending 92 metres in a Southerly direction.

Clause 5 Cont'd

- (iv) That the stopping of vehicles be prohibited at any time on the North and East side of English Street commencing at a point 170 metres South of its intersection with Yaldhurst Road and extending 66 metres in a Southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the West and East sides of English Street commencing at the intersection with Yaldhurst Road and extending 24 metres in a Southerly direction
- (vi) That the stopping of vehicles be prohibited at any time on the North and South sides of Colman Road commencing at a point 122 metres Northwest of its intersection with Gladstone Avenue and extending 20 metres in a Westerly direction.

New Shared path

- (vii) That the footpath on the East side of Corfe Street from a point 30 metres North of the intersection with Yaldhurst Road to the intersection with Yaldhurst Road be designated as a shared pedestrian/cycle path.
- (viii) That the pedestrian access way extending from English Street through to Colman Street be designated as a shared pedestrian/cycle path.

BACKGROUND (THE ISSUES)

- 22. This project was initiated as a Safe Cycling to School project for Riccarton High School. To identify the routes students use to cycle to school and the dangers they experienced along the route, the students at Riccarton High School were surveyed in late May 2007.
- 23. There were 679 responses received, which was a 72% response rate. There were five major locations identified where students felt that there were traffic conflicts. The locations identified in order of priority were:
 - Yaldhurst Road – crossing mainly between Corfe Street and English Street
 - Main South Road at the school entrance
 - Alley way between English Street and Colman Avenue
 - Suva Street – Hansons Lane and Suva Street outside Middleton Grange
 - Colman Avenue at the bends.
- 24. The Land Transport NZ Safety Crash Analysis System whose there have been three crashes recorded for the five year period between 2002 and 2006. One accident involved a pedestrian where the vehicle turning left from English Street hit a pedestrian. Another accident involved a cyclist, who turned right from the inside lane and didn't look behind. The third accident was vehicles changing lanes within the two lane carriageway. The first two accidents involved minor injuries.
- 25. Based on the project budget available, the Council has developed concept plans for safety improvements for students crossing Yaldhurst Road at Corfe Street and English Street, the access way between English Street and Colman Avenue, and Colman Avenue. This provides a safe cycle route from Corfe Street to the pedestrian crossing at the school gate on Main South Road.
- 26. These safety improvements are located in the Upper Riccarton area, which falls within the jurisdiction of the Riccarton/Wigram Community Board.

Clause 5 Cont'd

27. The route that covers the top three priority safety locations for the students is through a residential area from Yaldhurst Road to Main South Road. Yaldhurst Road is a four-lane median divided arterial road that is a state highway and has a posted speed limit of 60km/hr. There is a single crossing area in the median opposite English Street that caters for single crossings. Main South Road is a two lane arterial road with a posted speed limit of 50km/hr. At the Riccarton High School entrance on Main South Road there is a pedestrian crossing, which is to the south of Colman Avenue. The remaining streets along this route are classified as local roads in the City Plan.
28. There are two other high schools in the area – Villa Maria College is further east along Yaldhurst Road from Corfe Street, and St Thomas of Canterbury is south east of the cycle route. Along Main South Road there are two primary schools – Riccarton Primary School to the north and Our Lady of Victories to the south.
29. The pedestrian crossing at Riccarton High School on Main South Road has been referred to the Bus Priority project team to provide an integrated solution. A solution for the crossing point outside the Upper Riccarton library and Riccarton High School will need to be consistent with any bus priority measures proposed along Main South Road.
30. A Neighbourhood Accessibility project is also being carried out by Council staff, which is a Land Transport New Zealand funded research project. This will cover issues at Riccarton High School, the other schools in the area, the library and the aged people facilities in the area. It includes pedestrian and cycle safety, and connectivity.

THE OBJECTIVES

31. Based on the identified areas of concern, the following objectives for the project were set:
 - To provide a cycle way link between Corfe Street and Main South Road.
 - To provide safe crossing points at Yaldhurst Road and English Street.
 - To ensure adequate lighting is provided.
 - To enhance pedestrian usage, where possible.

THE OPTIONS

32. There were three options considered for comparison for this project. Two of the options require the relocation of the bus stop on Yaldhurst Road and Transit NZ approval.

Option 1

33. Option 1 involved making no changes to the existing street arrangements; however, this does not meet any of the objectives of the project and does not meet the requirements of creating a safe cycle crossing point and route. This option was not selected as the preferred option for consultation.

Option 2

34. Option 2 included realignment of the crossing point in the median on Yaldhurst Road opposite English Street, with bollards placed in the centre of the median crossing point to deter vehicles from using this as a turning facility. This option also included removal of the landscaping / shrubs in the median to the west of the crossing point and replacing it with low growing landscaping, to improve visibility for both cyclists and motorists. The bus stop will need to be relocated one property to the east.
35. Option 2 also included a coloured surface cycle lane on English Street at the Yaldhurst Road intersection to enable better access to the median crossing point. On the bend opposite the access way between English Street and Colman Avenue, the kerb was to be realigned to narrow the carriageway to 6 metres to provide better visibility and slow traffic speeds. The existing entrance bars at the access way are removed to provide easier access.

Clause 5 Cont'd

36. Option 2 did not specifically improve pedestrian and cycle crossing facilities in the area. In addition this scheme involved the removal of 105 metres of existing kerb and channel and 24 car parking spaces. The length of the build-out in English Street would have increased the cost to exceed the project budget. This option was not selected as the preferred option for consultation.

Option 3

37. Option 3 included the realignment of the crossing point in the median on Yaldhurst Road opposite English Street with the addition of a separate pedestrian facility, and bollards placed in the centre of the crossing point to deter vehicles from using this as a turning facility. This option also included removal of the landscaping/shrubs in the median to the west of the crossing point and replacing it with low growing landscaping to improve visibility for both cyclists and motorists. A shared cycle/pedestrian path from Corfe Street east to the crossing facility is included with this option, which also requires the repositioning of the bus stop one property to the east.
38. Option 3 also included a coloured surface cycle lane on English Street at the Yaldhurst Road intersection to enable better access to the median crossing point. On the bend opposite the access way between English Street and Colman Avenue, a flush median and two centre islands are proposed to provide space for cyclists to wait. The existing entrance bars at the access way are removed to provide easier access.
39. Option 3 may result in some conflicts between pedestrians and cyclists on the shared pathway. In addition, this scheme involved the removal of 25 metres of existing kerb and channel and 20 car parking spaces. This option was selected as the preferred option for consultation.

THE PREFERRED OPTION

40. As a result of the feedback received during consultation, the following changes were made to the concept plan presented in the consultation newsletter (January 2008). A summary of the consultation received is shown at **Attachment 2** with the project team's response to the issues raised.
- Kerb cut-down on Corfe Street at the start of the shared pedestrian / cycleway.
 - Signage on the ground and vertically in Corfe Street indicating the shared pedestrian / cycleway.
 - Kerb cut-down on the corner of Corfe Street and Yaldhurst Road to enable cyclists to get onto the shared pedestrian / cycleway from Yaldhurst Road.
 - Additional signage on the ground at the corner of Corfe Street and Yaldhurst Road indicating the shared pedestrian / cycleway.
 - Limit lines painted on each edge of the crossing points on the median in Yaldhurst Road.
 - Extension of the painted red cycle lane in the centre of English Street at the intersection with Yaldhurst Road to provide added visibility to both cyclists and motorists.
41. Thus the key features of the preferred option for the project are:

Yaldhurst Road

- Realignment of the crossing point in the existing median of Yaldhurst Road opposite English Street and addition of a separate pedestrian facility.
- Placement of a bollard in the centre of the crossing point to deter vehicles from using this as a turning facility.
- Removal of the landscaping / shrubs in the median to the west of the crossing point and replacement with low growing landscaping to improve visibility for both cyclists and motorists.
- Removal of five trees on the northern side of Yaldhurst Road (Claret Ash trees planted in 1993).

Clause 5 Cont'd

- Creation of a shared cycle / pedestrian path from Corfe Street into Yaldhurst Road and along to opposite the crossing facility, with the appropriate signage.
- Repositioning of the existing bus stop one property to the east (i.e. outside 110 Yaldhurst Road), to allow the kerb build-out for cyclists and pedestrians to be built opposite the crossing point.
- Removal of two on-street car parking spaces due to the relocation of the bus stop.

English Street

- Provision of a coloured surface cycle lane in the centre of English Street at the Yaldhurst Road intersection to enable better access to the crossing point.
- Provision of a space for cyclists to wait on the bend opposite the existing access way with the addition of a flush median and two centre islands to provide protection.
- Removal of the existing entrance bars to the access way to provide easier access for cyclists, and replacement with a bollard.
- Removal of 16 on-street car parking spaces due to the installation of the flush median and two raised islands.

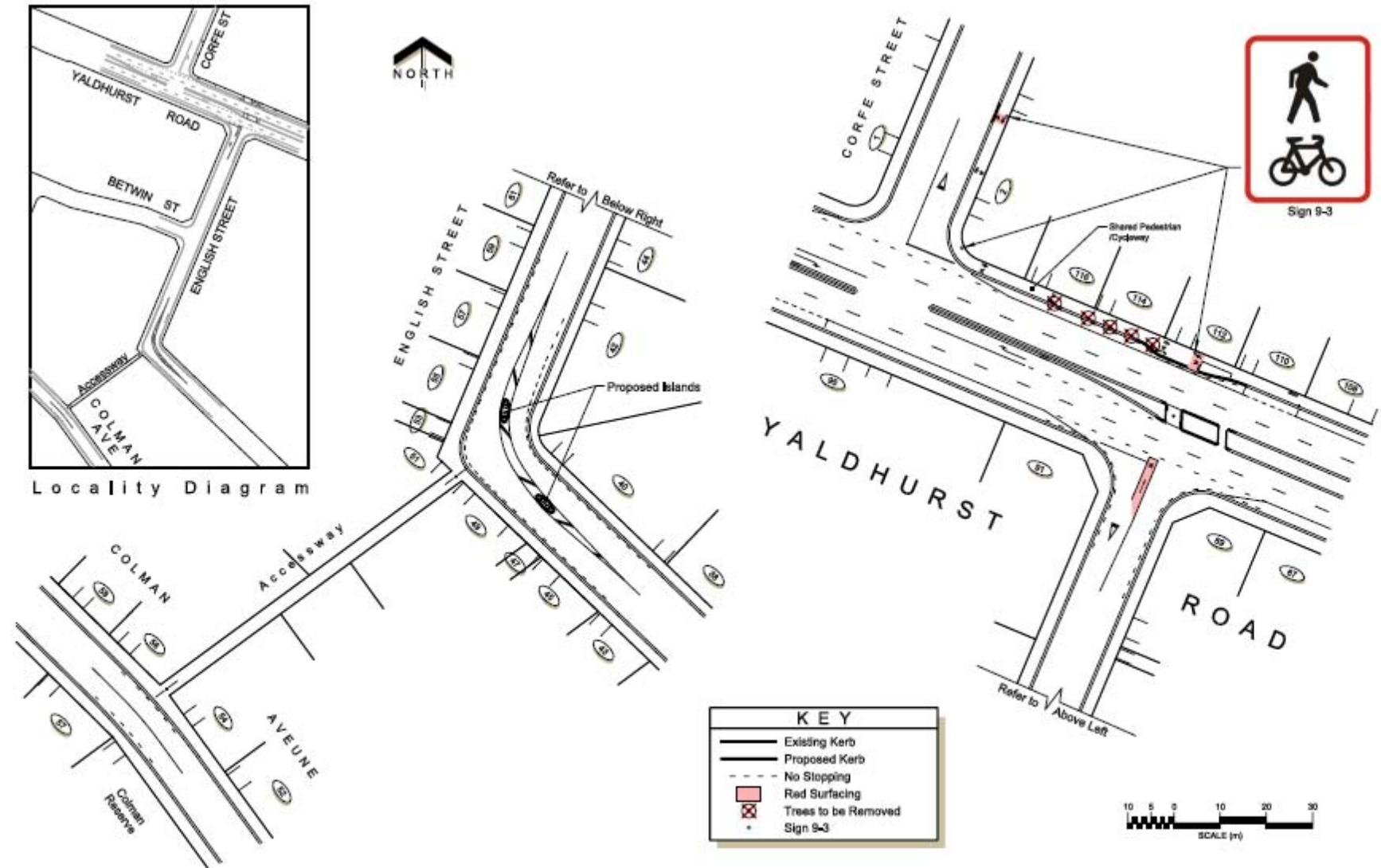
Colman Avenue

- Removal of two car parking spaces due to the implementation of the no parking restrictions at the end of the alley way.

42. The preferred option meets the project objectives by providing a cycleway link between Corfe Street and Main South Road, providing a safe crossing point at Yaldhurst Road and English Street for cyclists and pedestrians, and enhancing pedestrian usage, particularly at Yaldhurst Road. Lighting will be upgraded as part of this project.

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RICCARTON HIGH SCHOOL
 Cycle Safety Improvements
 For Board Approval

Original Plan Size: A3
 ISSUE.2 21/02/08
 TP301201 MJR

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Attachment 2 – Summary of Consultation Riccarton High School Cycle Bubble Project		
Concern	Summary Description	Team Response
Colman Avenue	Seldom have more than 1 visitor at a time, so the loss of two parking spaces outside the home will not stop people from visiting us.	No changes required.
English Street	<p>Concern about removing the staples at each end of the alley way between Colman Avenue and English Street. The high school kids are arrogant, rude and speed down the alley way as it is. There are lots of kids using the alley way. Difficult for residents to back out as the kids come down the alley way so fast. They also bang on the tin fence and kick the fence. Suggestion to close the alley way and make the kids go around. Also concerned that school kids are travelling 4 abreast down English St with no helmets, no hands. They also race their mates with cars to get around to Yaldhurst Road. Considers that many residents will be upset by installation of islands. However, Yaldhurst Road is absolute mayhem to get across, and there have been lots of near misses. Some of kids seem to play chicken in getting across the road.</p> <p>Queried whether still able to turn right into property in English Street with the island in the centre of the road, and are they able to turn right from the flush median. Do not want to be stuck in the traffic path around a blind corner. Currently very bad.</p> <p>Suggestions for consideration to plan: 1. Should there be sign (either on road marking or a physical one) at about Houses #42/#43 indicating "Watch for School Cyclists".</p>	<p>Staples will be removed as bollards are the standard treatment throughout the city. Staples are not conducive to ease of access for people with prams, mobility scooters etc. The primary aim of the bollards is to deter motorised vehicles.</p> <p>The alley way will not be closed off.</p> <p>All residents will be able to access their properties in English St with the flush median and islands in place. These measures have been designed to ensure this.</p>

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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>2. Should there be red surfacing across English St at (pretty blind) corner opposite access way to Colman Avenue, or alternatively between the two proposed islands at the corner. 3. Drawing scale indicates the proposed island centre "refuge" may need to be wider (appears it is only footpath width) and if there is a group of cyclists waiting because of traffic in either direction, does this create additional 'safety' measures of railings (e.g.) to safeguard. 4. No heights are given for the new islands, are they just 'raised-kerb' type. 5. Presume there will be a sign in Corfe St indicating cyclists are to turn onto combined pedestrian/cycle way. 6. Give Way line missing on drawing at English / Yaldhurst Road intersection, where new cycle lane is. Other - Compliments to those who compiled the study and the proposed planning - better to be proactive than reactive. Landscaping in the Yaldhurst Road centre strip was creating a potential hazard, especially for handicapped or mobile scooters crossing at this point. It is such that on reaching the island sanctuary you cannot see car or low vehicle traffic in the outside lane travelling towards Church Corner. The gentleman at City Care was going to contact the specific contractor to investigate. My wife and I occasionally use this crossing at the end of English St and at 5'10" I could not sight the traffic coming hence my call. Your new proposals may alleviate this anyway.</p> <p>Great idea, very difficult getting across Yaldhurst Road at the best of times, should make it easier being lined up with English St. Having red on road makes it clearer for traffic that cyclists have some right of way. With the English St islands, is there enough room on the bend, as it is quite a narrow corner now?</p> <p>Two issues arising are: 1) Reduction of on-street parking in English St. There are many flats in this area with multiple vehicles. Already residents frequently park over the fire hydrant outside number 46 English St or over our driveway (when attempting to park behind it). We see this problem being exacerbated. Both vehicles over our driveway or parked over the hydrant are dangerous and an ongoing annoyance. Can the Fire Hydrant be shifted to alleviate this?</p>	<p>Signage is not considered needed at 42 and 43 English Street as the islands and flush median will create a slow road environment.</p> <p>Red surfacing at the blind corner across English St is not recommended; as this gives the impression that cyclists have priority, which is not the case.</p> <p>The median width is 2 metres, which is wide enough to accommodate a group of cyclists and is the Council's design standard.</p> <p>The proposed islands are 185 mm high</p> <p>The carriageway width at the bend of English St is 4.5 metres wide in each direction plus the proposed 2m painted median</p> <p>A Give Way line has been added to the drawing at the English / Yaldhurst intersection.</p> <p>The fire hydrant will not be shifted, as there will be no parking at this location.</p> <p>Enforcement of no parking lines is carried out by the Council's Parking Enforcement team, who can be contacted on (03) 941 8741.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>2) The camber on the east side of English St, between the bend and Yaldhurst Road is extreme. This causes cars to park an extra distance out from the kerb, reducing the usable width of the road and forcing cyclists out an extreme distance in the roadway as they pass parked cars. The camber is also dangerous. In the 4 years we have been here we have seen (a) Elderly people struggling to get into their car (passenger side) and struggling to shut the passenger door. (b) A truck (refuse recycling vehicle) tip over and get stuck on a power pole (otherwise it may have tipped over completely). (c) A vehicle pushed over on its side by vandals, as it was already on an extreme lean due to the gutter! (d) A furniture truck on such a lean that its rear right hand wheel was six inches off the ground, and the vehicle was near toppling. A lady with a pram had to be warned not to use the east side footpath as the truck was at risk of tipping. This was in spite of the vehicle actually being parked a reasonable distance out. Another suggestion would be speed bumps at either end of the corner to slow traffic to make it even safer for cyclists at the corner median, and also for Riccarton Primary School children.</p> <p>As a resident at 61 English St I feel the loss of 16 parking spaces is excessive as there are a lot of student rentals who require 2 or more spaces. Also having the children cross at the corner is dangerous (when travelling towards alley way). Could the footpath from alley way to No 59 be widened slightly & be a shared pedestrian / cycleway, with a crossing point there? I think the adjustment to Yaldhurst Road islands and the cycle way should work well.</p> <p>Cycle way through to English St - will there be markings to remind cyclists to give way to pedestrians on the footpath? Yaldhurst Road / English St intersection - extend build out to include pedestrian crossing facility. Due to speed of traffic and proximity of controlled intersection I would NOT recommend tactiles at this crossing point. What is the width of the shared path? Concern for mobility aid users who are visually impaired and do not see (and some not hear) cyclists. Neighbourhood Accessibility Project - There are a number of older citizens in this area (incl rest homes) so it would be great to ensure they are included in the audit. There are members of the RNZFB in this area.</p>	<p>Addressing the steep camber of the road in English Street is beyond the scope of this project.</p> <p>Speed bumps at each end of the bend to slow traffic will not be included because the bend with the islands and flush median provides the traffic calming, slowing effect required. This was investigated as an option; however, there is a limited budget, and there are drainage issues in this area.</p> <p>A shared cycle / pedestrian pathway from the alley way to 59 English St is not considered appropriate at this time. English Street is a quiet street; however, this issue may be revisited in the future should traffic volumes increase.</p> <p>Signage will not be posted at each end of the alley way, as past experience has shown that this has not improved the behaviour of cyclists at similar locations around the city.</p> <p>There is no build-out proposed at the English St / Yaldhurst Road intersection, so no pedestrian crossing facility is included.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>While generally supporting the concept plan we feel the parking restrictions on English St are very hard on the residents there. Could parking not be restricted during pre- and post- school times? It seems unnecessary to have restrictions at other times, e.g. evenings and weekends.</p> <p>Brilliant idea. I have one relatively minor concern. I live at No. 51, adjacent to the alleyway (on map). To leave my section by car I do a 3 point turn on my apron so I am going forward, and to enter my section I always drive in from Main South Road so I don't cross over the centre line. Cyclists very typically approach the alleyway from the footpath and this is a blind approach for them (and a blind exit for me). Cyclists from the alleyway DON'T look for traffic when exiting into English Street and there have been some near misses between cyclists and cars that enter No. 51, 51A and 53. As a habit, I am nearly stopped when I approach my section to make sure no cyclists are crossing my path. I would suggest thought being given to clarity of vision for people exiting those driveways and also safety of people exiting the alleyway to English St. (most of the cyclists are high school students who have no fear of traffic - they can travel at a considerable speed entering and exiting the alleyway).</p> <p>We support the Yaldhurst Road changes, although are concerned for pedestrian safety from cyclists with the proposed shared cycle / pedestrian path along Yaldhurst Rd / Corfe St. The extension of the no stopping lines on the English St bend could greatly disadvantage the residents and their visitors. The students themselves could be at less risk from traffic danger if they showed a more responsible attitude when using the road. Does the traffic volume in English St warrant the upheaval?</p> <p>As we live at 57 English Street our main concerns are: The yellow lines from 45-59 plus other side of road. This will leave no parking for visitors to any of the houses by these lines as parking is at times already a problem. The flush median - it is already difficult enough to get in and out of our driveway and the islands will make it more difficult.</p>	<p>The loss of parking on Colman Ave, English St and Yaldhurst Road is a result of the implementation of this cycle safety project. Council is trying to promote active transport, including facilities for pedestrians and cyclists. The Council's parking strategy seeks <i>to ensure that the provision and management of parking does not adversely affect cycling or pedestrian activity; and to ensure the needs of cyclists and pedestrians have priority over on-street parking for road space. (Policy 4H). Parking must be provided in such a way that the safety and attractiveness of cycling and walking are not compromised. This may include the removing parking in some places where the safety of cyclists and pedestrians is a concern. Other locations may need to have parking removed so kerb build-outs can be provided for bicycle and/or pedestrian needs.</i></p> <p>The inter-visibility is good with the cut down section in the fence at the end of the alley way.</p> <p>The traffic volume in English St has not been specifically measured for this project; however, the project team recognises that it is low.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>The proposed island on English St outside our driveway (#47) needs to be situated in such a way that we are able to safely do a right hand turn into our driveway without having to stop in the path of traffic coming around the blind corner.</p> <p>Also need to be able to have enough space to back a trailer out of our driveway and to reverse out of our driveway and pull into the road to travel in either direction. Currently many students bike along the footpath between #53 and #59 and it is likely that with the islands in place they will still continue to do so. It may be a better idea to make this part of the footpath shared pedestrian / cycleway like the Yaldhurst Road proposal.</p> <p>Another option would be to put speed bumps on either side of the corner as well as the islands to slow traffic down as many people go around the corner very fast.</p> <p>I t has a good concern for the cyclist, but making too big deal. Students come and go only between 8-9am and 2:30-3:30pm (totalling 2 hrs) and Mon - Fri (10 hrs / week). But we live here all the time (168 hrs/week). Why taking away the qualities of our lives?</p> <p>Proposed islands are far more dangerous than now for motorists. They have little to do with cyclists. By marking a clear double line median will be good enough. A "slow down" or "cyclist" sign may be raised to alert the motorists. The greatest concern is the off-street parking. We need them all the time. Why giving us the trouble and inconvenience, instead of enhancing a better living condition? Anyway, the CCC will go ahead with the plan eventually. That's how the government works, isn't it? You guys always think that you are more professional, but actually so dumb and egocentric. Look at Yani Joannas - one of the greatest examples.</p>	<p>All residents will be able to access their properties in English St with the flush median and islands in place. These measures have been designed to ensure this, including at 47 English St. The changes to English St will provide a safer environment for getting in and out the property.</p> <p>The islands proposed for English St will be visible to motorists, with kerb top markers in line with standard Council design.</p> <p>A double line median is not considered sufficient to enhance the safety of cyclists using English St and the alley way to Colman Ave.</p> <p>Vertical signage has not been included for motorists as the islands and flush median will provide a slower road environment.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

Yaldhurst Road	<p>114 Yaldhurst Road - I have looked over the proposed changes outside my house at 114 Yaldhurst Rd. I have been and still am a frequent user of a cycle so I am sympathetic to any roading changes which make cycling safer and more convenient for riders. My own children attend Riccarton High via the route under review. The only issues of real concern are - when reversing, or indeed driving forwards out of my driveway, cycleway users do not become visible until the vehicle is well out onto the footpath. My concern is that a cycle and rider moving at normal pace I S sooner or later going to collide with my vehicle and also what liabilities may arise due to injury / damages etc. - while I am waiting in my vehicle for a break (which can take 30-60 seconds) in the traffic flow on Yaldhurst Road, the vehicle will be obstructing the cycleway. I have had cyclists hit my car whilst exiting my driveway in the past, but due to existing laws, cycles are not permitted on the footpath so fault is with the cyclist. Could you please notify me of the right of way issues that arise from the proposed changes? After all the idea of the cycleway is to make cycle travel safer and not have to contend with cars reversing (be it very slowly) out of driveways into their path. It is news to me about reversing from my property being illegal. No one I have spoken to about this has heard of this either. Perhaps it would be a good idea to notify people affected by this ruling with a notice in the mail or with a rates demand? We do not actually have room to turn a car on our section. However, in light of this new information, reversing in would solve all of the issues as you rightly suggest. I did however make the comment in my initial correspondence that driving out forwards is as much of an issue as reversing due to the length of the bonnet on a car. The car is well out onto the pavement before the driver can fully see what is approaching from the side. As to the height of the fence, for many years (about 15 years) I had a low fence, about 0.4m. Yaldhurst Rd was only one lane each way when we first moved in here. When the road was changed to two lanes each way and the speed limit raised to 60 km/hr, road noise increased and traffic volumes have also increased (particularly heavy trucks).</p>	<p>Concern raised re visibility issues when exiting the property at 114 Yaldhurst Road. A high fence has been built to mitigate road noise, vibration, rubbish, vandalism and privacy. Concern that it is hazardous when exiting the property at 114 Yaldhurst Road and the potential for a collision to occur.</p> <p>Cyclists / pedestrians have the right of way legally with a shared pathway. A higher level of responsibility is placed on the residents to exit their property slowly, particularly at those times of the day when school students are using the area. Reversing out of a property, particularly onto an arterial road, is not encouraged by the Council.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

**Yaldhurst Road
cont...**

For these reasons, along with privacy (our bedrooms are facing the road), rubbish being constantly thrown into the section, frequent vandalism to our exposed letter box and garden, lack of security to store things, I reluctantly built a 1.8m fence. Since then we have had only one case of vandalism, road noise has been reduced, litter is no longer a problem and privacy has improved markedly. The front of the section has now become usable space, instead of an area that had to be maintained but otherwise was practically useless. I now have a vegetable garden, flower beds and a reasonably secure area for storing my trailer. The area can now be used without feeling like you are in a shop window, viewed by everyone passing on foot or in cars. This high fence has worked very well in 'this' situation but, I agree, would be absolutely not required or indeed wanted in other urban locations. We have been impacted on here already by the change from two to four lanes of traffic on Yaldhurst Road and the road speed increase to 60km/hr, which has since caused significant cracking in our house foundations due to vibration and made living more uncomfortable due to greater noise pollution. Lowering the fence height may be simple for you to suggest but it would seriously affect our quality of living and the use of our section. I am still very concerned that despite my greatest car, that sooner or later there is likely to be an incident between my car and a cyclist due to the speed they travel and the mindset that they are safe on a designated cycleway. Remember, that outside the vast majority of homes, such an incident would be the cyclists fault, but outside my house I will be at fault. The concerns I have raised are genuine ones and I have no desire to oppose your proposal for the sake of it. I request your sincere consideration on the matters raised. Presumably cycles will be travelling at some speed along the footpath in front of my house and I am VERY concerned that whilst exiting my driveway in a car a collision will occur. Currently if a cyclist were to hit my vehicle the cyclist is at fault, however after the introduction of this proposed cycleway I or whoever is driving the vehicle leaving my property will be liable.

Attachment 2 – Summary of Consultation Riccarton High School Cycle Bubble Project		
<p>Yaldhurst Road cont...</p>	<p>As I have explained in an email to kirsten.ferguson in late 2007, I have after many years living at 114 Yaldhurst, put up a 1.8m fence in front of the property. The reasons for this are a) to reduce the noise from the 4 lane road (once was only 2 lanes), b) for privacy as the front of the section used to be maintained purely for looks but was otherwise unusable, c) constant vandalism and littering of our front yard by intoxicated and/or idiots passing by. Since the erecting of the fence we have had reduced noise levels, much increased privacy and the litter and vandalism problem has done. Further more we can now use the front area without feeling like "Ballantynes" front window dressers and also I have put in a vegetable garden and use some of the area for safe storage. In short, the suggestion that my fencing "may need looking at" does not sit well with me. We have already been impacted upon here by the capacity of Yaldhurst Road going from 2-4 lanes and the speed limit increase from 50-60km/hr. Perhaps a reduction in speed limit to 50km/hr would help cycle safety more?</p> <p>As a daily cycle commuter for many years, I am completely in favour of any moves to make cycling safer and more efficient. My specific concern with this proposal is the hazard cars are going to create when exiting my property (114 Yaldhurst Road). Generally looks good, please call back. Just wanted to note that the direction is incorrectly stated in the consultation leaflet for moving the bus stop.</p> <p>Over 60s units at 108 Yaldhurst Road. There are four trees in the centre of the road (on the median strip), which need to be trimmed or removed as it is difficult to see for pedestrians. Will there be a bus shelter with the bus stop that is moved - that would be good.</p> <p>Could we please have a bus shelter, as we and other elderly people us this bus stop? Sometimes waiting up to 10 mins, in cold wet weather.</p> <p>My son is due to start at Riccarton High in early 2009. Getting him to/from school cycle I am obviously looking for a safe option. A special cycle crossing from Corfe Street across Yaldhurst Road to English Street would be a safe solution.</p>	<p>The request to remove or trim four of the trees in the centre of the median will be referred to Transit NZ, who is responsible for state highways. Where visibility is compromised at the crossing point on Yaldhurst Road due to trees and landscaping, we will refer this to Transit NZ. The landscaping will be removed in the median on Yaldhurst Road, and will be replaced with landscaping that is no more than 500mm high.</p> <p>The request for a bus shelter outside 110 Yaldhurst Rd will be forwarded to the Council's bus shelter team.</p>

**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

<p>Yaldhurst Road cont...</p>	<p>We would rather have traffic lights to cross Yaldhurst Road, but failing that anything that makes the crossing at Yaldhurst Road safer is good.</p> <p>Ecan have no problems with this proposal from a passenger transport perspective provided the movement of the bus stop does not negatively impact bus passengers. Also, the bus stop must be long enough to fit buses travelling along Yaldhurst Road (i.e. 18m).</p> <p>I just thought as the trees were being moved on our side of the road. Would it be possible to move the four trees in the centre of the road opposite 108. I live in an over sixties unit, and when these trees are shedding their leaves, it causes quite a mess outside my door Unit 2. For some reason they come around the corner of Unit 1 like a vacuum. They get under my garage door etc. I suffer from severe osteoarthritis and find it hard work to get rid of them. Also when crossing the road into English St you have to lean far out when they are in bloom to see oncoming traffic. And please would it be possible for a bus shelter when it's moved. I don't have a car so rely on the bus only. P.S. I think it's a great idea for the cycle lane I have seen cycles taking a risk there when it's busy, they only need to fall and it's a tragedy.</p> <p>Resident on the corner of Corfe St & Yaldhurst Road. She is concerned that the increased number of pedestrians and cyclists using shared pathway will be safety issue when she is reversing out of her driveway. Visibility is already difficult with neighbour's high fence.</p> <p>I agree with the proposals to keep Riccarton High School students safer when crossing Yaldhurst Road.</p>	<p>Yaldhurst Road is controlled by Transit NZ. This suggestion is not recommended for implementation by the project team as there are already two sets of traffic lights within close proximity.</p> <p>Bus stop must be long enough (i.e. 18m long).</p> <p>Signage will be placed vertically in Corfe St and on Yaldhurst Road at the start and finish of the shared pathway for cyclists to turn onto pedestrian / cycle pathway. Signage will also be placed on the pathway surface at Corfe Street, the corner of Corfe Street / Yaldhurst Road, and at Yaldhurst Road where the shared pathway starts / finishes.</p> <p>Concern about pedestrian / cycle / car conflict when reversing out of driveway on Corfe St. Visibility already difficult. Cyclists / pedestrians have the right of way legally with a shared pathway. A higher level of responsibility is placed on the residents to exit their property slowly, particularly at those times of the day when school students are using the area. Reversing out of a property is not encouraged by the Council.</p>
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**Attachment 2 – Summary of Consultation
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Yaldhurst Road cont...	<p>Lives on south side of Yaldhurst Road and to head to town has to travel first west towards mountains and then do a U-turn at Corfe St to get into town. In Community News it stated that a bollard would be placed in the centre of the road to stop vehicles from doing U-turns. I confirmed that the bollard is in the cycle crossing point not the right hand turn area into Corfe St.</p> <p>As an everyday user of Yaldhurst Road I object to another crossing down Yaldhurst Road 200 metres from a set of traffic lights. Why can't a crossing be added to the lights at the Yaldhurst / Middlepark Road intersection? Much cheaper and safer. Do you have a number of high school students who cross the road at English Street? Crossing at English Street is not a good option anyway! My daughter goes to Villa and those pupils use traffic lights even though those on Yaldhurst Road aren't directly opposite the school. Their argument could be the same as Riccarton, i.e. they require a crossing directly opposite Brodie Street so they can go direct to that street? Many thanks.</p> <p>Loss of car parks. Privacy issues with bus riders able to see over our fence into our bedrooms (110 Yaldhurst Road). Concerns about rubbish being thrown over our fence.</p> <p>No NOT happy with losing car parking outside my house (110A Yaldhurst Rd) please contact me as I am happy to come to the meeting.</p>	<p>Confirmed that no bollard will be placed in centre of road and ability to turn right not compromised.</p> <p>The shared pathway is a minimum of 2.5 metres wide. This should provide ample space for mobility users, pedestrians and cyclists.</p> <p>A survey was conducted in July 2007, which indicated that 186 cyclists / pedestrians use the Yaldhurst Road crossing between 7:30 – 9:00am. No survey has been undertaken re the number of students who cross the road at English St. The Council is trying to encourage active transport with a proactive rather than reactive approach.</p> <p>The request for an additional crossing at the Yaldhurst / Middleton Road lights was declined by the project team, as it was considered that an additional crossing is not needed.</p> <p>Concern at 110 / 110A Yaldhurst Road re loss of car parks, privacy compromised with relocation of bus stop and concern re increased rubbish with bus stop outside their house. The Council's Parking Strategy states that on Arterial Roads, bus stops have top priority for on-street parking spaces. Policy 4I seeks to ensure the safe and efficient access of buses in and out of bus stops parking spaces may need to be removed...</p>
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General	<p>Neighbourhood Accessibility Plan - Nothing to report to the Board yet as all I've done is approach Riccarton Primary School with a proposal for a school travel plan, which could be part of a wider Neighbourhood Accessibility Plan. Until I know whether the school wants to go ahead with the travel plan, I haven't considered further the NAP, which would not only consider the needs of school students but of other residents in the Upper Riccarton area.</p> <p>The I lam Upper Riccarton Residents Assn congratulates CCC for the positive commitment to improving the cycle and school safety in the area. A change well overdue. Stop ruining the roads for the sake of the minority and think of the majority. Easy fix. Pedestrian and cycle tunnels under the roads are the best answer. Stop the bandaid fixes and think of the future. Teach the students the road rules if they are having trouble riding or walking to school. Pedestrian crossing is already provided. They worked well in my day. Common sense.</p> <p>I would like to support this proposal. Cyclists also want to travel this way to get to the Riccarton Library. The access to the Library is not very cycle friendly. Cyclists need a clear alternative entry away from the cars in addition to the changes in the roads.</p>	<p>NAP is being conducted by Joy Kingsbury.</p> <p>The suggestion of cycle and pedestrian tunnels under the roads is outside the scope and budget of this project.</p> <p>The Council's Cycle Safe programme provides education on cycle safety to 80-90% of intermediate school students.</p> <p>The Council seeks to ensure the safety of users, as well as promotion of active transport. The removal of parking will make it easier to access Yaldhurst Road, with improved visibility.</p> <p>The access to Riccarton Library, which is not currently cycle friendly, will be addressed as part of the bus priority project and the improvement of the Main South Road crossing point.</p>
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6. UPDATE ON CURRENT TRANSPORT ISSUES

7. MEMBERS INFORMATION EXCHANGE