



SH75 HALSWELL ROAD IMPROVEMENTS

Phase 2 Engagement summary

WAKA KOTAHĪ NZ TRANSPORT AGENCY

JULY 2021

1. BACKGROUND

Waka Kotahi NZ Transport Agency is proposing improvements to State Highway 75 Halswell Road (between Dunbars and Curletts Roads). Halswell Road is a State Highway and key public transport route which experiences significant traffic delays during peak travel times. The project is looking at providing bus lanes to increase bus reliability and improve journey times between the south-west suburbs and the central city.

The overall objectives of the project are:

- reduced bus journey times and improved bus journey reliability along Halswell Road, especially during busy peak travel periods.
- improved safe and convenient access to bus stops.
- improved comfort and convenience of public transport.
- bus travel to be an easy choice for people travelling to the city centre from the south-west suburbs.

Phase 1 community engagement was undertaken in late November and early December 2020. This engagement sought to gain the views and experiences from the community on key features and issues that need to be considered along this transport corridor. This feedback was considered together with technical information to determine an emerging option.

Phase 2 community engagement was undertaken in late April and early May 2021 and asked the community for feedback on the emerging option.

Key features of the emerging option included:

- Bus priority, through bus lanes, to reduce delays and be more competitive with car travel time.
- Bus stops that are evenly distributed at about 400m spacing to improve accessibility.
- Bus stops located close to side-streets to maximise their accessibility.
- Improved safety and crossing at key intersections for pedestrians.
- Improved road safety by removing right-turns from driveways and side streets.
- Improved road safety with 1.0m wide raised median strip along Halswell Road from Augustine Drive/Monsaraz Boulevard to Curletts Road.
- Integration with existing facilities such as schools and Ngā Puna Wai Sports Hub, and the future development of commercial activities along Halswell Road.
- Ability to do U-turns at intersections with traffic lights to ensure safe access to properties along Halswell Road.

This report describes the process used to engage with the community in April/May 2021. It includes feedback and findings from the community engagement session, survey, online feedback and written submissions received. Appendix 1 contains the engagement brochure showing the emerging option for transport improvements for SH75, Halswell Road.

NZ Upgrade Programme

This project is part of the NZ Upgrade Programme (NZUP) which is investing \$6.8 billion to save lives, get our cities moving and boost productivity in the country's growth areas.

The programme will play a vital role in helping to stimulate the economy and support the country as it recovers from the impacts of COVID 19.

NZUP provides a pipeline of work for the construction industry for the next decade.

It supports a shift to greater transport choice – with a balanced investment in public transport, roads and walking and cycling. New transport corridors are being built that unlock new housing developments, support economic growth and improve safety and accessibility.

Find out more at: <https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/>

2. MAP OF THE PROPOSED PROJECT AREA



A map showing the SH75 Halswell Road project area

3. ENGAGEMENT APPROACH

From early April 2021, engagement activities included:

- Community drop-in session held on Thursday, 15 April 2021 at Te Kōmanawa Rowley School for the school community from 2.30pm until 3.30pm and the wider community from 3.30pm until 6.00pm.
- A project booklet and survey (hard copy and online) available for the community.
- An online interactive map where comments/ideas could be posted and website information.
- Email address where email written responses could be provided.
- Emails to stakeholders and previous survey respondents.
- A brochure drop to businesses and approximately 265 residents living along the project corridor. Brochures available at Te Hapua-Halswell Centre, Hillmorton High School and Halswell Community Hub and distributed at the bus exchange.
- Flyer drop to approximately 1300 residents living in surrounding side streets and project catchment area.
- Social media posts on Waka Kotahi’s social media page.
- Advertising in the Western News and Southern View community papers.

4. SUMMARY OF FEEDBACK

About 50 people attended the community drop-in session on 15 April 2021 at Te Kōmanawa Rowley School. A photograph of the map with feedback from the drop-in session is shown in Figure 1.



Figure 1-Map of Route showing Post-it Notes from the community drop-in session.

There were 149 comments received on the digital feedback platform 'Social Pinpoint', 19 hard copy and online survey responses and 19 email responses.

Responses were received from the following organisations: Spokes, Halswell Residents Association, Waihoru/Spreydon-Cashmere Community Board, New Zealand Heavy Haulage Association, The New Zealand Agricultural Show, Fire and Emergency New Zealand and the Road Transport Association.

5. MAIN THEMES

Feedback was mixed with some locals strongly supporting the emerging option while others were not in favour or suggested changes.

Support for the emerging option:

"I am very much in favour of the proposal as it is now. Given the population growth that we are expecting to see in this part of the city over the next decade or so with all the new developments, I think the proposed solution is very timely and necessary for the long term health of the suburb and this wider city."

"Great to see bus lanes here. As the number of people living in Halswell and beyond increases it is good to see this major route being given the priority it needs to make public transport more reliable and cycling safer."

"Support this initiative fully. The trip into the city needs to be faster and more efficient."

Not supportive of the emerging option:

"The entire proposal is flawed and is complete nonsense. You are providing a solution looking for a problem."

"I just wonder is it necessary to build a bus lane on Halswell Road? The only bus that travels on this road is the No 7 and it's not that frequently commuting."

"I doubt the necessity for a bus lane on this stretch of Halswell Road as the traffic flows past freely and is rarely running slowly from a build-up."

The raised median and access to properties

Many locals raised concerns about the reduced ability to turn right on Halswell Road either into their property on Halswell Road or on to and out of side streets. Many residents saw having to travel further distances and undertake U-turns as a significant inconvenience. Some residents saw the raised median strip increasing safety while others questioned the need for it.

"I think this median is a very strong and necessary message sent from NZTA that, in fact, using cars should not be the way forward. We should be encouraging people to use more active modes and public transport."

"For residents on both sides of the road, a raised median would block the way back home. They will have to make an extra U-turn to be able to drive on the same side as their home, which will bring more traffic onto Halswell Road."

"The median strip means that as our main shopping area and work, not being able to turn right from my house, the extra travel, fuel and time loss, having to queue behind those on Warren Crescent waiting. No access for caravans or boats with limited turns and space."

"The median strip is just totally unnecessary."

“Reduced emergency services access and response times to our property with proposed raised median strips down the middle of Halswell Road.”

Removal of on-street parking

Locals were concerned about the removal of on-street car parking along Halswell Road that would be required if the bus lanes were to operate 24 hours a day, seven days a week (24/7). Some residents commented that it was very impractical for those with shared driveways, the elderly or for those with young children and others questioned the need for the bus lane to operate 24/7.

“There would be a massive disruption to all the residents on Halswell Road, taking away all the car parking on the side of the road. Where are our guests supposed to park? There is no room on our section.”

“The biggest problem with the proposed changes to Halswell Road will be the removal of on street parking. There are many homes with shared driveways and limited or no off street parking. As a consequence, vehicles including trucks will park on the berm and will damage the berms, particularly in winter.”

“The bus lane should only operate at peak hours. By having no off street parking, it is going to force people to park in neighbouring streets.”

“Why does the bus lane need to operate 24/7. The amount of people using the bus during the day does not warrant this.”

Cycling

There was support for the new 3m wide path on both sides of Halswell Road between Dunbars Road and Augustine Drive which can be used by cyclists.

Concerns were raised about the safety of cyclists sharing the bus lanes and some people advised a preference for a cycle lane separate from the road or a shared path along the full length of Halswell Road.

“Support the proposed shared path section from Dunbars Road to Augustine Drive because it will provide an off-road option for people travelling within Halswell. We would like to see an off road option provided all the way to Tankerville Road for school students.”

“Definitely support the off road cycle-path along this section [Dunbars Road to Augustine Drive]. Great development – but it should be continued along the rest of Halswell Road too! There’s plenty of room with the wide berms.”

“The shared bus lanes with cyclists is better than the current situation.”

“The bus lanes would be nice and wide but how would cyclists share this lane safely with buses when there are buses in the bus lane?”

“There is so much room on the grass verge area of Halswell Road to create non-road based cycleways. Having cyclists and buses share a lane safely isn’t safe and will not achieve the aim of speeding up bus travel times.”

“I am concerned at the width of the proposed shared bus/cycle lanes at 4.2m. A bus can be up to 2.8m (including mirrors) and cycles are easily 70cm wide – this leaves very little room for a bus to overtake a cycle, and as a cyclist, a vehicle looming that close makes one feel very insecure indeed.”

Bus Lanes

Some residents supported buses having priority to improve journey times while others questioned the need for the bus lanes and for them to operate 24/7.

“A separate bus lane the full length of SH75 from Dunbars Road to Curletts Road is strongly supported as it will facilitate bus travel as a convenient, reliable and speedy option for people travelling to and from Halswell.”

“I strongly support the proposal to provide bus lanes on this stretch of road. My personal experience of travelling by bus in Christchurch is that it is a very time-consuming way to travel and that buses often run late at peak times. Bus lanes would improve this and potentially make bus travel more attractive.”

“Great to have the bus lanes here. As the number of people living in Halswell and beyond increases it is good to see this major route being given the priority it needs to make public transport more reliable and cycling safer.”

“Has data been collected on how many people use the bus route involved? Very few people use the buses, and many go past empty. Are bus lanes a viable option and effective use of resources?”

“Why does the bus lane need to be 24/7? The amount of people using the buses does not justify the 24/7 when Papanui Road is far busier, and the bus lane is only operational during peak hours.”

Bus Stops

Many people supported the installation of bus shelters on the northern side of Halswell Road. Suggestions were made about the size of the bus shelter on the northern side of Halswell Road near Tankerville Road to ensure it was adequate to cater for the demand from school children. Some residents requested that all bus stops be provided with shelters and seating. One resident outlined concern that the relocation of bus stops would decrease accessibility for the elderly or those with impaired mobility.

“Covered bus stop on north side of Halswell Road near Tankerville Road intersection is a good idea but it needs to be big enough to cover a large group of children.”

“All bus stops should have shelters. If we want people to use buses, we should make it as pleasant as possible and shelters make it better.”

Pedestrian improvements

There was support for the proposed improvements for pedestrians. Many comments centred around the provision of a signalised pedestrian crossing near Tankerville Road to provide a safe crossing point for school children. Support also was received for the new 3m wide path on both sides of Halswell Road between Dunbars Road and Augustine Drive.

“Absolutely love the inclusion of a pedestrian crossing on Halswell Road near Tankerville Road. Kids who bus from Halswell to Hillmorton High School cross at this location. This pedestrian crossing removes a significant safety risk.”

“Having a safe crossing for students attending Hillmorton High School is a long-standing issue and we are pleased that the proposal addresses this.”

“The new pedestrian pathway near the reservoir is a great addition and important for providing more connected walking and cycling infrastructure.”

Hendersons Road/Halswell Road Intersection

There was mixed response to the proposal at this intersection. Some residents noted that it was currently unsafe to turn right at the intersection. Other residents raised concerns about the dispersal of traffic onto local roads and questioned future plans for Monsaraz Boulevard.

“Removing the right hand turn off Hendersons is OK - this is almost impossible (and risky) to do at peak time anyway. There does however need to be a high capacity link for this traffic to divert to the lights on Monsaraz Boulevard (currently this connection is via some pretty small lanes/side streets).”

“Removing right-hand turns is OK here given the proximity to the Augustine-Monsaraz-Halswell Rd Intersection. I do agree in the long term, it would be within the interest of NZTA (to) work with CCC to identify a safe alternative route to complete right-hand turns onto Halswell Road when travelling from the south.”

“The raised median strip eastward from Augustine means no right turn in to Hendersons Road. I honestly believe this would be a highly retrograde step. A large number of vehicles use this road as a feeder through to Westmorland, Cashmere and beyond to Barrington / Spreydon and the other hill suburbs.”

“Being unable to turn right into Hendersons Road is a major problem. I complete this turn up to 20 times per week and Hendersons Road is a major through-fare for traffic to Cashmere/Westmorland and beyond. If a median strip is installed, do the planners expect traffic to go through Brancoin and Manarola which are extremely narrow and densely populated?”

Warren Crescent (West)/Halswell Road Intersection

Mixed feedback was received about the proposed traffic lights at this intersection.

“Traffic lights allow people walking or cycling to safely cross the road.”

“This will be a very busy right turning lane and will need a long timed turn arrow.”

“Lights are not needed at this intersection [Warren Crescent (west)]. By having so many lights is only going to make congestion worse. Lights at Hendersons and Tankerville Road would be more than sufficient.”

“Don't need traffic lights here. Not many right turn anyway, there are no problems turning left or into Warren Crescent. Only at busy periods is there a wait more than a minute.”

Rowley Avenue/Halswell Road Intersection

Many people supported the proposal to install traffic lights at the intersection. Some people felt the traffic lights would make getting out of the intersection easier while others were concerned about an increase in vehicles using Rowley Avenue.

“Great idea to have lights at the Rowley Avenue intersection. These intersections are very difficult to get out of at peak times.”

“Traffic lights here will improve pedestrian safety and improve the safety of vulnerable users such as wheelchair users, children, people who are blind or have low vision.”

“I think this intersection is necessary for the safety of pedestrians when crossing the road.”

“Utterly ridiculous having a set of traffic lights at this intersection. This is going to have an impact on the amount of traffic using Rowley Avenue, it's going to increase 10 fold. Not ideal when there are a lot of kids in the neighbourhood.”

Tankerville Road/Halswell Road Intersection

Mixed feedback was received about the intersection. Concern was raised about the no right hand turn on to Halswell Road, given the location of Hillmorton High School and suggestions were made that the intersection needed traffic lights.

“A smart thing to remove the right turn from Tankerville Road. Right turning traffic back up Tankerville Road significantly and alternative options are available elsewhere. This promotes safety and creates a greater balance towards incentivising public transport vs private vehicle usage.”

“I am concerned about the lack of turning right from Halswell Road. No right hand turn is much safer but I have to agree that lights would be better. Hillmorton High School currently has around 1030 students attending every day and I feel that the safety in other streets will be impacted, especially through Rowley.”

“No turning right will affect access from many parents collecting their students.”

“All traffic turning left out of Tankerville Road will put huge pressure on this intersection. Especially if there is to be a set of traffic lights at Rowley Avenue corner as well.”

Curletts Road/Halswell Road Intersection

People suggested cyclist and traffic safety could be improved by providing for right hand turns and U-turns.

“There needs to be a right hand turn arrow here so that people can U-turn to get into Tankerville Road.”

“Please make this area safe for cyclists who are heading through the intersection onto Lincoln Road by marking a shared L turning/cyclists lane with green paint and double chevrons. Current cycle lane ends in no mans land and cyclists are forced into traffic lanes with no clear pathway and a conflict between cars turning left.”

“Right hand turn arrow onto Hoon Hay Road. Very hard to turn right.”

6. NEXT STEPS

We would like to thank everyone who took the time to give us feedback on the emerging option.

The feedback, concerns and ideas raised have been carefully considered by the project team. The team is continuing to work through these, looking at ways to address concerns and make changes to the emerging option where it's appropriate, safe and possible to do so, bearing in mind the project objectives.

This feedback, together with the results from ongoing investigations, will help the project team to finalise the design. It will then go to Waka Kotahi and the NZ Upgrade Programme Governance Team for approval. Once approved, we'll be able to bring the final design back to stakeholders and the community.

Comments and ideas that were outside the scope of this project have been passed on to other relevant organisations or teams within Waka Kotahi.



Improving bus travel along SH75 Halswell Road



Waka Kotahi NZ Transport Agency is proposing improvements to Halswell Road between Dunbars and Curletts Roads.

Halswell Road is a State Highway and key public transport corridor which experiences significant transport delays during peak travel periods. It serves the south-west of Christchurch, an area undergoing significant residential growth.

This project is looking at providing bus lanes to increase bus reliability and improve bus journey times between the south-west suburbs and the central city.

Late last year we asked the community for feedback about this stretch of Halswell Road. We'd like to thank everyone who took the time to share their views and experiences.

You can read more about the feedback at:
www.nzta.govt.nz/sh75-halswell-road

Since then, we have considered that feedback together with technical information to determine the best option to progress. We would now like to share that emerging option with you and get your feedback on it.

TELL US WHAT YOU THINK

Please give us your comments on our emerging option and let us know if we've missed anything.

There is a freepost feedback form in this document, or you might prefer to provide feedback online on our easy to use interactive map: www.nzta.govt.nz/sh75-halswell-road or email Halswell.Road@nzta.govt.nz

Please provide your feedback by 5pm, Tuesday 4 May 2021.

Your feedback, together with ongoing investigations, will help the project team finalise the option.

DROP-IN SESSION

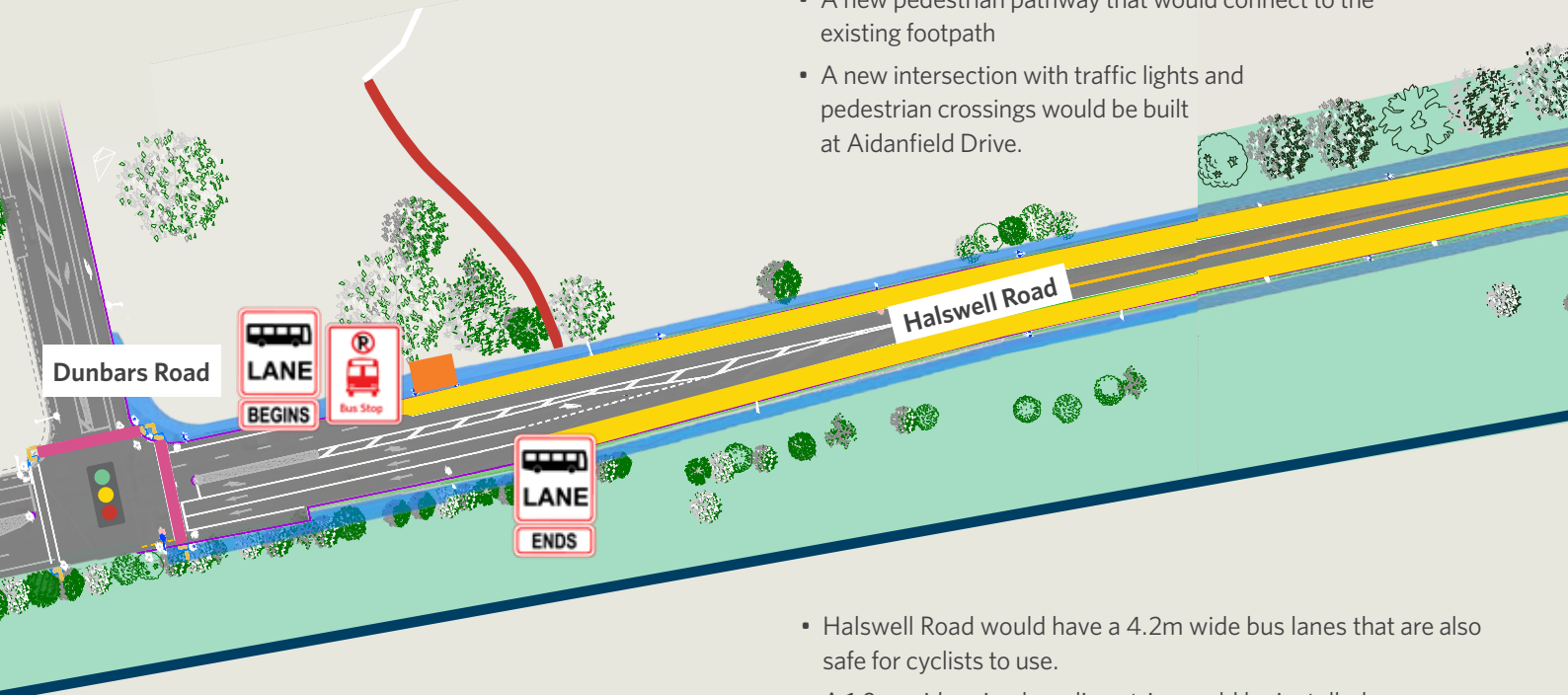
Thursday, 15 April, 3.30 - 6.00pm

Te Kōmanawa Rowley School, 48 Rowley Avenue, Hoon Hay, Christchurch.

Follow the welcome signs to the school hall. Come and meet the project team and ask any questions you might have.

For more information go to our project page www.nzta.govt.nz/sh75-halswell-road

Halswell Road Dunbars Road to Augustine Drive



- Halswell Road would have a 4.5m wide bus lanes that are also safe for cyclists to use.
- A new pedestrian pathway that would connect to the existing footpath
- A new intersection with traffic lights and pedestrian crossings would be built at Aidanfield Drive.

Halswell Road Augustine Drive to Rowley Avenue

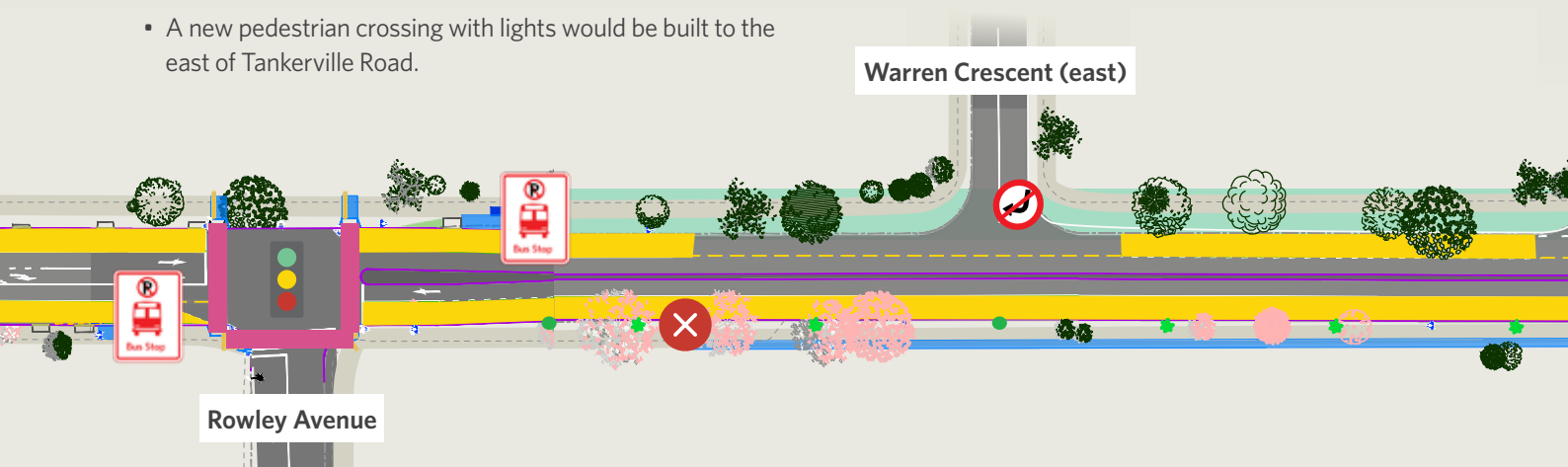


- Halswell Road would have a 4.2m wide bus lanes that are also safe for cyclists to use.
- A 1.0m wide raised median strip would be installed.
- A new intersection with traffic lights and pedestrian crossings would be built at Rowley Avenue and Warren Crescent (west).

Halswell Road Rowley Avenue to Curletts Road

- Halswell Road would have a 4.2m wide bus lanes that are also safe for cyclists to use.
- A 1.0m wide raised median strip would be installed.
- A new pedestrian crossing with lights would be built to the east of Tankerville Road.

- A new intersection with traffic lights and pedestrian crossings would be built at Rowley Avenue.
- There would be left turn only in and out of Tankerville Road, Kinnaird Place and Warren Crescent (east) on to Halswell Road.



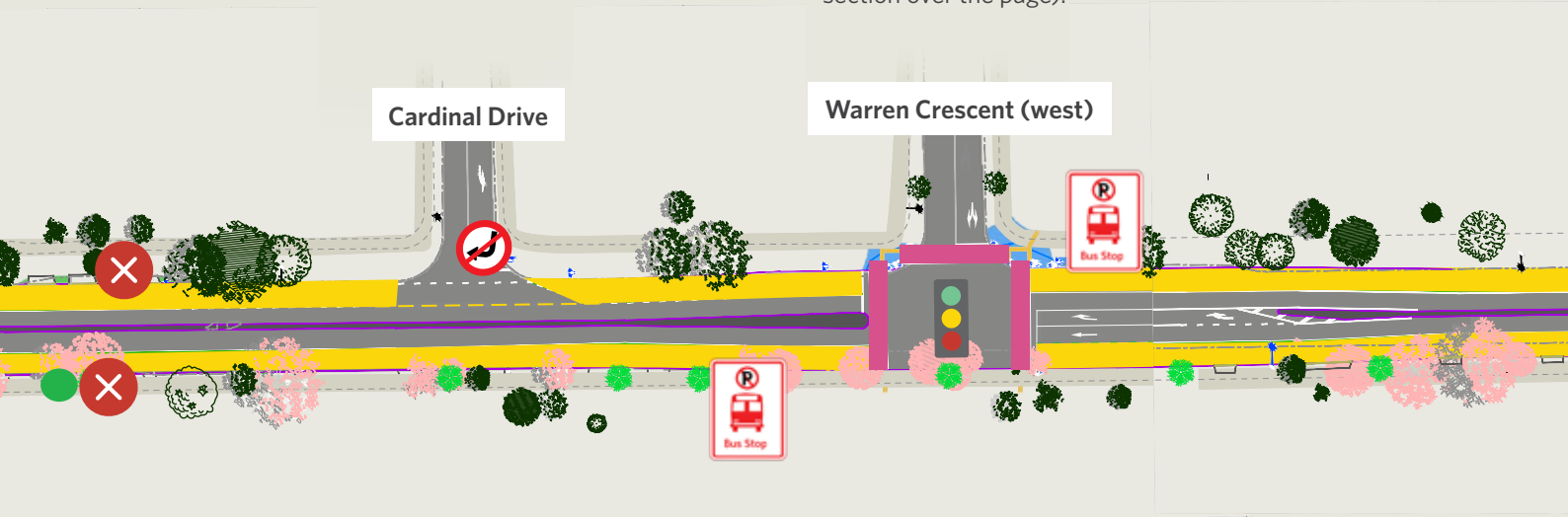
- New 3m wide paths on both sides of Halswell Road, between Dunbars Road and Augustine Drive, for pedestrians and cyclists.



Aidanfield Drive

- There would be left turn only in and out of Cardinal Drive and Henderson Road on to Halswell Road.
- The bus stop on the southern side of Halswell Road would be moved from the east to the west of Warren Crescent (west).
- Bus stops on both sides of Halswell Road to the west of Cardinal Drive would be removed.

- New bus shelters would be installed at the bus stops on the northern side of Halswell Road to the east of Augustine Drive and east to the west of Warren Crescent (west).
- Some trees would be removed, and some new trees planted on the southern side of Halswell Road (see key features section over the page).
- On-street car parking would be removed (see key features section over the page).

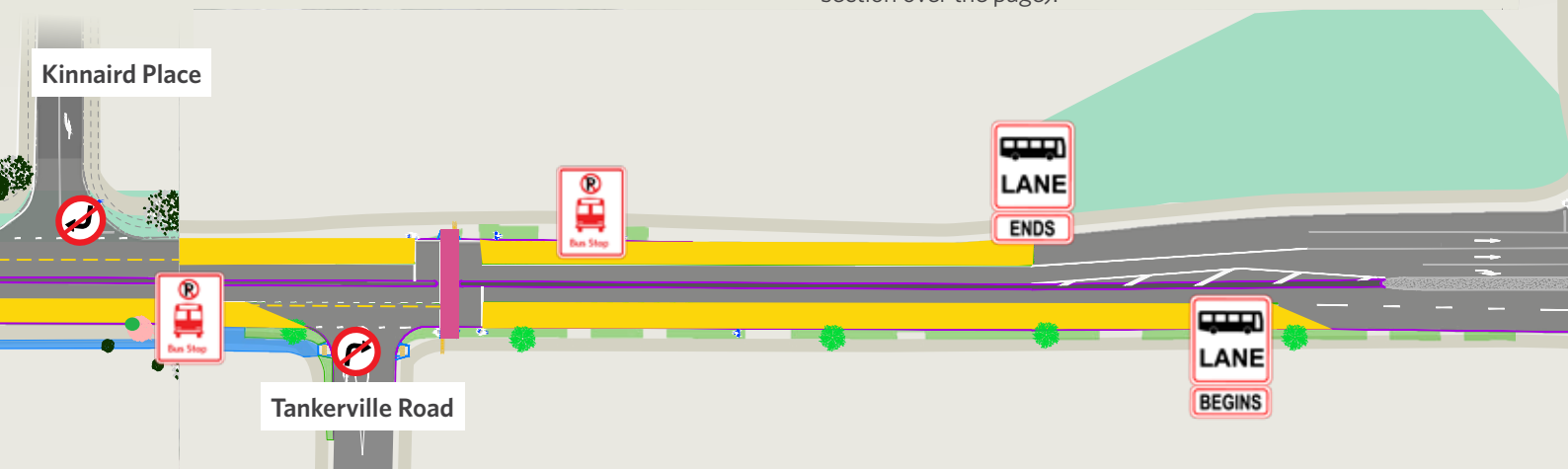


Cardinal Drive

Warren Crescent (west)

- Some trees would be removed and some new trees planted on the southern side of Halswell Road (see key features section over the page).
- Bus stops and bus shelters on the northern side of Halswell Road would remain.

- The bus stop on the southern side of Halswell Road near west of Tankerville Road would remain.
- The bus stop to the east of Rowley Avenue would be moved to the west of Rowley Avenue.
- On-street car parking would be removed (see key features section over the page).



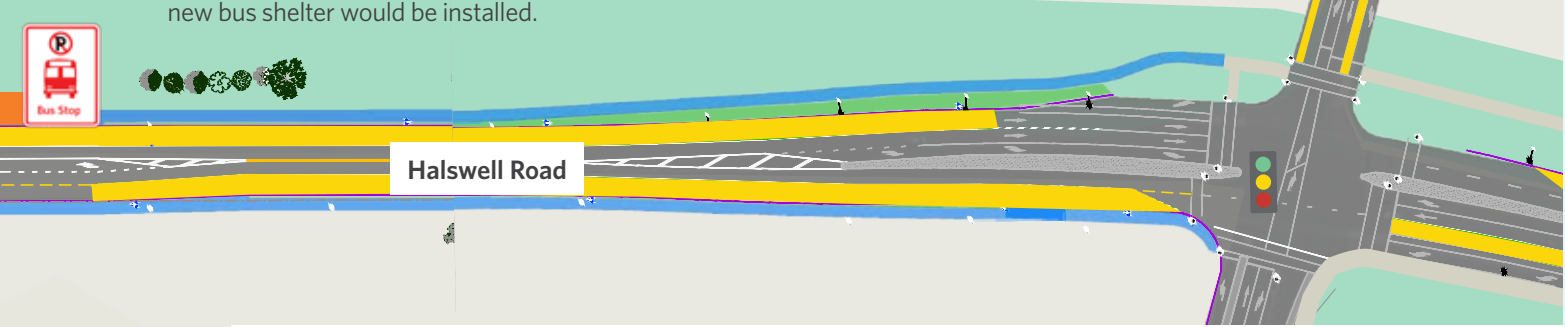
Kinnaird Place

Tankerville Road

LANE ENDS

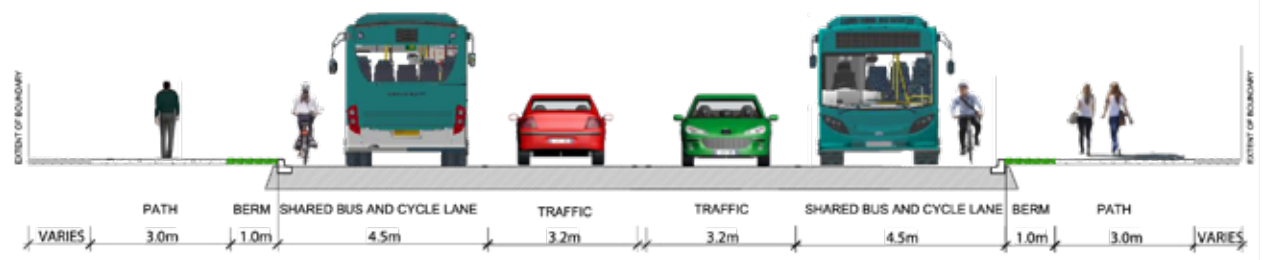
LANE BEGINS

- Existing bus stops would remain except for one as shown. This bus stop on the northern side of Halswell Road would be moved from the west, to the east of Aidanfield Drive and a new bus shelter would be installed.

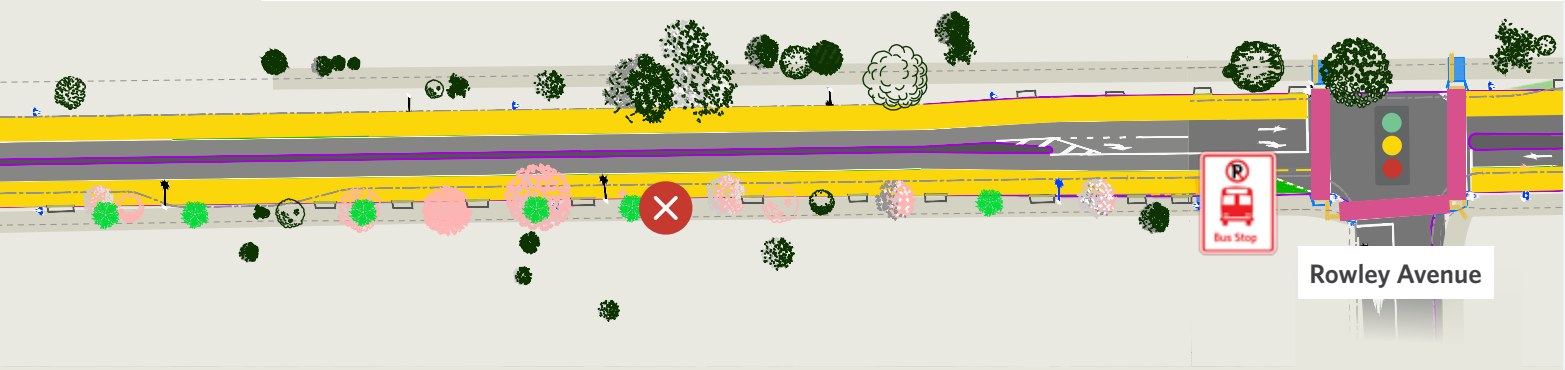
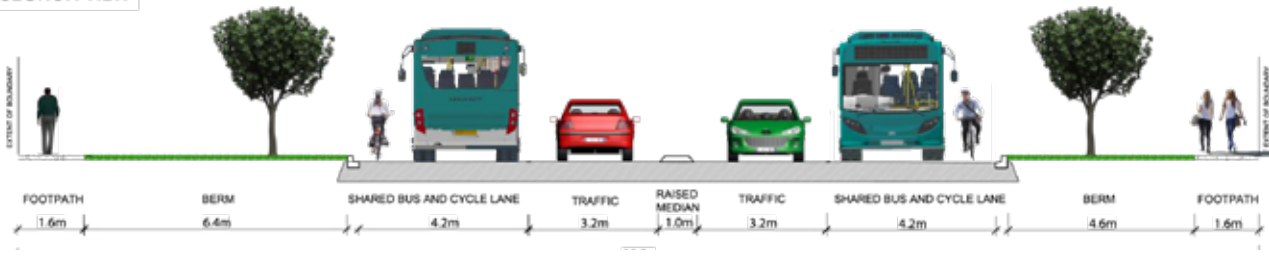


Halswell Road

DUNBARS ROAD TO AUGUSTINE DRIVE SECTION VIEW

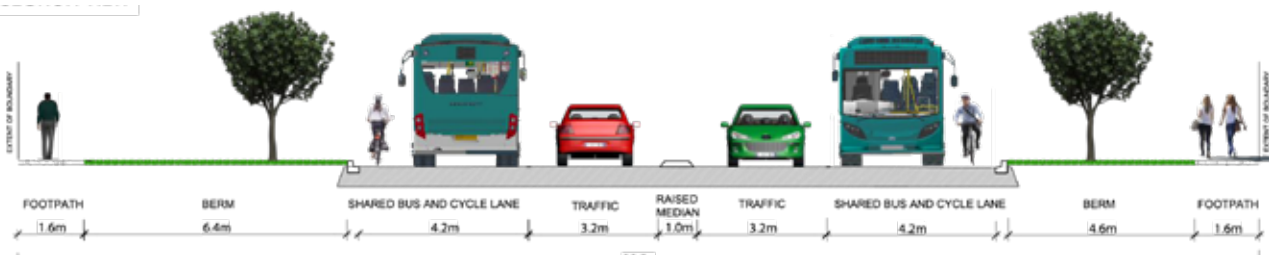


AUGUSTINE DRIVE TO CURLETT'S ROAD SECTION VIEW



Rowley Avenue

AUGUSTINE DRIVE TO CURLETT'S ROAD SECTION VIEW



Curlett's Road

	Bus lane		New 3m wide path		Existing tree to remain
	Retained/new bus stop		New pedestrian access path to connect to existing footpath		Tree to be removed
	Removed bus stop		Pedestrian crossings with lights		New tree to be planted
	No right hand turn		Proposed cycle stands		1.0 wide raised median strip

Hoon Hay Road

*Please note map is not to scale

HAVE WE MISSED ANYTHING?

Feedback and comments are being sought during the consultation period until **5pm, Tuesday, 4 May 2021**. This is an opportunity to give us your comments on our emerging option and let us know if there is anything we have missed or should consider.

You can share your thoughts by using this feedback form, or you might prefer to use our digital feedback platform:

www.nzta.govt.nz/sh75-halswell-road

You can come and meet the project team at our drop-in session on **Thursday, 15 April 2021**. Pop in at any time between 3.30pm and 6.00pm at

Te Kōmanawa Rowley School, 48 Rowley Avenue, Hoon Hay, Christchurch. Follow the welcome signs to the school hall. This will be an opportunity for you to talk to members of our team about the project and ask any questions you may have.

WHAT HAPPENS NEXT?

Both your feedback on the emerging option and ongoing investigations will be used to finalise the proposed bus journey improvements along Halswell Road. This design will then go to Waka Kotahi and the NZ Upgrade Programme Governance Team for approval.

We will update you as we progress further.

FIRST FOLD HERE



Thank you very much for providing your feedback.

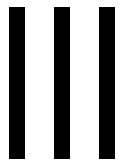
All personal information provided on this feedback form will be held and protected by Waka Kotahi in accordance with our privacy statement and with the Privacy Act 1993.

We will update you as we progress. However, if you require further information about this project you can email us at:

Halswell.Road@nzta.govt.nz

SECOND FOLD HERE

FreePost Authority 255777



Waka Kotahi NZ Transport Agency
PO Box 1479
Christchurch Mail Centre
Christchurch 8011
Attention: SH75 HALSWELL ROAD IMPROVEMENTS



The Emerging Option

What do we want to achieve?

- Reduced journey times and improved journey reliability for buses along Halswell Road, especially during busy peak travel periods
- Improved safe and convenient access to bus stops
- Improved comfort and convenience of public transport
- Bus travel to be an easy choice for people travelling to the city centre from the south-west suburbs.

Key features

- Bus priority, through bus lanes, to reduce delays and be more competitive with car travel time
- Bus stops that are evenly distributed at about 400m spacing to improve accessibility
- Bus stops located close to side-streets to maximise accessibility
- Improved safety and crossing at key intersections for pedestrians
- Improved road safety by removing right-turns from driveways and some side-streets
- Improved road safety with 1.0m wide raised median strip along Halswell Road from Augustine Drive/Monsaraz Boulevard to Curletts Road
- Integration with existing facilities such as schools and Ngā Puna Wai Sports Hub, and the future development of commercial activities along Halswell Road
- Ability to do U-turns at intersections with traffic lights to ensure safe access to the properties along Halswell Road.

What would need to happen

- Tree removals and new trees planted along the southern side of Halswell Road, between Tankerville Road and Hendersons Road to widen the road for the bus lanes.
 - There are 135 trees along Halswell Road. About 36 trees would need to be removed between Hendersons Road and Tankerville Road, and would be replaced with about 27 trees in broadly similar areas. Not all 36 trees could be replaced because some are in locations which don't comply with safety design standards such as being too close to driveways, poles, bus stops and intersections.
- Removal of on-street car parking along parts of Halswell Road where on-street car parking is currently available.
 - This would enable the bus lanes to operate 24 hours a day, seven days a week and allow buses to travel along the bus lanes without the obstruction of parked cars.
 - This would help to achieve improved and more reliable bus journey times.
 - It would also be safer for cyclists using the bus lanes as they wouldn't be exposed to the risk of opening car doors.
- A change to the number 60 bus route.
 - The 1.0m wide raised median strip along Halswell Road, from Augustine Drive/Monsaraz Boulevard to Curletts Road, would prevent potentially unsafe right turns across multiple lanes. This would require rerouting the number 60 bus. We would recommend instead of travelling along Hendersons Road, the bus would travel along Rowley Avenue. The bus would have traffic lights at Rowley Avenue to safely turn onto and off Halswell Road.



What does this mean for...

BUS USERS

- A bus lane in both directions along Halswell Road (see key features section)
- Bus shelters at all bus stops on the northern side of Halswell Road
 - bus stops with existing bus shelters would remain
 - three bus stops would receive new bus shelters with seats
- Most bus stops on the southern side of Halswell Road would remain in the same location
- A change in route for the number 60 bus (see key features section)
- New safe pathways connecting to the bus stops would be provided on both sides of Halswell Road, between Dunbars Road and Augustine Drive.

CYCLISTS

- Wide bus lanes (4.2m - 4.5m) that cyclists could safely use to travel along Halswell Road
- Provision of two cycle stands on the northern side of Halswell Road, next to the bus stops near Aidanfield Drive and Dunbars Road
- A new 3m wide path on both sides of Halswell Road, between Dunbars Road and Augustine Drive that could be used by cyclists
- New intersections with traffic lights and pedestrian crossings at:
 - Rowley Avenue,
 - Warren Crescent (west), and
 - Aidanfield Drive
- A new pedestrian crossing with lights near Tankerville Road.

THE STREET ENVIRONMENT

- New 3m wide paths on both sides of Halswell Road, between Dunbars Road and Augustine Drive.
- A 1.0m wide raised median strip along Halswell Road between Curletts Road and Augustine Drive to improve safety by separating the traffic lanes.
- About 36 trees removed and about 27 new trees planted along the southern side of Halswell Road between Tankerville Road and Hendersons Road (see key features section).
- Removal of on-street car parking along parts of Halswell Road where on-street car parking is currently available (see key features section).

PEDESTRIANS

- A new pedestrian crossing with lights near Tankerville Road
- New intersections with traffic lights and pedestrian crossings at:
 - Rowley Avenue,
 - Warren Crescent (west), and
 - Aidanfield Drive
- A new 3m wide path on both sides of Halswell Road, between Dunbars Road and Augustine Drive for pedestrians and cyclists.

ALL ROAD USERS

- Left turn only in and out of Halswell Road from:
 - Tankerville Road,
 - Kinnaird Place,
 - Warren Crescent (east)
 - Cardinal Drive, and
 - Hendersons Road
- New intersections with traffic lights and with pedestrian crossings at:
 - Rowley Avenue,
 - Warren Crescent (west), and
 - Aidanfield Drive
- Removal of on-street car parking along the parts of Halswell Road where on-street car parking is currently available (see key features section).

SPEED

Through last year's engagement, a number of people raised the issue of speed. Although not a specific part of this project, we can advise that in the next month or so Waka Kotahi will be asking for people's views on speeds on State Highway SH73 and SH75 Christchurch to Akaroa - from the intersection of Blenheim Road and SH73 (at Curletts Road overbridge), to the entrance to Akaroa township.

New Zealand
Upgrade
Programme



This project is part of the NZ Upgrade Programme (NZUP) which is investing \$6.8 billion to save lives, get our cities moving and boost productivity in the country's growth areas.

Find out more at:

www.nzta.govt.nz/planning-and-investment/nz-upgrade