

Brougham Street / Moorhouse Avenue area Engagement summary

1 March 2019



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1 Introduction

The NZ Transport Agency (Transport Agency) and Christchurch City Council (Council) are working together on a 30-year strategy for the Brougham Street / Moorhouse Avenue Area.

It will include short, medium, and long-term improvement recommendations to create a safe, resilient, well-connected and multi-modal transport system that links communities and enables sustainable economic development.

It is important that the community is involved throughout the process of this project, from defining problems, identifying solutions to providing feedback on the preferred solutions.

This report provides an overview of the first phase of community engagement for the Brougham Street / Moorhouse Avenue area project, including a summary of the large volume of feedback received from the community and stakeholders.

2 Summary of engagement approach

The first phase of engagement sought to introduce the project and gain community and stakeholder insights, through community open days, an online engagement tool inviting feedback (Social Pinpoint) and a project website (www.nzta.govt.nz/bm). A newsletter explaining the project was also distributed throughout the project area and feedback forms were made available at open days.

The community open days took the form of five pop-up events held at different times and at various locations around Christchurch in early December 2018. There were three public events (The Colombo, Christchurch Bus Interchange, Hagley Park South) and two targeted events (Nazareth House Retirement Village and Addington School). The team spoke to around 600 people who attended one of the five pop-up events.

The webpage received 1657 page visits, 191 people made comments on Social Pinpoint while another 1400 people shared their thoughts on these ideas.



3 What we asked and what we heard

We talked to people about how they use the Brougham Street/Moorhouse area and what it was like to get around it. We asked them what was working, what wasn't, and if they had any ideas to improve things.

We heard that the Brougham Street/Moorhouse Avenue area is complex. It is used by a wide variety of people living, working and travelling through the area. Each person interacts with the area differently and movements include children and their parents walking or driving to school; people cycling to work; freight deliveries to the Port; locals crossing the road to get to a shop or business.

There were common themes that covered much of the project area. Many people said that it can be difficult to get around, with cars, freight, buses, pedestrians and cyclists all competing to travel through the same busy area. We were told it's congested at peak times and people noted the high number of crashes and near-misses, especially at intersections.

While analysing the feedback, three main themes emerged: Safety, Congestion and Efficiency, and Access and Amenity. The comments were split relatively evenly across the themes with a small amount of 'other' comments which did not fall within the main themes. This even split demonstrates that there is no one overriding issue, rather there are many competing demands which result in a comparatively even spread across the themes.

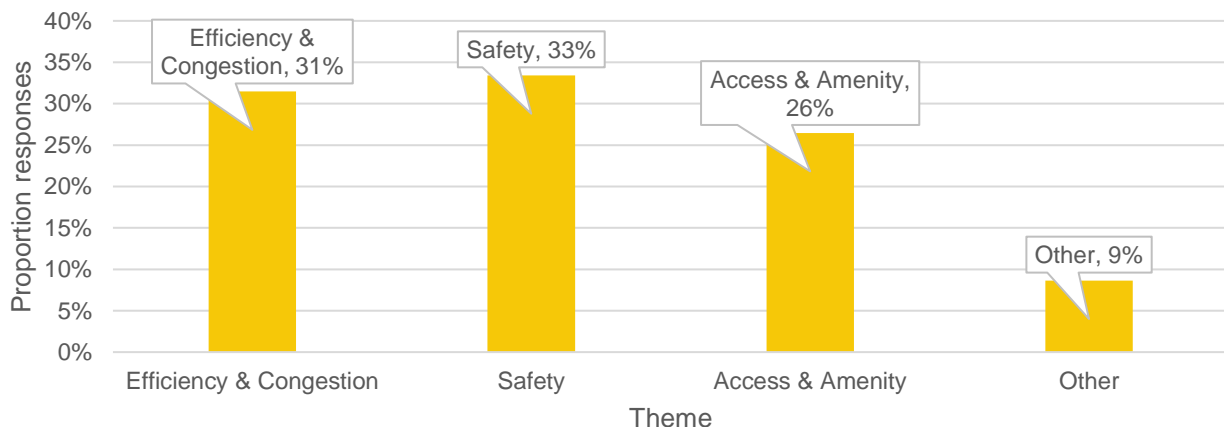


Figure 1 Proportion of responses for each theme

We also heard:

- Safety is an issue, particularly around intersections, driveways and schools
- People feel unsafe using pedestrian crossings as many drivers do not see or give way to pedestrians and cyclists
- Driver behaviour can cause safety issues for cyclist and pedestrians
- The layout of some intersections could be adjusted to make them safer for cyclists
- Drivers and cyclists find it hard to turn right at busy intersections due to the volume of traffic
- There is a lot of congestion along Brougham Street and Moorhouse Avenue
- Pedestrian islands do not feel large enough to protect people from vehicles, especially if they are walking with a pram and/or toddlers

- Traffic signals do not allow enough time for young school students and older people to cross the road safely
- More bus lanes could be installed to encourage people to use public transport
- There is a desire for bus times, reliability and costs to be reviewed
- Traffic signal phasing could be changed to reduce delays and improve traffic flow and/or give more chances for cyclists and pedestrians to cross the road
- There are a lot of trucks driving through the project area and people are aware that numbers will likely increase in coming years.
- New cycleways are generally viewed positively, and people noticed them getting busier
- People thought rail could be an effective alternative for freight and public transport

4 Key areas and hotspots

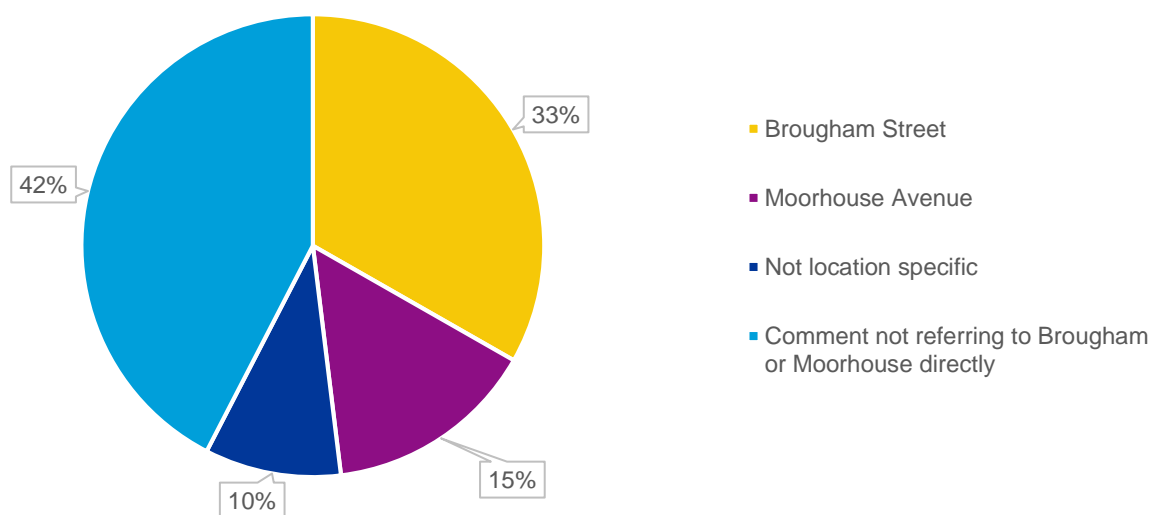


Figure 2 Number of times a specific location was mentioned

Brougham Street and Moorhouse Avenue attracted the most comments. Many comments related to access issues around the Brougham Street / Colombo Street intersection and the roads to the north and west, as well as the Lincoln Road / Moorhouse Avenue Intersection.

There was a strong concentration of comments at Collins Street / Simeon Street / Brougham Street intersection and Colombo Street / Brougham Street regarding efficiency and congestion.

Other areas where there were many comments submitted were around the intersections of Moorhouse Avenue / Madras Street, and Opawa Road / Brougham Street.

5 Pop-up event feedback

Five pop-up events were held in and around the project area, with three public events (The Colombo, Christchurch Bus Interchange, Hagley Park South) and two targeted events (Nazareth House Retirement Village and Addington School).

Nazareth House

Location: 220 Brougham St, Sydenham

Date and time: 10:30am-11:30am, December 4, 2018

Insights included:

- Concern around safety and visibility at the Brougham Street entrance to Nazareth House.
- Safety and accessibility issues across Brougham Street
- Signalised crossings don't allow enough time for elderly people to cross Brougham Street.
- Concerns raised about possible noise and access issues to Nazareth House with any changes made.

Addington School

Location: 22 Brougham St, Addington

Date and time: 2:30pm-3:30pm, December 4, 2018.

Insights included:

- Pedestrian crossings over Brougham Street near the school are dangerous. Vehicles turning right do not always give way/see pedestrians.
- Staggered crossings make people feel vulnerable and don't have enough space for groups of children.
- Traffic light timing: the current phasing does not give students enough time to cross safely.
- People want cycle facilities for travel along Brougham Street.
- Parents want speeds reduced on roads outside of/around the school.

The Colombo

Location: 363 Colombo St, Sydenham

Date and location: 9am-11:00am, December 6, 2018

Insights included:

- Issues with intersection layouts and timing, specifically turning right at signalised intersections.
- A mixed response on the roll out of separated cycleways (mainly positive).
- Safety concerns about the volume of heavy vehicles carrying freight along Brougham Street.
- Concern about possible widening of Brougham Street.
- Slow speed and congested roads within the project area.

Christchurch Bus Interchange

Location: Corner Lichfield and Colombo Street, Christchurch Central

Date and time: 4:00pm-6:00pm, December 6, 2018

Insights included:

- An interest and support for the provision of bus lanes.
- Satisfaction with the current bus services in the area.
- Safety, speed, traffic levels and flow issues in the project area, including for cyclists.
- An interest in passenger trains and Park and Ride services.

Hagley Park South

Location: Moorhouse and Hagley Ave, Christchurch Central

Date and time: 4:00-6:00pm, December 7, 2018

Insights included:

- Satisfaction with the new cycleways and convenience of lime scooters.
- Drivers find it difficult to turn right at busy intersections in the area.
- Safety concerns at pedestrian crossings, including feeling vulnerable in the middle of staggered crossings and it being more efficient to cross the full distance (as cycle facilities do at the Moorhouse Ave/Lincoln Ave intersection).
- Concern around bus costs, reliability and effectiveness of current timetable.

6 Social Pinpoint feedback

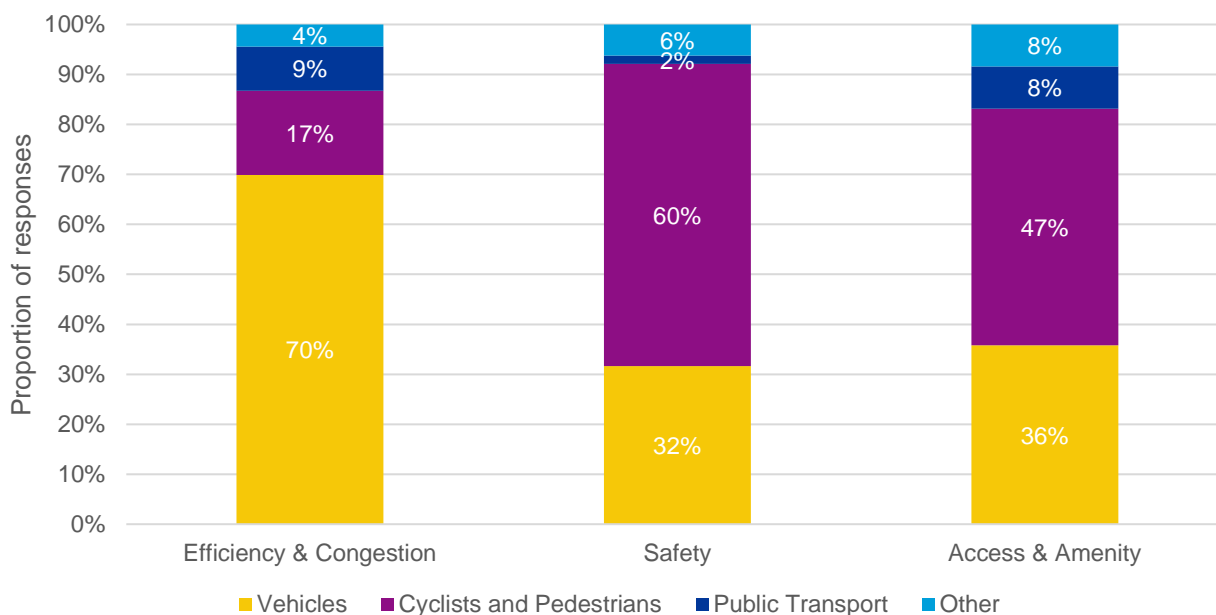


Figure 3 Proportion of responses for key themes

While the comments received were split relatively evenly across the identified themes, they varied significantly depending on the mode of transport.

Vehicle drivers were primarily concerned with efficiency and congestion while cyclists and pedestrians were more focused on safety, access and amenity.

6.1 Safety

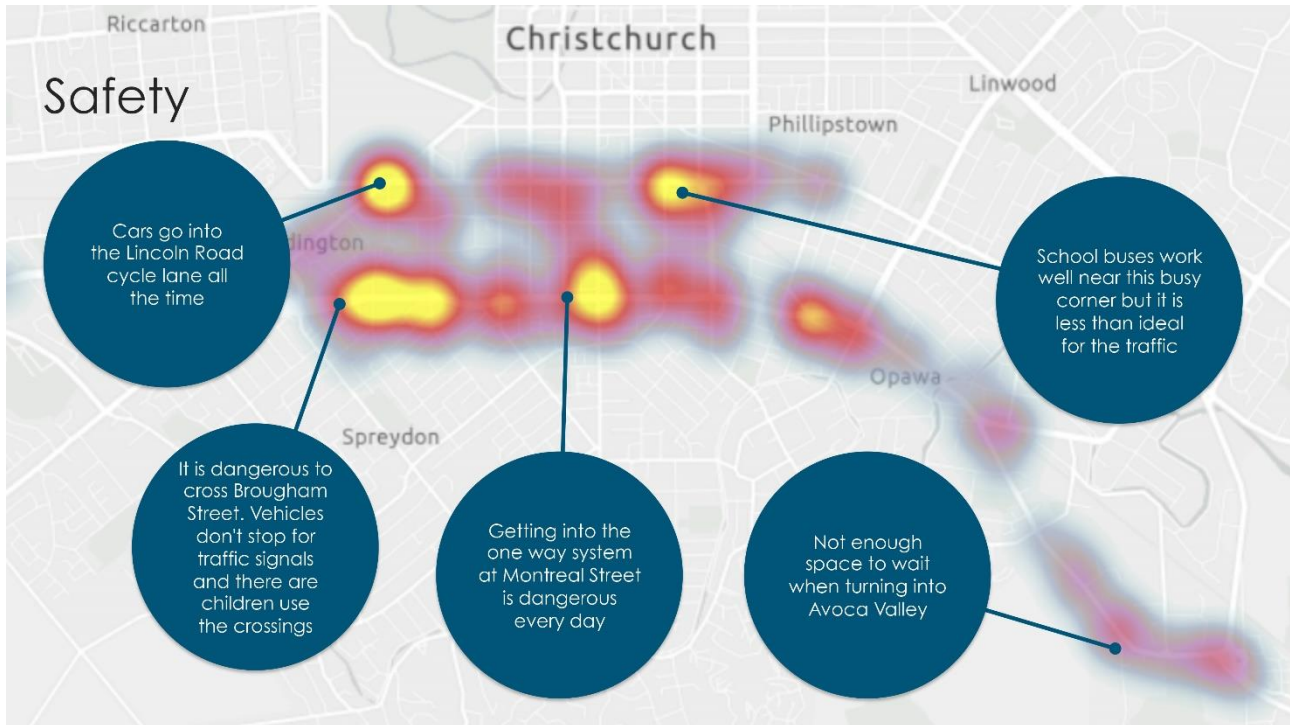


Figure 4 Heat map indicating concentration of safety related comments with examples

An analysis of online engagement showed 33% of people discussed safety and of these 60% spoke about cyclist and pedestrian safety, 32% were concerned about vehicles (including freight), 6 % other modes (e.g. emergency vehicles, rail) 2% spoke about safety on public transport.

6.1.1 Walking, cycling and scooters

Some parents said they felt nervous crossing roads with their children and they feared for students walking to school by themselves.

Grade separated pedestrian facilities such as an overpass or underpass were popular options, especially at intersections such as the Collins Street / Simeon Street / Brougham Street intersection. Being able to cross in one movement like cyclists was considered an option with several people questioning if lights or phasing could be tweaked to better accommodate pedestrians. Council or the Transport Agency paying for adult supervision for students crossing at pedestrian points was highlighted and 'liked' by respondents.

"Brougham Street traffic needs complete separation from this busy pedestrian/cycle crossing by underpass or overbridge. This would make it far safer for active transport users and improve flow for vehicles."

Comment made in relation to Collins Street / Simeon Street / Brougham Street intersection

"I walk with my toddler daughter across this busy intersection on her way back from Hazeldean Early Childhood Centre each day. It's a bit nerve wracking waiting with her in the middle of Moorhouse Ave with traffic whooshing past on either side. It would be great if you could cross Moorhouse Ave from Hagley Park to Grove Road in one sweep like the cyclists can."

Comment made in relation to Lincoln Road / Grove Road / Moorhouse Avenue intersection

Driver behaviour is an issue for pedestrians at intersections along the project area, including Colombo Street / Brougham Street and Lincoln Road / Grove Road / Moorhouse Avenue, and the Collins Street / Simeon Street / Brougham Street intersection. Pedestrians said cars and trucks do not always stop for yellow or red lights, and often do not give way to pedestrians and cyclists. Cars and trucks stopping over pedestrian facilities and blocking access was also highlighted.

"I cross here four times a day and almost every day I see motorists running this red cycle/pedestrian crossing, I've seen a dozen or so near misses. I would like to see some additional warnings or a red-light camera for distracted and/or blind drivers. I think the lights under the bridge may contribute to the problem."
Comment made in relation to Wrights Road in Hillmorton

The speed of traffic travelling past pedestrians was emphasised across the project area, with some people asking for speed to be reduced and enforced around intersections and crossing points.

Pedestrians also felt that there are not enough crossing facilities in the project area and made suggestions for locations of additional facilities.

"There are no pedestrian crossings from Wordsworth to Brougham. Elgin Street is particularly dangerous place to cross. Somewhere near here would be a good place to put in a crossing as lots of pedestrians heading to/from Colombo."

For cyclists, safety issues centred around driver behaviour, the narrowness of some cycling facilities and the lack of connected cycling facilities.

The inconsistencies between cycling facilities was mentioned, with some areas considered very safe (Moorhouse Avenue) and others such as Colombo Street (during peak times) and Opawa Road dangerous for cyclists.

Along Moorhouse Avenue people commented on the wide cycleways saying that they felt safe while cycling but had concerns around some intersections, for example saying it did not feel safe turning right onto Moorhouse Avenue from side roads such as Barbados Street, due to the intersection layout.

Sections of the cycle lanes on Gasson Street were considered too narrow and issues were raised about the lack of space for cyclists to ride between parked cars and live traffic.

"Cyclist provisions between Moorhouse and Brougham and beyond are unsafe/ non-existent, particularly at Colombo St, Gasson St and Waltham Rd. This forms a major barrier to cyclists wanting to access the east and south of the city."

Maintenance of cycleways was also talked about with potholes and broken glass mentioned as issues, along with the road surface.

St Asaph Street was considered a success by cyclists, with some asking if Colombo Street could be given the same treatment.

People suggested car parking should be removed or reduced along parts of Colombo Street. The idea of a dedicated cycle lane on Colombo Street was also popular.

"Either remove carparks or find a way to have a dedicated cycle lane along this section of Colombo (heading South). At peak times (between 4-6pm usually) this is a minefield for cyclists. If someone opens their car door without looking (which is common), your options are brake and hope you don't hit the car door or person, hit the car door or person, or swerve into traffic."

Cyclists suggested looking at where parking could be removed to create more space for shared paths or cycle lanes throughout the project area.

Some ideas included parking on one side of the road and a two-way shared path on the other side. There was also support for creating dedicated cycling routes and preventing cyclists from using other roads, such as Brougham Street, to improve traffic flow, or alternatively allowing cyclists to use the footpath along Brougham Street.

“Make Simeon Street a neighbourhood greenway that links into Quarryman's Trail at Roker Street. This is a well-used route by people cycling to and from town to the south and would benefit enormously from the greenway treatment to slow cars down and provide safer crossing points at Coronation St and Milton St.”

Cyclists suggested physical barriers such as bollards to keep vehicles out of cycle lanes at intersections.

Clashes between cyclists and cars or buses were noted throughout the project area. Cyclists mentioned the back of buses often took up space in cycle lanes when the buses stopped. Many also felt that cycle lanes needed to be taken right up to the intersection/ traffic lights (for example, the Waltham Road /Brougham Street intersection) to indicate to drivers to leave space for cyclists.

“The cycle lane disappears, and the area becomes very congested between vehicles waiting for the lights and buses picking up passengers at the bus stop. This makes it difficult and dangerous for cyclists to get through.”

Comment made in relation to Waltham Road / Brougham Street

“The orange phase for the north/south cycle lights is far too short. If it goes orange just after entering the intersection, you'd need to bike at about 40kph to get through before it goes red, when 20kph is more typical for most cyclists.”

Comment made in relation to Antigua Street / Moorhouse Avenue

6.1.2 Public transport

There were concerns that some bus stops were too narrow and that lane layouts could be altered to better protect buses from passing traffic. Speed around bus stops was also highlighted, with some people commenting that it was hard to cross some roads after getting off the bus due to current speed limits.

Too dangerous to get off at this bus stop and cross the road (Port Hills Road). The 60kph increase has made safety worse.”

Comment made in relation to Port Hills Road near Avoca Valley Road

“The width of this bus stop (Brougham St near Brisbane St/Albemarle) is insufficient, and needs to be partially indented, or the lane layout altered. Buses have had multiple wing mirrors lost and at least one incident where the bus was damaged by a passing truck and trailer. Other bus stops between Colombo and Wilsons Rd are similar.”

6.1.3 Freight

The speed of heavy vehicles being too high along Brougham Street was a constant theme, with people commenting that better enforcement is needed. People also commented on the use of public road space being used by truck and transporting businesses, particularly on Montreal Street. People said these vehicles blocked the view of other road users at intersections and created hazards. Loading bays were considered a better option.

“There are often car transporters parked on Montreal St blocking one lane of traffic, causing dangerous merging without any warning and traffic backing up. How about providing loading bays for these transporters and ticketing any transporters that continue to block the roadway.”

“Heavily loaded B-doubles hammer down this road [Brougham Street] at speed... We should find a way to put this traffic on the rail (a siding at the port and the factory is a simple matter). In the meantime, some visible enforcement would make this operation much safer.”

6.1.4 Vehicles, motorbikes

Many motorists highlighted the danger of turning, particularly turning right onto or off streets in the area and consequent red light running. Intersections such as Antigua Street / Strickland Street / Brougham Street, Selwyn Street / Brougham Street, Selwyn Street / Moorhouse Avenue, Montreal Street / Brougham Street, Montreal Street / Moorhouse Avenue and Colombo Street / Brougham Street were considered problem areas. Adding green arrows and longer green light phasing times for existing arrows was suggested.

“Green right-hand-turn arrows (of a decent phase length) at all major intersections along both Moorhouse Avenue and Brougham Street are essential to reduce driver stress, risk taking, near-misses and accidents.”

“During rush hour this intersection (Disraeli Street / Harman Street / Selwyn Street) is extremely dangerous as drivers make dangerous decisions to make turns.”

There was a desire for clearer road layouts, lanes, signage, road markings, grade separation, especially in relation to turning. People felt that many of the roads are not easily readable and many drivers said they felt unsure about which lane to take.

Intersections such as Moorhouse Avenue/ Fitzgerald Avenue / Falsgrave Street and Sandyford Street / Durham Street were noted as problems areas, with drivers forced to make last minute movements to get into the correct lane.

People were concerned about merging and noted that some drivers ‘undertake’. This was of concern where the Southern Motorway meets Brougham Street and merges with the Barrington Street onramp, and on Moorhouse Avenue, where Colombo Street connects heading east. Merging was also an issue at the Fitzgerald / Ferry intersection. Barriers or better signage were suggested.

The speed of other vehicles and visibility (particularly at intersections) was highlighted and people also noted that parking too close to intersections or driveways made it difficult to see oncoming traffic, especially on Brougham Street, Moorhouse Avenue, Port Hills Road and associated intersections.

There was some concern around speed near schools and kindergartens, particularly on Selwyn and Brougham Streets.

“A lot of traffic comes through this intersection at speeds higher than 60. There needs to be a way of slowing traffic down earlier and a way to deter speeding. Can be difficult to merge into traffic at this point when cars are speeding. No problem generally when traffic congested.”

Collins Street / Simeon Street / Brougham Street intersection

6.2 Access and amenity

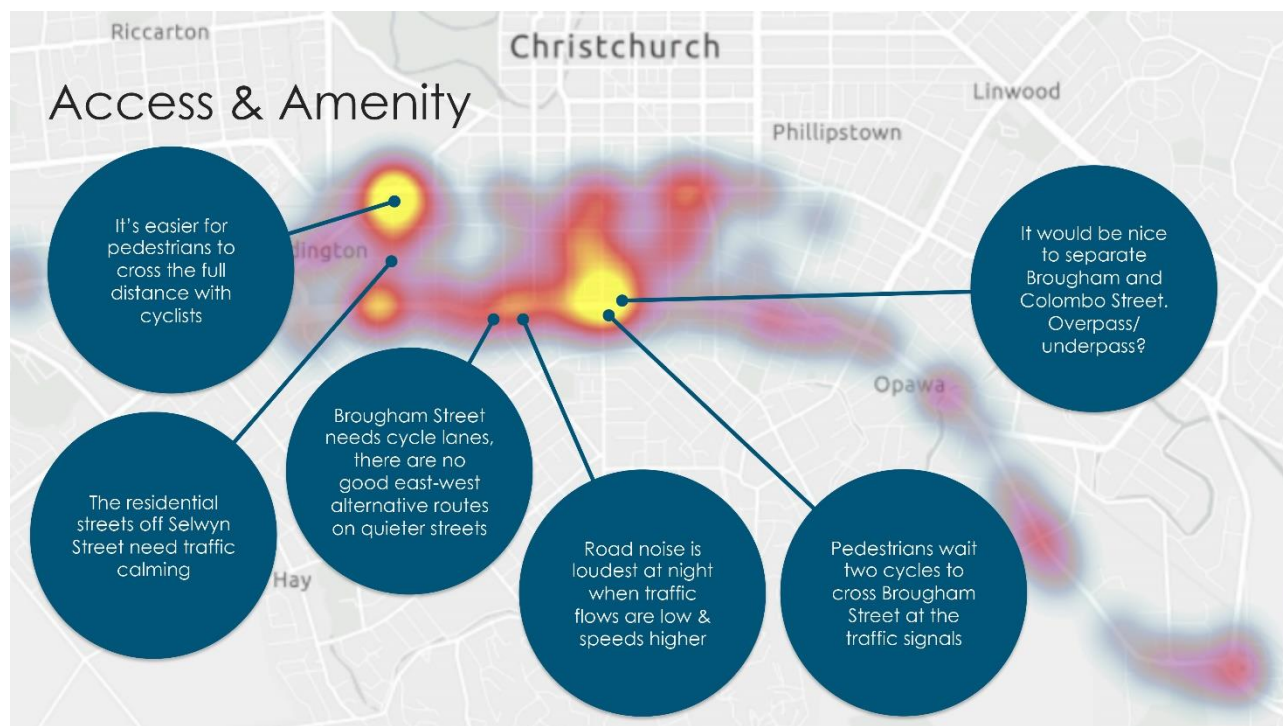


Figure 5 Heat map indicating concentration of access and amenity related comments with examples

An analysis of online engagement showed 26% of people discussed access and amenity and of these 47% of the comments related to cyclists and pedestrians, 36% were about vehicles (including freight), 8% about other modes (e.g. emergency vehicles, rail) and 8% about public transport.

Access

6.2.1 Walking, cycling and scooters

Access issues were highlighted throughout the project area, with many pedestrians and cyclists noting that they did not find it easy to move around the project area on foot or bike.

Crossing the road to get to school, work or businesses was considered stressful by many people, who said they thought about which route to take and looked to go a different way at peak times.

People said there were not enough separated / dedicated facilities for pedestrians and cyclists and felt that the existing ones did not connect key areas well.

“Brougham St needs physically protected cycle lanes of some kind – it is a crucial east-west link, and there are no good alternative routes on quieter streets (the quieter neighbourhood streets south of Brougham are disjointed and don't have east-west connectivity). None of the planned major cycle routes address this missing east-west link, and people on bikes need a safe way to get across the city.”

There was support for existing cycleways, but some people felt they could be wider and better signposted.

Options like clip-on cycle bridges, tunnels, overpasses and shared paths were discussed, as were creating dedicated cycle routes along popular routes.

Traffic light phasing was highlighted as an access issue.

“The walking school bus from Addington School to Church Square can’t cross Collins / Simeon in the allocated time.”

“Colombo Street pedestrians are required to wait two cycles of the signals to cross legally. This leads to poor compliance with the pedestrian crossing signals.”

People commented on improving car, pedestrian and cyclist travel from Addington to Sydenham to reduce pressure on and make both Moorhouse and Brougham friendlier to pedestrians and cyclists.

“There are few direct and enjoyable ways to get across Montreal and Durham, other than going all the way to Moorhouse and Brougham. Would easier car and active travel from Addington to Sydenham reduce pressure on Moorhouse and Brougham?”

Although most comments around access were in relation to the Brougham St / Moorhouse Ave area, the Port Hills and Opawa area and the Lincoln / Moorhouse were also highlighted. People commented on the lack of facilities and / or connections on popular routes, such as Port Hills to Heathcote, and along Lincoln Road. Somerfield north through Sydenham Park was also seen as a good option but it was noted that there was no safe way to access Durham Street using this route. However, there was some concern about the loss of park land for these facilities from local sporting groups.

Garlands Road was highlighted as a key route for people wanting to walk and cycle to The Tannery and onto Sumner. Improving other routes, such as Opawa Road was seen as an option for people not wanting to walk or cycle on Brougham Street.

Brougham Street was considered an access problem with a comment from a pedestrian about it acting as a ‘barrier’ receiving support from others.

“Brougham Street acts as a huge barrier separating people and communities. Anything that can be done to reconnect and facilitate easy stress-free movement across this barrier without having to negotiate a barrage of traffic would transform the area.”

6.2.2 Public transport

People discussed commuter rail, trams and a city shuttle as ways to improve access around and to the project area.

“Put people on passenger rail. We need to have trains as public transport. Especially people coming from Selwyn.”

“Reinstate tram to rail.”

Public transport users also highlighted the need for better / more bus lanes, underpasses, parking removal and priority measures at peak times. Some feedback did highlight that existing bus measures and some services were working well however, there were comments about the current bus timetable and costs associated with public transport.

“Allow access for buses and cyclists only on Colombo Street from Brougham to Stanley but would need to upgrade parallel routes for cars.”

6.2.3 Freight

No comments received.

6.2.4 Vehicles, motorbikes

Many comments highlighted the need for specific changes in the layouts of intersections to improve access. Making some side roads off Brougham Street and Moorhouse Avenue left-in and left-out only was viewed positively. Cass Street, off Durham Street South was another left-in and left-out possibility due to the overbridge.

“Buchan St should be left in/left out only.”

Recognition and planning for increased volumes of traffic was also noted particularly on the Port Hills Road. Many of these comments related to improving or restricting accessibility.

More parking, particularly around the Colombo Mall / Street area, was another key theme. Some suggestions included angled parking along Elgin, Battersea and Buchan Streets or parking buildings in the project area.

“Angle parking on Elgin would increase available parking at The Colombo and reduce people circling around looking for parking.”

Time or street section restrictions were seen as a way to ensure parking near businesses. Good access for other transport modes was also highlighted.

“This road is too narrow for its load, however just removing all the parking for faster flow or bus lanes is not smart either. The parking is required for the businesses, and there are a lot of businesses there. Perhaps removing parking on one side would be better and making the rest short term e.g. 30-60min only to allow cafe use as well as shopping.”

Comment made in relation to Colombo Street

The need for better connections between Brougham Street and Moorhouse Avenue was expressed and people thought there could be more right turn arrows off and on Brougham Street and Moorhouse Avenue and existing right turn signals needed to be longer, especially for drivers on Colombo Street wanting to turn onto Brougham Street.

“Need green arrow to turn right onto Brougham to access motorway at peak traffic times. Traffic can back up to railway line on Selwyn Street in peak times.”

Amenity

The analysis of online commentary showed 4% of comments were in relation to an improved look and feel for the area. Suggestions such as more vegetation, design and landscaping were made. This included making Colombo Street more appealing for all users.

6.2.5 Walking, cycling and scooters

There were few comments around amenity from pedestrians and cyclists, aside from those talking about removing parking from streets to create better cycling facilities. People talked in general about maintenance and mowing and making the project area friendlier to pedestrians and cyclists with dedicated facilities. Planting more trees and gardens, especially on Moorhouse Avenue was seen as a visible way to slow traffic. An idea to create a veranda along street frontages for pedestrians within the project area received support online.

“I would like to see Moorhouse Avenue much more cycle friendly and more tree and garden planting please. It is a very stark route that encourages fast rather than careful driving.”

“Footpath on south side of port hills road is hard to use; there's a metal barrier where pedestrians are forced to go; weed growth is terrible and the road is very unkempt.”

6.2.6 Public transport

No comments received.

6.2.7 Freight

Comments around amenity and freight were limited. Noise from freight travelling on Brougham Street came up as the main issue.

“Please improve the road surface. The whole of Brougham Street should be motorway grade smooth to reduce the noise of trucks rumbling over the uneven surface.”

6.2.8 Vehicles, motorbikes

There was a desire to reduce traffic volumes and divert traffic away from residential areas and local roads such as Neville Street. People thought this could be done by installing speed bumps and encouraging walking / cycling, trains and park and ride.

“Selwyn St is obviously a main artery between Moorhouse Ave and Brougham St - however the residential streets off Selwyn St need traffic management like 'sleeping policemen' to discourage traffic and encourage walking / cycling.”

“Plans need to be considerate to residents living here. People over traffic. Would like to see ideas that reduce traffic and have people using alternatives such as park and ride and more train usage for transporting containers etc.”

Specific issues mentioned included motorists using the parking lane at the Collins Street / Simeon Street / Brougham Street intersection as a third lane, making it unsafe for those who live on Brougham Street to get in and out, and a lack of enforcement of people parking on berms on Fairfield Street.

“Traffic needs to be diverted away from residential areas.”

6.3 Efficiency and congestion

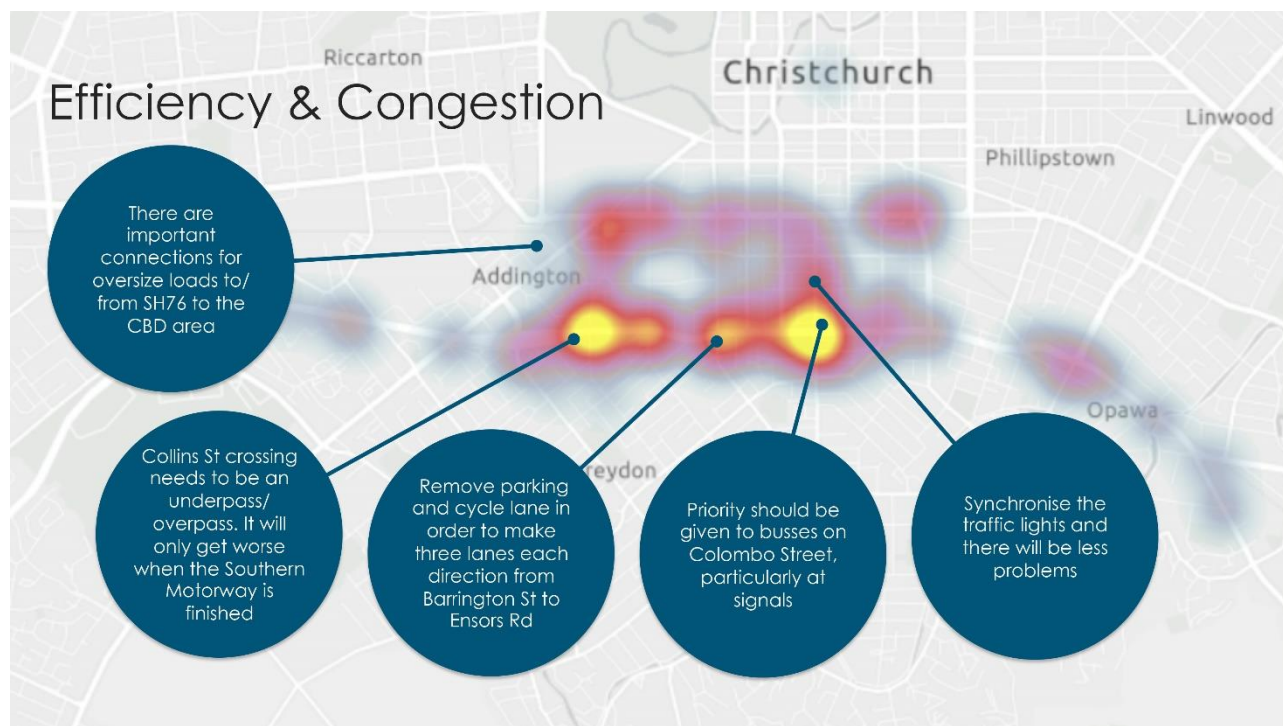


Figure 6 Heat map indicating concentration of efficiency and congestion related comments with examples

Efficiency/congestion was the second most talked about issue (31%) online. Of these comments, 70% spoke about vehicles (including freight), 17% about cyclists and pedestrians, 9% were about public transport and % were other modes (e.g. emergency vehicles, rail).

6.3.1 Walking, cycling and scooters

As with other modes, there was a strong concentration of comments around the Collins Street / Simeon Street / Brougham Street intersection, with people asking for separated cycling and walking facilities such as an overbridge or tunnel to improve efficiency and congestion.

“Collins Street needs to be done as an underpass for cyclist and pedestrians as lights not in sync and hold up a lot of traffic for one person. This will only get worse as southern motorway gets finished since first big road block after motorway.”

Priority for cyclists was discussed and again, there were comments about queues of cars at intersections affecting cyclists. An idea to have advance detection to call a crossing phase received 29 likes, the highest for any comment regarding efficiency. Other ideas included keeping the cycle light green for longer to accommodate latecomers and avoid holding up traffic.

The Colombo Street / Brougham Street intersection was seen as a pinch point, and people commented on traffic light phasing issues on intersections throughout the project area, in particular Lincoln Road / Grove Road / Moorhouse Avenue and Collins Street / Simeon Street / Brougham Street. People said the sensors at these intersections were ineffective.

“At off peak times the light cycles change and the straight across cycle crossing doesn't seem to exist. I have waited 8 cycles of the lights and never gotten a green cyclist. This is supposed to be a main cycle path and plenty of people still use it evening and weekends. Even if it's every second cycle, please allow us to cross.”

Comment made in relation to Lincoln Road / Grove Road / Moorhouse Avenue intersection

“Cyclists going from Hagley straight towards the railway crossing and cyclists going right onto Lincoln often nearly collide as those turning right don't realize that the person next to them might be going straight. The reason cyclists start the crossing in parallel is because the phase is too short to go behind one another. Mad scramble is caused by short phase during peak times.”

Comment made in relation to Lincoln Road / Grove Road / Moorhouse Avenue intersection

One-way cycleways were considered too narrow to pass other cyclists and people queried the possibility of two-way cycle lanes to accommodate cyclists and keep them moving past slower riders.

“What about changing Moorhouse to be two lanes each way with separate service lanes? (These could allow contra-flow cycleways.) Would be enough room to do this and would help to reduce the "racetrack" feel of this road.”

6.3.2 Public transport

Many concerns were related to bus efficiency and speed and the need to encourage people to use public transport to reduce congestion in the future.

There was also support for commuter rail as a way to improve efficiency and reduce congestion, especially for one that is fast and that links to the Greater Christchurch area, central city, and existing bus routes.

Measures such as bus lanes, utilising motorways, priority measures, and removing parking were supported to increase bus reliability and efficiency, especially along Colombo Street.

“Commuter rail station linking to frequent Blue Line here. Will require quite an effort but imagine all the space it would free up on southern and northern motorways.”

“Seriously underutilised rail corridor. Could take more rail freight and a passenger service from Lyttleton to Rolleston and north (via reinstated old former connection at Addington) to Rangiora. There are three tracks from Lincoln to Waltham overbridge which offer the space and capacity. Passenger rail needs to be electric and connect up with Blue bus to CBD (or direct connection).”

“This road is used by a major very frequent bus route – the Blue Line. Hence priority must be given to this more efficient form of transport.”

6.3.3 Freight

Brougham Street was cited as the main problem area for congestion due to motorway and crossing traffic. People discussed moving freight onto rail to help the efficiency of freight movement, underpasses on streets that cross Brougham Street north to south (such as Colombo Street and Collins Street / Simeon Street) and priority or separation measures for freight like heavy vehicle lanes or time restrictions along Brougham Street to ensure flow is uninterrupted.

“Encourage more freight onto the rail corridor and discourage freight at commuter times to ease the congestion issues. This also helps to improve cycle / ped safety at crossings.”

“Should also consider an underpass for north and south traffic on Colombo street, if Brougham street is the main thoroughfare from the port then there should be minimal stoppages.”

“Dedicated Heavy Goods Vehicle lane (HGV) to traffic to Port (centre / right hand lane)? Alternatively, all trucks to use inland port at Rolleston and containers / logs moved to port via train so HGV are taken off the roads.”

6.3.4 Vehicles, motorbikes

Brougham Street is seen as being very congested, and this is leading to many people avoiding it and using residential streets instead.

“Prefer coming to work via Sparks / Milton / Strickland instead of CSM / Brougham to avoid Brougham St queues.”

Most comments were related to traffic signals and the need for better light phasing, with many mentioning they would like to see more right turning arrows. The following intersections were mentioned: Colombo Street / Brougham Street; Antigua Street / Moorhouse Avenue; Selwyn Street / Brougham Street; and Strickland Street / Antigua Street / Brougham Street intersection. People said longer timing of arrows especially at intersections such as at Selwyn Street / Moorhouse Avenue intersection and Waltham Street / Barbados Street / Moorhouse Avenue intersection were also needed.

“Need a longer phase on the right-turn priority arrow; at present only a couple of cars get through at each phase (Selwyn/Moorhouse.)”

“Better detection of users at lights would prevent people from waiting, particularly at Collins / Simeon / Brougham and Waltham / Moorhouse intersections.”

“It's great that there are lots of cyclists using this route (Disraeli / Antigua). However, it's frustrating when there is not a cyclist in sight, but we still have a red arrow blocking us from turning left. The left turning lane is also incredibly narrow!”

Synchronisation along routes (particularly Brougham Street and Colombo Street) was also a key theme, as was better flow around intersections.

Light phasing at intersections is also seen to be contributing to congestion. Locations around the project area were highlighted, in particular at the Ensors Road / Brougham Street intersection and many of the routes between Moorhouse Avenue and Brougham Street. The connection between the Southern Motorway and Brougham Street was also seen as leading to congestion and people noted that improvements are needed.

Another key issue was the desire for more space and lanes for turning traffic, so these do not block straight through traffic such as at Selwyn Street / Moorhouse Road and Montreal Street / Moorhouse Avenue intersections. This was considered especially vital during peak times.

Longer turning bays were also suggested at Montreal and Selwyn Streets and Ensors Road, for traffic turning onto Brougham Street and Moorhouse Avenue.

Many people would like to see Brougham Street separated from the north / south streets that cross it by way of under or overpasses. More lanes on Brougham Street and Durham Street South were also mentioned.

“Create flyovers for cars going East West with only limited ways off at Selwyn, Colombo, and end at Waltham. I'm sure there are ways to make it more aesthetic than the ones on Moorhouse. Put extra lanes for local traffic under with lights and better pedestrian and bike crossing.”

The Collins Street / Simeon Street / Brougham Street intersection was highlighted as a key area for improvement, with many mentioning that the signals are creating delays for vehicles exiting the Southern Motorway and entering Brougham Street.

“This crossing (Collins / Simeon / Brougham) is the first congestion point when leaving the motorway, it needs to be replaced with an over pass or removed completely.”

6.4 Other

About 10% of the comments received online did not fall within one of the three identified themes. These comments were wide ranging and included requests for immediate service, comments not relating to the project area or general high-level statements.

“Depending on where the new stadium is going to be built, both Moorhouse Ave and Brougham Street will be main arteries to and from the venue.”

“Canterbury has an obsession with cars that needs changing.”

“Trucks shouldn’t travel through Brougham in the fast lane.”

There were many comments regarding cycleways and public transport in general. While these were predominantly positive, there were a few negative comments.

“Cycleways are great!”

“Spend more money on roads not cycleways.”

“Blue Line bus service really good.”

7 Feedback forms and emails

Feedback forms were distributed and collected at the pop-up events or were emailed to bm@nzta.govt.nz.

Along with the feedback forms, the team encouraged people to email or write in with their feedback.

In total 26 feedback forms, 22 emails and two letters were received. The responses received have been summarised below:

What is working well?

Respondents had many views on what is working well in the area. These included:

- Cycleways (many people liked the present cycleways in the area)
- Traffic flow along Moorhouse Avenue
- Brougham Street flow outside peak times
- Brougham Street being an arterial road / motorway
- Parking in some areas
- Traffic lights with turning arrows

What concerns you about the area?

Respondents also had many concerns about the area. These included:

- Speed
- Large and increasing traffic volumes
- The number of heavy vehicles in the area
- Safety
- The difficulty for pedestrians to get around the area safely and easily
- Amenity issues
- Competition for space and routes between different traffic modes
- Light phasing

- Right hand turning at intersections
- Carbon emissions and environmental concerns for the future
- Road layout, especially for cycles and pedestrians (considered unsafe)
- Getting layouts right for every transport mode, but not at the expense of other modes
- Congestion

What was the purpose of your last trip through the area?

There were various reasons and purposes for people to travel through the area. Of the respondents who answered the question, 13 were travelling to / from or for work, two were travelling to their homes in the area and five were travelling for recreational activities or appointments such as shopping, church and medical appointments.

What mode of transport did you use for your last trip through the area?

Not all respondents answered this question but of those who did, four said they took the bus, eight cycled, two walked and seven went by car. Others used multiple forms of transport for their latest trip and a couple highlighted that they use a variety of ways to get around every week.

Do you have any ideas or suggestions for improving the area?

- Priority measures and design particularly for cyclists, pedestrians and freight (e.g. truck lane)
- Cycle Lanes
- Separated areas that are safe and easy for all road users
- The need to consider more travel modes e.g. cycle lanes and bus lanes
- Safety
- Amenity
- Greater active transport measures, friendliness and priority
- The movement of freight on rail
- Greater and more efficient public transport and measures to encourage people to use public transport
- Signals – particularly light phasing and placement
- Congestion solutions
- Grade separation
- Efficiency
- Intersection and layout reviews and improvement
- More signage
- The need to recognize the area, especially Brougham Street, as an important corridor

Do you have any other thoughts or comments?

- The need to look at all modes was highlighted
- Concern around the loss of private property and public parks for new cycleways or road widening

8 Next steps

This project is currently in an investigation phase. The next steps are the design and development of improvements, followed by stakeholder and community engagement on the options in mid to late 2019.