

DEMP

Community Meeting (SARA organised) 19 Feb 2020 7pm

Summary of resident's discussion (Audio file available)

Attended by 40-50 people,

Papanui/Innes Community Board Members , E Norrish, S Britten, E Twaddell, Cr Cotter, Cr Davidson, present.

7pm Familiarisation of the updated plans

The meeting was held at short notice and was open to all. Prior to beginning the meeting attendees looked over the latest DEMP plans courtesy of CCC and discussed amongst themselves, these plans were then able to be referred to if required.

7.15pm Meeting commenced, facilitated by local resident Mark Wilson.

Thanked all for their attendance, outlined the aim of the meeting, gave a brief history of the project and commented on some of the positive wins the community have had consulting with council as a collective.

Aim - Open respectful discussion on how community feels about the DEMP and what areas we as a community should be targeting to influence community focussed change at this advanced stage of the project.'

Brief history - The 3 stages of the overall project (Northern Arterial Extension NArT, Cranford St Upgrade CSU, and the Downstream Effects Management Plan DEMP) were outlined clarifying how the NArT and CSU (Innes Rd North) required a resource consent to be built and were subject to local, regional and central government laws and regulations. The CCC and NZTA decided however the downstream effects of the motorway on the community were not considered important enough to warrant being subjected to the same level of scrutiny. As the traffic coming off the motorway would be using the existing Cranford st road corridor from Innes Rd south, there was no requirement to purchase property therefore no resource consent required, and a 'sweat the asset' attitude by council was taken. Only through community pressure was an additional clause added to the notice of requirement (NOR) stipulating, 'for a period of 10 years CCC must monitor the downstream effects of traffic from the NArT on residential areas (not arterial roads). Mitigation is required if an increase of 30% traffic attributable to the NArT occurs.'

The focus on mitigating the effects of traffic on the residential areas has meant a focus on keeping them on arterials and reducing/restricting rat runners commuting through local streets, with a bunch of different measures including, turning restrictions, speed restrictions, and traffic calming amongst others. These restrictions also impact on residents trying to access or exit their local streets, and is continuing an unfortunate theme of the effects on the community of this project.

It is important to clarify the lack of any restriction on the amount of traffic to be allowed and in some plans 'encouraged' to travel down the St Albans local arterial roads. There is an expectation of an almost 100% increase in traffic volumes within 5 years of the NArT opening.

Positive wins by community – The community efforts to reduce the amount of traffic through traffic demand management (TDM) such as public transport (PT) and high occupancy vehicles (HOV) has won some concessions from CCC with a commitment to dedicate any additional lanes on Cranford St to HOV and PT only, thereby leaving unrestricted traffic 1 lane north and 1 lane south along all St

Albans arterials. We have had an effect making ECan and the Waimakairi council (WDC) bring forward and expand the express bus service from to utilise the NArT route, and implement Park and ride facilities at Rangiora and Kaiapoi.

Focusing on community prioritisation there a few notable wins, being a signalised crossing for St Albans Primary outside English Park and a couple the protected medians to cross roads.

It was noted the CCC had tried hard to consult with everyone, and overall the community appreciated this and the massive undertaking it has been, but also noted the lack of scope the staff had to work with, being limited to mitigate the effects of traffic not being able to focus on the cause of this traffic and how to reduce it. They are still being held to outdated traffic plans and public transport segmentation, CCC, ECan, WDC, SDC.

7.20pm The meeting was then opened to the floor (Issues raised, recorded in order, though some collated together)

* Roadworks on CSU, temp speed limit 30kph is not being enforced. Dangerous speeding with no buffer for pedestrians and cyclists. -Cr Cotter, it's a police issue, talk to local MP, council continues to push for more enforcement though.

* Speed restrictions, should be continued all the way down to Bealey on side streets.

* Traffic speed as well as traffic volume over all areas should be monitored for the 10 years as required in DEMP. -Cr Cotter, Traffic calming is the best way to make sure speed restrictions are adhered too.

* Bus Patronage, down all over CHCH, only up with an express service operating out of Selwyn. The HOV/PT lane down Cranford must be implemented. -Audience (former transport engineer), HOV lane on CNC is T2/Bus priority, ends 200m north of Cranford St, but is expected to offer big incentive to the 85% single occupant vehicle (SOV) commuters to change modes or car pool.

* QE2 Park and Ride, what are the estimates of users, will it be used? -Cr Cotter, CCC still looking at it, not sure if it will be built or not, more analysis needed.

* Public Transport, - must improve, we want 1 authority, presently no-one accountable for the present service which is experiencing a continuing decrease in patronage.

- People rely on PT and are suffering from the current state of the service.

- Businesses within the roadworks are losing customers who use PT as access is being compromised and will continue to be compromised when increased traffic starts flowing/congesting.

- Support for passenger rail service on existing lines, from Waimakariri, and Selwyn into city.

- PT services need to have other routes, not just hub and spoke model, but smaller more frequent, more adaptable vehicles to allow access to other areas of city or link up with the busier express bus routes.

- Elderly rely on buses, and have been badly let down.

- Must focus on getting people to use PT. -Cr Davidson, There are a lot of ways to influence people to take PT, but most of these are unpopular, eg increased parking charges. Also in the past ECan hasn't backed CCC with adequate bus services when CCC has invested in the infrastructure, ie bus lanes, bus priority at intersections, however ECan is now more focused on PT. -Cr Cotter,

Give ECan a chance, the problem we have is even though it is 'carrot and stick', it's also 'chicken and egg', we can't invest in something that people won't use, the question is how do you change the mind set of CHCH people to PT?

- Should be a local PT service for residents to access the local hub/shopping center, in this case Edgeware village.
- Express bus routes important with larger buses servicing them, and a decent smaller fleet within the city.
- Big empty buses are destroying property along Barbadoes St, the street has old tram lines that vibrate and cause damage.
- Time limit the free parking close to town will encourage people to use PT.
- 50% of people travelling down Cranford st don't have the city as their destination (CCC stats), key to more people on PT is what happens when PT gets to town, what links are there? -Audience, yes express bus is good but to get people out of cars you need a network of services.
- PT and HOV only on Cranford St. Mark W – We tried really hard for that, honestly. Audience – need to make sure at the very least we hold CCC to the commitment of 1 lane for traffic, the other for PT and HOV.

* **Call for consensus, PT** 1) PT in this project and throughout Christchurch is the key to alleviating a lot of problems the DEMP creates and must be implemented. Audience - unanimously yes.

2) One controlling authority over public transport within Christchurch and surrounding councils. Audience – majority yes.

* Kerb width on Cranford St is being taken back both sides 600m closer to property boundaries. Average length of car bonnet is greater than distance of boundary to kerb/live traffic lane, so driver can't see traffic when exiting property if fence is built on the boundary. Exiting property reversing will be impossible also, so how does one exit a property if there is no way to turn the vehicle around within the property.

* Safety audit on Cranford St must be conducted for resident's ability to enter/exit properties in a safe manner, not based on road design but residents safety perspective.

* Separation of a wonderful community in two is going to occur with this road plan.

* Cranford St is already busy but we cope, schools, shops, residents, we survive and have been able to deal with the quirks, but this project is a step too far. Council have put the people who live outside of the city in front of the people who live in the city, they have forgotten about us.

* Land Use Zoning on Cranford and other busy arterials should be considered to limit increasing residential density, thereby reducing the number of residents trying to access properties on arterials.

- Increase residential density on arterials and provide effective PT service to reduce need for cars along the arterial, is another way to look at rezoning options.

* Resident inconvenience to access their properties varies from significant to extreme. Most cases involve needing to travel multiple blocks to then turn right at large busy intersections. Some intersections the option to turn right has been removed to prevent rat runners, but more likely to

not block traffic flow, and so on to the next intersection to double back in some circumstances kilometres to get home.

*Roundabouts were convenient and safe for residents to perform u turns, once they are gone, to go anywhere in the other direction will require turning at multiple intersections and having to plan well in advance how you will actually be able to travel in the direction you wish to go, this will be a very complicated and difficult proposition for some residents.

*Pollution and vibration monitoring, how many sites, what standards tested to, what levels are safe, what happens when exceeded, has baseline testing taken place?

*Car parking on Manchester/Barbadoes/Madras St (and other streets close to Bealey) is always in short supply as high density housing in these areas, but also people parking vehicles (for free) during work days and scooting or walking into town, with increase in traffic there will an increase in people parking cars. What consideration has there been to deal with this?

*Pedestrian safety in some areas where Cranford St has been widened is now dangerous (CSU). Footpaths slope at an uncomfortable rate, due to footpath narrowing. 6 foot Boundary fences are now right on the footpath boundary and live lane of traffic on the other, this is intimidating and over bearing for older residents especially.

*Cycle lanes are too narrow in many places.

- Some cycle lanes are only there to say they exist, and are far too narrow and unprotected to be utilized and enticing to people to leave their cars at home and bike.
- Please ensure cycle lane surfaces are up to standard and safe.
- All bike lanes in the DEMP are unprotected, relying on paint, if you aren't going to do something safely, don't do it.
- When bike lanes navigate intersections, the cyclist should always stay to the left of the traffic, if traffic needs to cross the bike path to turn left in normal flow, then a similar situation to the North bound Barbadoes / Warrington situation with a kerb creating a safe buffer to cyclists is applicable. The Madras/ Warrington situation where a cycle lane is left to fend for itself with no kerb buffer is too dangerous and shows car prioritisation.
- Cycle bays at intersections should be allowed a 3 second lead out time to allow safe navigation of the intersection, again not compromising community safety for car prioritisation.
- Wherever possible install safety barriers, to protect cyclists and raise awareness from car drivers.
- The safest way for a cyclist to turn right at a busy intersection is to use the dog leg right method, essentially crossing the intersections in two movements, is there any provision for this?
- Question to all the people involved bring this project to our community, would you let your children ride on these roads, with this amount of traffic and these token gesture bike lanes?
- 2 way bike lanes should be considered, rather than very narrow token gestures on both sides, these could also be better protected.

* Flockton/Warrington intersection is going to become a real problem for residents to navigate. Rat runners will increase volumes and the new traffic lights at Barbadoes will give priority to traffic from

the west turning onto Barbadoes. The existing bike lane will also become blocked over with cars waiting to turn left onto Barbadoes.

* Heavy Trucks at the very least should be kept off Cranford St and other arterials during school rush hours. They should be encouraged to not use the NArT altogether.

*Civil Disobedience

The question of “is there nothing we can do to actually stop this? We all know it’s not going to work” was asked. Someone mentioned let’s demonstrate, another person asked for a show of hands, a majority raised their hands.

Mark W raised the possibility of involving some other groups to raise awareness, Generation Zero, Extinction Rebellion, and Spokes, this was received well.

Final remark was the DEMP should now be called the Convenience Of Commuters Over Us, COCOU.

* Follow up meeting 4th March, 7pm, St Albans Tennis Club.
Actions and strategy.