



SH75 HALSWELL ROAD IMPROVEMENTS

Engagement summary

WAKA KOTAHI NZ TRANSPORT AGENCY

MARCH 2021

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This document is available on the NZ Transport Agency's website at <http://www.nzta.govt.nz>

1. BACKGROUND

Waka Kotahi NZ Transport Agency is proposing to undertake improvements to State Highway 75 Halswell Road (between Dunbars and Curletts Roads). The project is looking at providing bus lanes to encourage greater use of public transport into the central city. Halswell Road is a State Highway and key public transport route which experiences significant traffic delays during peak travel times.

The overall objectives of the project are:

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

Community engagement in late November and early December 2020 sought to gain the views and experiences from the community on key features and issues that need to be considered along this transport corridor.

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 – 800 to 1000 direct jobs as the first five projects get underway in the next 12 months, and 7000 to 9000 indirect opportunities for our wider supply chain.

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

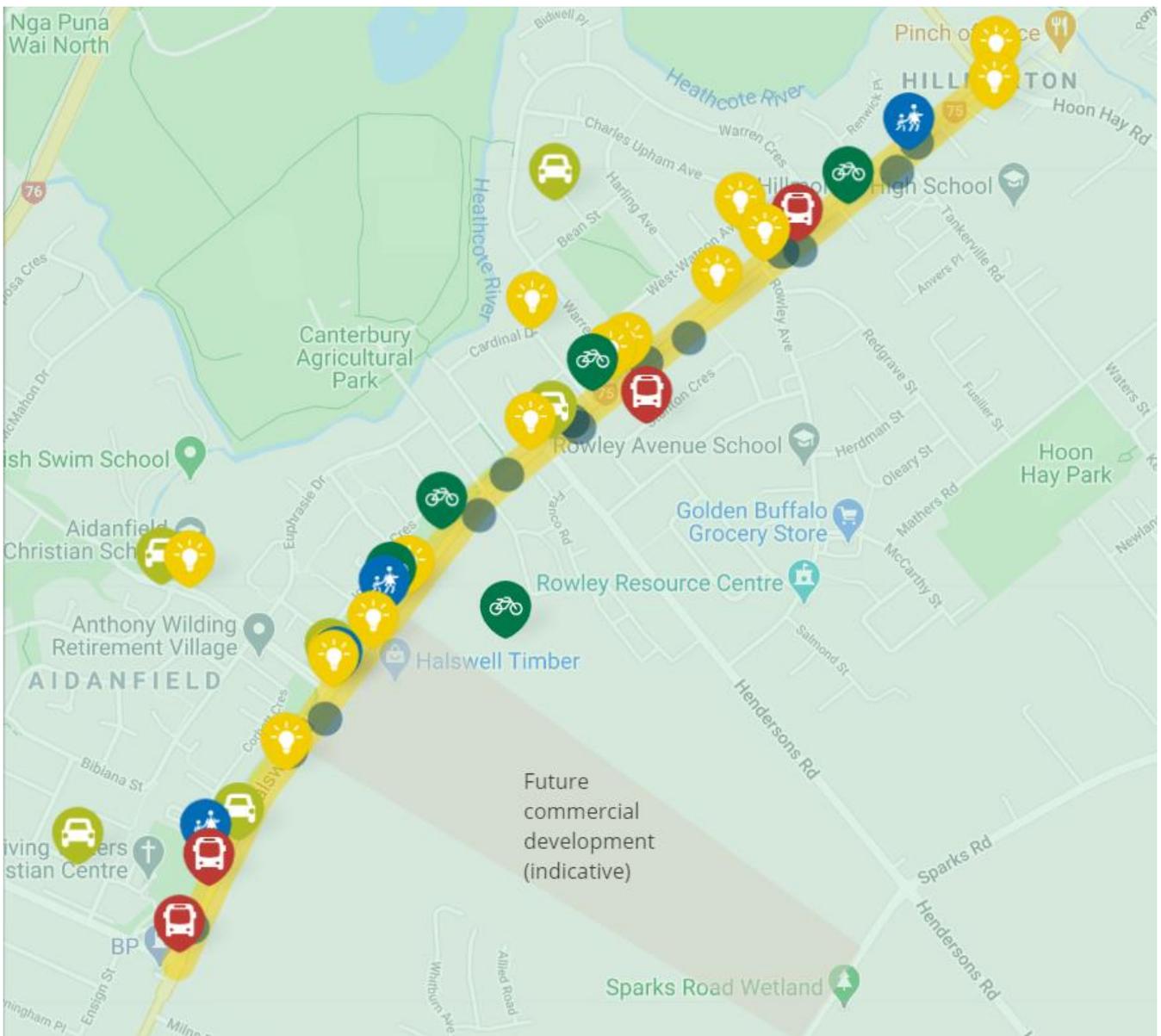
From late November 2020, engagement activities included:

- Engagement with mana whenua through Mahaanui Kurataiao Ltd
- A project booklet and feedback form which was:
 - delivered to businesses and about 200 residential properties along Halswell Road
 - available at Te Hapua-Halswell Centre, Hillmorton High School and Halswell Community Hub and distributed at bus stops
 - available on the Waka Kotahi website
- An online interactive map where comments/ideas could be posted (Social Pinpoint), and project information on the Waka Kotahi website
- Emails to stakeholders
- Social media posts on Waka Kotahi and Christchurch City Council social media pages
- Advertising in Southern View and Western News
- Media release

4. SUMMARY OF FEEDBACK

There were 50 comments in total on Social Pinpoint, 73 hard copy and online survey responses and two email responses.

Responses were received from the following organisations: Blind and Low Vision New Zealand, Spokes, Halswell Residents Association, Spreydon Cashmere Community Board, and Waipuna/Halswell-Hornby-Riccarton Community Board.



An image showing comments and ideas using the online engagement tool Social Pinpoint.

5. MAIN THEMES

The key themes that were highlighted by the community feedback are provided below.

Congestion and existing bus journeys

Most locals considered that Halswell Road was very congested at peak travel times which slowed journeys down and made bus travel times unreliable.

“Congestion at peak times prevents buses from keeping to the schedule but peak times can occur at any time of the day on this stretch of road. It also needs bus lanes in both directions which are open at the same times. Buses cannot keep to the schedule if they cannot reach their starting point on time to start their run.”

“Travel can be very slow at peak times. I watched a person run to Hagley Park faster than the bus was travelling!”

“Congestion is an issue at peak times.”

“I travel from the bus exchange to Halswell, I find it faster to cycle than bus due to the congestion.”

Lack of safe crossing points for pedestrians, particularly near Tankerville Road and Aidanfield Drive

Many residents felt that there was a lack of safe places for pedestrians to cross Halswell Road. These pedestrians included the Hillmorton High School students and the elderly residents from the retirement village who currently need to cross the 80km/hr section to access the nearest bus stops.

“The bus stop near Halswell Timber is substandard and there is no safe crossing point on a section of road with 80km/hr speed limit.”

“My big concern is the difficulty of crossing Halswell Road for bus passengers e.g. Aidanfield, Tankerville Road and Hillmorton High School students.”

“There are few pedestrian refuges and sometimes there isn’t one near where people need to cross.”

“I walk often as does my high school aged son. Traffic lights with a pedestrian crossing is needed at Tankerville/Halswell Road. Students take their life into their own hands anytime they cross the road!”

Lack of footpaths for pedestrians

The community felt there was a lack of footpaths between Dunbars Road and Augustine Drive. They considered this area needed to be provided with footpaths to make it safer for pedestrians on Halswell Road.

“Along Halswell Road, particularly towards Dunbars Road there is a complete lack of footpath along much of its length. Therefore, you are required to divert through the suburbs (Aidanfield) especially if the weather is bad, as the ground can become saturated with water.”

“Footpath on both sides of the road.”

“We desperately need a footpath between Augustine Drive and Dunbars Road.”

Cycling feeling unsafe

Many cyclists outlined that they felt unsafe cycling on Halswell Road, particularly in the section between Dunbars and Augustine Drive due to a combination of the existing cycle lanes being too narrow and the 80km/hr vehicle speeds in areas.

“Dangerous and not wide enough.”

“Cycle lanes are not visible for all cars. I don’t feel safe riding here compared to other parts of the City. The 80km/hr zone feels dangerous.”

“I don’t feel safe on the cycle lane. Speeding traffic is intimidating, and it would be fantastic if we could get our own lane separate to the road.”

“I dread cycling from Augustine Drive to Dunbars Road. It’s dangerous having narrow bike lanes, especially on the left-hand bend with vehicles zooming past your elbow at high speed (80km/hr).”

“If there were bus lanes along the length of SH75, they would give me much greater space when cycling along during their operational hours.”

Speed limit

Many residents consider the 80km/hr speed limit between Dunbars Road and Augustine Drive unsafe for pedestrians and cyclists, and inconsistent with other sections of Halswell Road. Others commented that it also felt unsafe for vehicles and cyclists turning in and out of Aidanfield Drive due to the high speed limit.

"The 80km/hr speed limit between Dunbars Road and Augustine Drive - where you move from 60km/hr to 80km/hr then to 50km/hr is unsafe to cross the road, turn right and cycle."

"Bus stops in an 80km/hr zone are very dangerous. There is no room to pull over safely when heading towards Halswell and an elderly person trying to get off to walk across the road to the retirement village or a child after school is so dangerous. There are no safety islands or even footpaths to get off the bus onto."

"Vehicles passing at 80km/hr is quite disturbing and does not give for enjoyable biking."

"The speed limit between Dunbars Road and Augustine Drive is too high. It makes it hard to cross SH75 to and from the bus stop opposite the intersection with Aidanfield Drive, encourages excessive speed on Aidanfield Drive which in turn discourages people from walking/biking."

Access onto Halswell Road

Some residents outlined that they have difficulty making right hand turns onto Halswell Road from their private driveways and also from side roads due to the high volume of traffic on Halswell Road.

"Getting onto Halswell Road as a right turn is becoming more difficult also includes weekends."

"Hard to turn right onto Halswell Road from Aidanfield Drive as it is very busy during the day on weekdays."

"It's awful. The traffic is usually high, making it a real challenge to get out of the driveway."

"We live on Halswell Road, we have problems getting out of a driveway due to traffic congestion."

"Traffic lights are required at Aidanfield Drive."

The street environment, including the natural environment

Many residents commented on the existing landscape including comments that the street environment on Halswell Road, between Dunbars Road and Augustine Road, feels unsafe due to a combination of a lack of footpaths, lack of street lighting, lack of safe crossing points and the high speed environment.

"No, it's not pleasant, safe or welcoming without footpaths, off road bike lanes between Dunbars Road and Augustine Drive."

"Very disjointed. No flow with footpaths and then no footpaths, then massive verges."

"Walking over grass with no lighting at night is crazy!"

"The trees make the environment pleasant to live and in keeping with the Garden City."

"Love the green corridor, don't mess this up!"

"Would be great to keep the trees but in the interest of speeding up traffic would be happy to see them go."

6. NEXT STEPS

The feedback received has been considered by the project team together with results from ongoing investigations. We expect to be able to bring an emerging option to the community in April. Feedback received on this option, together with ensuring the overarching project objectives are met, will help the project team to finalise the option. It will then go to Waka Kotahi and the NZ Upgrade Programme Governance Team for approval. Comments and ideas that were outside the scope of this project have been passed on to other relevant organisations or teams within Waka Kotahi, including teams investigating park and ride options, and the current speed limit on the 80km/h section of the corridor.

Appendix 1: Community Engagement Brochure



Proposed travel improvements to 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 a key public transport corridor which experiences significant travel delays during peak travel periods. Also, the south-west area of Christchurch has experienced rapid residential growth. This project is looking at providing bus lanes to encourage greater use of public transport into the central city.

We want to hear your views on the issues you experience with your journey along Halswell Road, so we can make sure we consider all aspects in the development of a preferred solution.

The improvements aim to:

- Achieve faster and more reliable travel times for buses along Halswell Road
- Improve safety, comfort and convenience of getting to and using bus stops
- Make bus stops accessible to all users
- Make bus travel a mode of choice for commuters travelling to the city centre from the south-west suburbs.

HAVE YOUR SAY

We are seeking your feedback on how we can make Halswell Road (Dunbars to Curletts Roads) better for buses using the corridor. We need your help to identify key features and issues that we need to be aware of. This will help us find out what is important and what needs to be taken into consideration to ensure we get our improvements right.

Please provide your feedback by **5pm on Friday 4 December 2020**. There is a freepost survey form in this document, or you might prefer to provide feedback via our digital feedback platform: www.nzta.govt.nz/sh75-halswell-road

Your feedback will be used to make sure we have identified all the key issues with the SH75 Halswell Road corridor between Dunbars Road and Curletts Road. We will use it to inform our development of the proposed improvements.

We will update you as we progress.



THE PROPOSED HALSWELL ROAD (DUNBARS ROAD TO CURLETTS ROAD) IMPROVEMENTS

The proposed improvements include two bus lanes, in addition to the existing lanes, along this 2.5km high use section of Halswell Road. We will also consider how we can operate these lanes and if other road users will have access to them. The bus lanes will provide transport choice for those commuting to work in the city centre and wanting to go to facilities along the route.

The proposed \$25 million project will add capacity to the public transport network in the high growth south-west area of Christchurch. It is also part of the New Zealand Upgrade Programme (NZUP) where Waka Kotahi is aiming to help manage growth by providing residents with safer and better travel choices.

COMPLEMENTARY CHRISTCHURCH CITY COUNCIL PROJECTS

Waka Kotahi is working closely with Christchurch City Council which has allocated budget for public transport improvements along Lincoln Road. The first phase of the improvements is along Lincoln Road, from Moorhouse Avenue through the Addington Village to Whiteleigh Avenue. The Council is also proposing a second phase of improvements along Lincoln Road from Wrights Road to Curletts Road.

Waka Kotahi and Christchurch City Council are working together on these projects and are seeking complementary outcomes along the entirety of the south west corridor to ensure seamless bus journeys for customers.

SH75 HALSWELL ROAD IMPROVEMENTS FEEDBACK FORM

Name _____

Address _____

Email address _____

1. Are you giving feedback on behalf of a group or organisation?

- Yes, I am the official spokesperson
 No, these are my own personal views

If yes, name of group or organisation

2. Would you like to subscribe to receive updates on this project by email?

- Yes No

3. Which of the following best describes the age group you belong to?

- Under 14 40-49
 15-19 50-59
 20-29 60-69
 30-39 70+

4. Do you live along Halswell Road (between Dunbars and Curletts Roads)?

- Yes No

5. Do you travel through Halswell Road (between Dunbars and Curletts Roads)?

- Yes No

6. How often do you travel along Halswell Road?

- Daily
 Weekly
 Monthly
 Rarely
 Never
 Other-please specify

7. How do you normally travel along Halswell Road?

- I don't travel along SH75 Halswell Road
 Private vehicle
 Work/trade vehicle (including heavy vehicle)
 Bus
 Cycle (including e-bikes)
 Walk
 Scooter (including electric scooter)
 Motorbike
 Other-please specify

8. How often do you use the bus along Halswell Road?

- Daily Rarely
 Weekly Never
 Monthly

9. If you don't use the bus, what puts you off using the bus along Halswell Road?

Choose your top 4 reasons from the list below.

- Less convenient than using a private vehicle
 Cost of bus fare
 Poor bus reliability
 Difficulty in getting to/from the bus stop
 Slow bus travel time
 Infrequent bus services
 Live too far from a bus stop
 Lack of shelter at bus stops
 Lack of information about the bus services
 Other-please comment

10. In your view, what do you consider are the key issues along Halswell Road between Dunbars and Curletts Roads?
Please rank on a scale of 1 to 11 with 1 being the most important issue to you and 11 being the least important.

- | | |
|--|---|
| <input type="checkbox"/> Congestion at peak travel times | <input type="checkbox"/> Other-please comment |
| <input type="checkbox"/> Safe access to bus stops | _____ |
| <input type="checkbox"/> Lack of safe crossing points on Halswell Road for pedestrians | _____ |
| <input type="checkbox"/> Lack of footpaths for pedestrians | _____ |
| <input type="checkbox"/> Pedestrian safety | _____ |
| <input type="checkbox"/> Lack of shelter at bus stops | _____ |
| <input type="checkbox"/> Lack of cycle infrastructure | _____ |
| <input type="checkbox"/> Slow bus travel times | _____ |
| <input type="checkbox"/> Too few bus stops | _____ |
| <input type="checkbox"/> Too many bus stops | _____ |

11. Tell us about your experiences using buses on Halswell Road between Dunbars and Curletts Roads, and what could be improved.

12. Tell us about your experiences walking on Halswell Road between Dunbars and Curletts Roads, and what could be improved.

13. Tell us about your experiences cycling on Halswell Road between Dunbars and Curletts Roads, and what could be improved.

14. Tell us about your experiences walking or cycling to and from bus stops on Halswell Road between Dunbars and Curletts Roads, and what could be improved.

15. Tell us about your experiences using a car on Halswell Road between Dunbars and Curletts Roads.

16. Tell us about how the street environment feels on Halswell Road between Dunbars and Curletts Roads - is it a pleasant, safe, and welcoming environment?

17. Are there any other issues that you experience along Halswell Road between Dunbars and Curletts Roads that we have missed?

SECOND FOLD HERE



Thank you very much for providing your feedback.
Your feedback will be used to make sure we have identified key issues with the Halswell Road corridor between Dunbars and Curletts Roads and will be used to inform our development of the proposed improvements. All personal information provided via 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

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FreePost Authority 255777



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Attention: SH75 HALSWELL ROAD IMPROVEMENTS