

Hearings Panel

Worcester Street and Antigua Street Central City Cycleway Connections

AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: Monday 11 April 2022

Time: 9am

Venue: Via Audio/Visual link

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) meeting attendance is only possible via an Audio/Visual link. Please request access details from david.corlett@ccc.govt.nz.

Panel

Members

Councillor Sara Templeton
Councillor Jimmy Chen
Councillor Melanie Coker

5 April 2022

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāukiuki
Bind together the strands of each mat and join
together with the seams of respect and reciprocity

Ōtautahi–Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

<p>Being open, transparent and democratically accountable</p> <p>Promoting equity, valuing diversity and fostering inclusion</p>	<p>Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future</p>	<p>Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga–Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect</p>	<p>Actively collaborating and co-operating with other local, regional and national organisations</p> <p>Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making</p>
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Community Outcomes

<p>Resilient communities</p> <p>Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)</p>	<p>Liveable city</p> <p>Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in</p>	<p>Healthy environment</p> <p>Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste</p>	<p>Prosperous economy</p> <p>Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities</p>
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Strategic Priorities

<p>Enabling active and connected communities to own their future</p>	<p>Meeting the challenge of climate change through every means available</p>	<p>Ensuring a high quality drinking water supply that is safe and sustainable</p>	<p>Accelerating the momentum the city needs</p>	<p>Ensuring rates are affordable and sustainable</p>
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

<p>Engagement with the community and partners</p>	<p>Strategies, Plans and Partnerships</p>	<p>Long Term Plan and Annual Plan</p>	<p>Our service delivery approach</p>	<p>Monitoring and reporting on our progress</p>
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1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Election of a Chairperson Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4. Central City Cycle Facilities and Connection Improvements - Worcester Street and Antigua Street Bridge north of the Boatsheds.

Reference Te Tohutoro: 22/236151

Clarrie Pearce, Senior Transport Project Manager,
Clarrie.Pearce@ccc.govt.nz.

Report of Te Pou Matua:

Sam Sharland, Engagement Advisor,
Samantha.Sharland@ccc.govt.nz.

General Manager

Jane Davis, General Manager, Infrastructure, Planning & Regulatory
Services, Jane.Davis@ccc.govt.nz.

Pouwhakarae:

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report on two Central City Accessibility and Parking projects, being Worcester Street and Antigua Street north of the bridge, is to advise the Hearings Panel on the outcome of the consultation and engagement process and to inform it of the preferred options before they consider the views of submitters both oral and written.
- 1.2 The report also requests that the Hearings Panel makes a recommendation to Council to approve the revised scheme designs, as per **Attachments A and B**.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of community interest in these safety projects and availability of government funding, balanced with the impact on the city as a whole.

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receives the information within, attached to this report, and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that Council:
 - a. Approves the scheme design of improvements to Worcester St between Fitzgerald Ave and Manchester St, as detailed in Attachment A.
 - b. Approves the scheme design of improvements to the area north of the Antigua St Bridge by the Boatsheds as detailed in Attachment B.
 - c. Approve the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.
 - d. **NOTE :** For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Council meeting; and (4) If the resolution states "Note 2 applies", any distance specified in the resolution relates the approved kerb line

location on the road resulting from the Council resolutions in this report at the Council meeting

Worcester Street (Manchester Street to Latimer Square West) – New Traffic Controls

- e. Approve the road marking changes, kerb alignment changes, and road surface changes, on Worcester Street, commencing from a point 20 metres east of its intersection with Manchester Street and extending in an easterly direction for 162 metres to its intersection with Latimer Square West, as detailed on **Attachment A. Note 2 applies.**

Worcester Street (Latimer Square West to Latimer Square East) – New Traffic Controls

- f. Approve that a shared pathway on Latimer Square (running centrally through Latimer Square, connecting Worcester Street), commencing at its intersection with Latimer Square West and extending in an easterly direction for 90 metres to its intersection with Latimer Square East, be resolved as a bi-directional shared pedestrian/ cycle pathway, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A. Note 2 applies.**

Worcester Street (Latimer Square East to Barbadoes Street) – New Traffic Controls

- g. Approve the road marking changes, kerb alignment changes, and road surface changes, on Worcester Street, commencing from its intersection with Latimer Square East and extending in an easterly direction for 179 metres to its intersection with Barbadoes Street, as detailed on **Attachment A. Note 2 applies.**
- h. Approve that a special vehicle lane be installed on Worcester Street for cyclists travelling westbound, commencing at a point 22 metres east of its intersection with Latimer Square East, and extending in a westerly direction for 18 metres, to a point 4 metres east of its intersection with Latimer Square East, as detailed on **Attachment A.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking Bylaw 2008. *Note 2 applies.*

Intersection – Worcester Street / Barbadoes Street Intersection

- i. Approve the road marking changes, kerb alignment changes and road surfacing changes at the intersection of Worcester Street and Barbadoes Street, as detailed on **Attachment A. Note 2 applies.**

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – Existing Parking and Stopping Restrictions

- j. Approve that all existing parking and stopping restrictions on the north side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, be revoked. *Note 1 applies.*
- k. Approve that all existing parking and stopping restrictions on the south side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, be revoked. *Note 1 applies.*

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – New Traffic Controls

- l. Approve the road marking changes, kerb alignment changes, and road surface changes, on Worcester Street, commencing from its intersection with Barbadoes Street and extending in an easterly direction for 342 metres to a point 27 metres west of its intersection with Fitzgerald Avenue, as detailed on **Attachment A. Note 2 applies.**

- m. Approve that a road hump be installed on Worcester Street at a point 155 metres east of its intersection with Barbadoes Street, as detailed on **Attachment A**. *Note 2 applies.*

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – New Parking and Stopping Restrictions

- n. Approve that the stopping of vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, as detailed on **Attachment A**. *Note 2 applies.*
- o. Approve that the stopping of vehicles be prohibited at any time on the south side of Worcester Street, commencing at a point 152 metres east of its intersection with Barbadoes Street and extending in an easterly direction for 6 metres to a point 158 metres east of its intersection with Barbadoes Street, as detailed on **Attachment A**. *Note 2 applies.*

Worcester Street (Latimer Square East to Barbadoes Street) – Speed Limit

- p. Approve that pursuant to Section 5 of the Christchurch City Council Speed Limits Bylaw 2010, speed limits be set as below in recommendation q and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
- q. Approve the speed limit on Worcester Street be set at 30 kilometres per hour commencing at a point 20 metres east of its intersection with Latimer Square East and extending in an easterly direction for a distance of 132 metres to 27 metres west of its intersection with Barbadoes Street.
- r. Approve that the speed limit change listed above, in recommendation q take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Worcester Street (Barbadoes Street to Fitzgerald Avenue) – Speed Limit

- s. Approve that pursuant to Section 5 of the Christchurch City Council Speed Limits Bylaw 2010, speed limits be set as below in recommendation t and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
- t. Approve the speed limit on Worcester Street be set at 30 kilometres per hour commencing at a point 13 metres east of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 317 metres to a point 39 metres west of its intersection with Fitzgerald Avenue.
- u. Approve that the speed limit change listed above, in recommendation t take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

NOTE: There are no traffic resolutions required for Antigua Street at the bridge.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 **Background:** Council has previously approved a series of 20 projects to improve cycle parking, accessibility and safety within the CBD. The projects concerned in this report are two of those with further detail below. These projects have a low level of impact on the CBD road network with minor intersection changes.
- 3.2 **Worcester Street between Fitzgerald Ave and Manchester Street**, as detailed in Attachment A. Cyclists can currently exit / enter the CBD to the Rapanui Shag Rock Major

Cycleway Route (MCR) via Worcester Street between Manchester Street and Fitzgerald Avenue on a wide, 50km/h speed limit road. The proposal is an interim solution to improve cycle safety on that link. Improvements are proposed to Worcester Street between Fitzgerald Ave and Manchester Street, being to create a 30 km/h shared road using sharrows and one speed hump such that cyclists on the Rapanui MCR can get more safely into the city. They will go along Worcester Street and across Latimer Square then follow Worcester Street to Manchester Street. The installation of the speed hump requires the removal of two on-street carparks

3.2.1 Advantages :

- Provides an interim connectivity solution for cyclists between the CBD and the Rapanui / Shag rock MCR down Worcester St.
- Introduces a safer and lower speed limit in line with speeds in other areas within the CBD.
- Creates a safer environment for all road users.

3.2.2 Disadvantages :

- Requires the removal of two on-street carparks.
- Does not provide the more desirable long term solution, however there is provision for that in the LTP with construction funding in FY26 and FY27 - Project ID 60236 Central City Projects - Worcester Street (Fitzgerald Ave to Madras Street).

3.3 **Antigua Street north of the Bridge by the Boatsheds** as detailed in Attachment B. The Antigua Bridge is 4.35m wide, which is not desirable for a shared path in this location, but is sufficient. The path between the planter boxes on the north side narrows to 2.5m. This narrow section constrains the flow of pedestrians and cyclists creating safety issues. The planter boxes are proposed to be modified (the Cancer Society who installed the planters have indicated they are happy for us to modify the planters) so that a shared pathway can be created with a width of at least 4.35m being the same width as the bridge.

3.3.1 Advantages :

- Cyclists will be encouraged to slow down using pavement markings and signage.
- Will reduce the conflict between pedestrians, cyclists and scooters by giving all users more space.

3.3.2 Disadvantages :

- The cycle display counter has to be moved but will still be still close to where it is.
- The area of landscaping is reduced.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 **Worcester Street :**

- Do nothing :
 - This was not pursued as it did not give consideration to the current safety issues for cyclists travelling into town from the Rapanui cycleway.
- On road cycle lanes :
 - While this potential treatment would provide a defined space for cyclists it was not pursued as it does not support a slow speed environment, or provide the desired

level of safety improvements, and would require the removal of a significant amount of on street parking.

- Separated cycle facility :
 - The scope of this project is for a low cost interim treatment until LTP funding becomes under project 60236 Central City Projects - Worcester Street (Fitzgerald Ave to Madras Street), which has construction funding allocated in FY26 and FY27. This option would also remove most of the on street parking.

4.2 Antigua North of Bridge :

- Do nothing :
 - This was not pursued as it does not give consideration to the safety of pedestrians and cyclists in the area.
- Remove the planters completely
 - Full removal of the planters was not considered appropriate as it would have provided a very wide open area encouraging higher speeds for cyclists. The planters are a memorial for cancer sufferers and the reduction in size of one planter is a compromise that the Cancer Society support.
- Widen the bridge
 - Widening of the bridge or building a new one are both out of scope of this project and would not fit within the projects budget.

5. Detail Te Whakamahuki

5.1 Community Views and Preferences Ngā mariu ā-Hāpori

5.1.1 Public Consultation Te Tukanga Kōrerorero

5.1.2 Worcester St Consultation Overview :

- An information leaflet detailing the road changes was emailed to 35 key stakeholders, including cycling groups, emergency services and resident groups. The information leaflet with a copy of the plan was delivered to properties on Worcester Street between Manchester Street and Fitzgerald Avenue.
- Staff also had the consultation on our Have Your Say webpage.

5.1.3 Feedback received :

- Staff received 29 submissions between 16 February 2022 and 15 March 2022. The majority of submitters supported the changes (16), determined by the text of the responses being fully supportive. One response was strongly against and 12 generally supportive but wanting more enhancements. The question was not specifically asked regarding support or not.

5.1.4 Key Themes

Main comments made by submitters were:

- Make the route a separated cycleway (14).

Response – This will be considered when this section is designed as part of the LTP project 60236 Central City Projects – Worcester Street (Fitzgerald Ave to Madras Street) which currently has funding from FY24 to FY27.
- Put in more traffic calming measures such as, build-outs and speed humps (8).

Response – This will be considered when this section is designed as part of the LTP project 60236 Central City Projects – Worcester Street (Fitzgerald Ave to Madras Street) which currently has funding from FY24 to FY27.

- Planting and trees (9).

Response – This will be considered when this section is designed as part of the LTP project 60236 Central City Projects – Worcester Street (Fitzgerald Ave to Madras Street) which currently has funding from FY24 to FY27.

- Improve the connection to and from Latimer Square - straighten the ‘dog leg’ going into the square, improve the kerbing to make the journey seamless and put in a raised platform to slow traffic (7).

Response - Further treatments will be considered when this section is designed as part of the LTP project 60236 Central City Projects – Worcester Street (Fitzgerald Ave to Madras Street) which currently has funding from FY24 to FY27.

- Increase the duration of the green cycle light phase at the Madras Street and Worcester Street intersection (3).

Response – This will be considered during detailed design.

- Support the reduction in speed (3) (one did not).

Other comments included:

- More education for cyclists and motorists on sharrows.

Response -Will work with Waka Kotahi and CCC’s Travel Demand Management Cycle Team on this.

- If the new speed is to be implemented, more enforcement is needed.

Response – Staff will discuss this with CCC’s Police liaison officer.

- Build slip ways at speed humps as by-passes for cyclists.

Response – This particular speed hump may require relocating and this will be considered when this section is designed as part of the LTP project 60236 Central City Projects – Worcester Street (Fitzgerald Ave to Madras Street) which currently has funding from FY24 to FY27.

5.1.5 **Antigua St by Boatsheds Consultation :**

5.1.6 Overview

- Consultation was open between 15 February and 15 March 2022.
- Staff consulted on this project and the Antigua Street cycleway project together, due to the strong connection from one area to the other for pedestrians and cyclists.
- An information leaflet detailing the projects was emailed to 32 key stakeholders, including cycle groups, emergency services and CDHB.
- The information leaflet was also hand delivered to businesses on Antigua Street between Moorhouse Avenue and St Asaph Street.
- Staff shared the consultation through social media, an article on Newline and on our Have Your Say page.

5.1.7 Feedback Received

- Staff received 125 submissions. Of these, 95 submitters provided feedback about the proposed changes to Antigua Street footbridge. Of the 95, 62 were clearly in favour while the others were supportive but desired additional design features as outlined below.

5.1.8 Key Themes :

Main comments made by submitters were:

- The volume of cyclists and pedestrians on the bridge can cause congestion. Cyclists and pedestrians should be separated with a painted line (21).

Response: Staff checked with Waka Kotahi and the Traffic Control Devices Guideline Part 5. A centre line is permitted to go in and is at the discretion of the road authority. There are parts adjacent to Rolleston Ave which have this on the shared spaces. However, there is the risk that providing the line gives cyclists the impression that their space is clear and increases their speed, which we are trying to reduce. Furthermore, this area has a high number of infirm people and family groups sometimes accompanying people who are in hospital beds/terminally ill etc, so can require greater space. Most of all, there is plentiful evidence that the road markings are not adhered to by pedestrians and cyclists, so its value must be doubted at this location. Since the boat shed bridge has a picturesque look out and so a focal point for visitors and family groups, including young children, wheelchair users, people running for exercise, there is likely to be frequent non-compliance. Overall, providing a centre line would not add any value to improve safety here.

- People on the bridge sometimes don't know who has right of way. Provide clearer signage. Let users know they are entering a 'slow zone' (8).

Response: There is already clear signage that shows the area is shared space, in both directions. In addition it is proposed to paint the text 'slow zone' on either approach to bridge.

- The bridge is not wide enough for pedestrians and cyclists. There should be a new second bridge (5), or the current bridge should be widened (4).

Response: Widening of the bridge or a new bridge is out of scope for this project.

- The bike path should be extended on to Rolleston Avenue (5).

Response: Staff will refer this to the Transport Planning Team for consideration.

- The planter should be removed entirely (4) and the other smaller planter should be narrowed (1).

Response: This planter was installed by the Cancer Society. We have permission to narrow the planter but not to remove it.

5.1.9 Additional feedback :

- Some submitters commented on the Oxford Terrace/Antigua Street roundabout.

Response: This is not within the scope of this project and comments will be passed on to Transport Planning Team.

5.2 The decision affects the following wards/Community Board areas

5.2.1 Some aspects of these projects are within the Waikura Linwood-Central-Heathcote Community Board and these were delegated as follows:

5.2.2 Council Resolved on 11th November 2021, [CNCL/2021/00178]

- That the Council:
 - Resolve that these three Central City cycling accessibility and parking projects are identified as metropolitan projects to assist with the decision making and delivery process:
 - a. Rapanui MCR Connectivity from Fitzgerald Avenue to the Central City.
 - b. Review shared path by Antigua Boat Sheds.
 - c. Mitigate the safety risks associated with the tram tracks on Armagh Street from Rolleston Avenue to Colombo Street.
 - Delegate all decision making on these projects to the Urban Development and Transport Committee, consistent with the central city metropolitan area.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa her

Strategic Alignment Te Rautaki Tīaroaro

6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.1.1 Activity: Transport

- Level of Service: 10.5.39 Increase the numbers of people cycling into the central city - ≥1,800 cyclists

Policy Consistency Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

6.4 These decisions only varies in a relatively minor way from the status quo.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change, although the improvement to cycle and pedestrian linkages should encourage further active travel.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.6 The effects of this proposal upon accessibility are expected to be low. The provision of crossing facilities will enable those with limited mobility opportunities to travel further on the pedestrian and cycle network.

7. Resource Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement – The cost estimate to implement these two projects is estimated to be \$166,150.

7.2 Maintenance/Ongoing costs – No change anticipated.

7.3 Funding Source - These projects are part of a package identified in the [Council's Long Term Plan \(2021 - 2031\)](#)- Cycle Facilities & Connection Improvements CPMS ID: 52228 with a budget in FY22 of \$720,437. Waka Kotahi/NZTA subsidy has been approved.

Other He mea anō

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 The decision-making authority for decisions in relation to the scheme design in connection with Transport Metropolitan Significance projects sits with the Urban Development and Transport Committee. As the Urban Development and Transport Committee are not meeting in April and May, the decision on this scheme will be made by Council. It is the role of the Hearings Panel to consider and hear submissions and information provided by Council Officers, deliberate on those matters raised, and make recommendations to the Council as the final decision maker.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.2 There is not a legal context, issue or implication relevant to these decisions, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 The inherent risks associated with these projects are considered to be low.

10. Next Steps Ngā Mahinga ā-muri

- 10.1 Following the Hearings Panel's consideration of this report and submissions received, the Hearings Panel may seek further information of the project team, if it considers it necessary, and then report to Council for a decision on its recommended option.
- 10.2 Upon approval of the options, the project team will commence detailed design and construction.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	22 303001 CBD Accessible project 1 Worcester St safety Scheme - Plan MCR_RSR_S1_CO_9001-9002(2) Plans for Approval	15
B  	21 1141918 CBD Assessible project 7 Antigua Boat Shed Scheme - Plan - Tg137401 - 2022_0124 for approval	16

Additional background information may be noted in the below table:

Document Name	Location / File Link
Nil	Nil

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories Ngā Kaiwaitohu

Authors	Sharon O'Neill - Manager Planning & Delivery Team Clarrie Pearce - Senior Project Manager
Approved By	Sharon O'Neill - Manager Planning & Delivery Team Michael Down - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



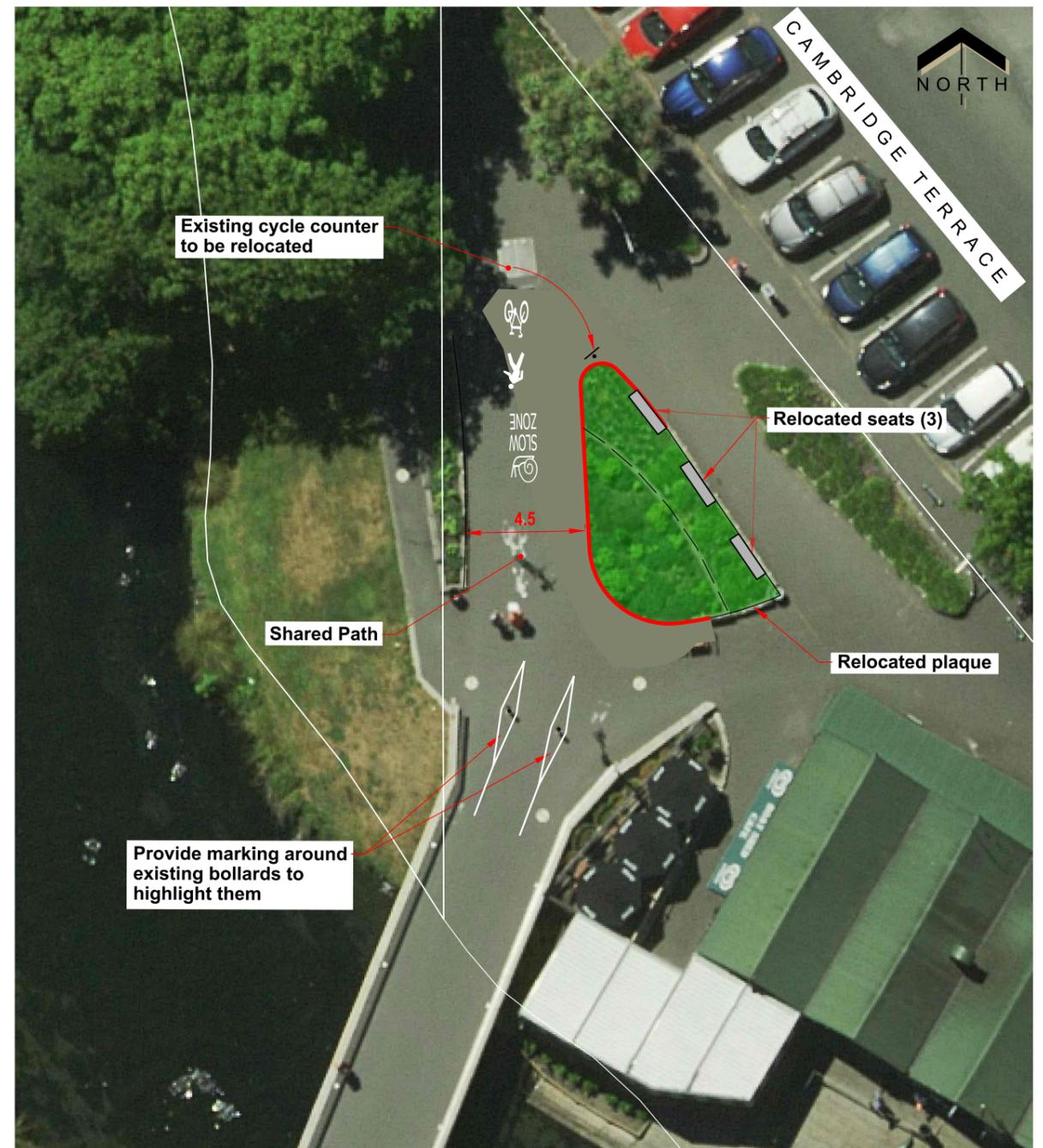
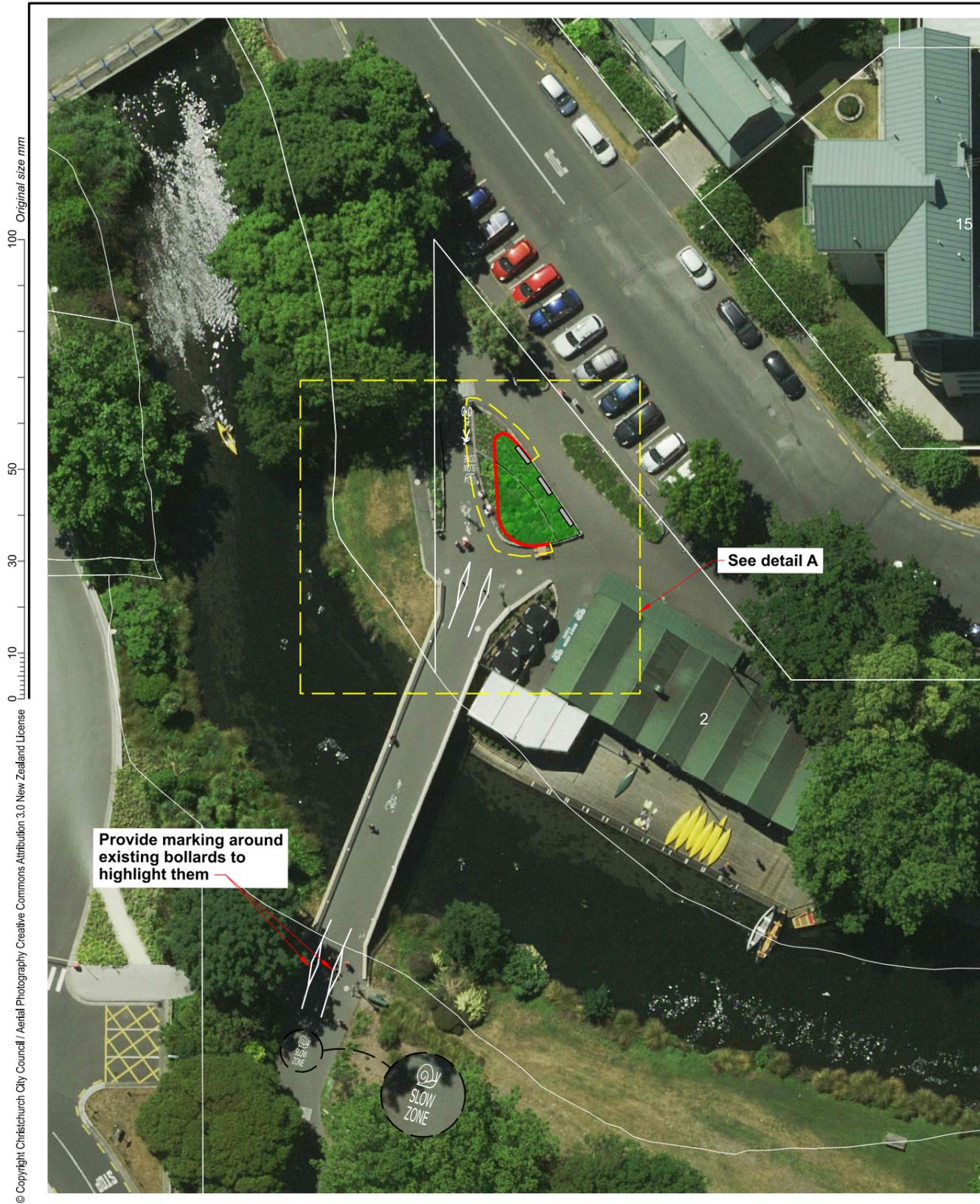
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JOIN LINE. SEE ABOVE RIGHT

JOIN LINE. SEE BELOW LEFT



Worcester Street (Manchester Street to Fitzgerald Avenue)
Project No.1 - Worcester St
Plan for Approval

Original Plan Size: A3
ISSUE.1 25/03/2022
TP348801 MJR



DETAIL A

1:200



5. Antigua Street Central City Cycleway Connection

Reference / Te Tohutoro: 22/292965

Report of / Te Pou Matua: Richard Humm, Project Manager, Richard.humm@ccc.govt.nz
Ann Tomlinson, Senior Engagement Advisor, Ann.tomlinson@ccc.govt.nz
Barry Hayes, Senior Traffic Engineer, Barry.hayes@ccc.govt.nz

General Manager / Pouwhakarae: Jane Davis, General Manager Infrastructure, Planning and Regulatory Services

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report on the Antigua Street Central City Cycleway Connection is to advise the Hearings Panel on the outcome of the consultation and engagement process and to inform it of the preferred option before it considers the views of submitters both oral and written.
- 1.2 The decisions in this report are low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by this project being the final connection to an existing cycleway and the direct level of pre engagement with affected business on Antigua Street.
- 1.3 The report requests that the Hearings Panel makes a recommendation to Council to approve the revised scheme design, as per **Attachment A**. This includes:
 - 1.3.1 Installing a separated cycleway;
 - 1.3.2 Removal of unrestricted parking spacing;
 - 1.3.3 The installation of time restricted parking;
 - 1.3.4 Changing the speed restriction from 50km/hr to 30 km/hr between Moorhouse Avenue and St Asaph Street.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receives the information within, attached to this report, and considers the written and oral submissions made as part of the public consultation process.

That the Hearings Panel recommends that Council:

2. Approves that any previously approved resolutions on Antigua Street from a point 10 metres north of its intersection with Saint Asaph Street and extending in a southerly direction to its intersection with Moorhouse Avenue, pertaining to traffic controls (including the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 5 and 7-29 below, are revoked.
3. Approves that any previously approved resolutions on Halkett Street from its intersection with Antigua Street to its eastern road termination, pertaining to traffic controls (including the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 6 and 30-32 below, are revoked.

4. Approves the lane markings, kerb alignments, islands and road surface treatments on Antigua Street and Halkett Street, as detailed in **Attachment A**.
5. Approves that the speed limit on Antigua Street from its intersection with Saint Asaph Street to its intersection with Moorhouse Avenue be set at 30 kilometres per hour.
6. Approves that the speed limit on Halkett Street, from its intersection with Antigua Street to its eastern road termination, be set at 30 kilometres per hour.
7. Approves that in accordance with Clauses 5 & 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Shared Path for the use by pedestrians and by all other road users specified in clause 5 of the bylaw, be established on the east side of Antigua Street commencing at its intersection with Saint Asaph Street and extending in a southerly direction for a distance of 205 metres, as detailed on **Attachment A**. All approved road users, using this shared path, must travel in a southbound direction except for pedestrians.
8. Approves that in accordance with Clauses 5 & 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Shared Path for the use by all road users specified in clause 5 of the bylaw, except pedestrians, be established on the east side of Antigua Street commencing at a point 17 metres south of its intersection with Saint Asaph Street and extending in a southerly direction to its intersection with Halkett Street, as detailed on **Attachment A**. All approved road users, using this shared path, must travel in a southbound direction.
9. Approves that in accordance with Clauses 5 & 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Shared Path for the use by all road users specified in clause 5 of the bylaw, except pedestrians, be established on the east side of Antigua Street commencing at its intersection with Halkett Street and extending in a southerly direction to its intersection with Moorhouse Avenue, as detailed on **Attachment A**. All approved road users, using this shared path, must travel in a southbound direction.
10. Approves that in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Special Vehicle Lane for the use of northbound cycles and wheeled recreational devices only, be established on the west side of Antigua Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 19 metres, as detailed on **Attachment A**.
11. Approves that in accordance with Clauses 5 & 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Shared Path for the use by all road users specified in clause 5 of the bylaw, except pedestrians, be established on the west side of Antigua Street commencing at a point 10 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 361 metres, as detailed on **Attachment A**. All approved road users, using this shared path, must travel in a northbound direction.
12. Approves that in accordance with Clauses 5 & 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Shared Path for the use by pedestrians and by all other road users specified in clause 5 of the bylaw, be established on the west side of Antigua Street commencing at a point 10 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with Saint Asaph Street, as detailed on **Attachment A**. All approved road users, using this shared path, must travel in a northbound direction except for pedestrians.
13. Approves that in accordance with Section 10.2 of the Land Transport Rule, Traffic Control Devices: 2004, that a Stop control be placed against Halkett Street at its intersection with Antigua Street, as detailed in **Attachment A**.

Turning restrictions

14. Approves that in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017, the right turn movement for all motorised vehicles and cycles be prohibited from the south approach of Antigua Street at its intersection with Saint Asaph Street.
15. Approves that in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017, the left turn movement for all motorised vehicles and cycles be prohibited from the north approach of Antigua Street at its intersection with Saint Asaph Street.

Parking restrictions

16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the east side of Antigua Street commencing at its intersection with Saint Asaph Street and extending in a southerly direction to its intersection with Moorhouse Avenue.
17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 59 metres.
18. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes, on the west side of Antigua Street commencing at a point 59 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres.
19. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua Street commencing at a point 71 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 51 metres.
20. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes, on the west side of Antigua Street commencing at a point 122 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres.
21. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua Street commencing at a point 134 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 49 metres.
22. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes, on the west side of Antigua Street commencing at a point 183 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres.
23. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua Street commencing at a point 195 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 22 metres.
24. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes, on the west side of Antigua Street commencing at a point 217 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 32 metres.
25. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua

Street commencing at a point 249 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 32 metres.

26. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes, on the west side of Antigua Street commencing at a point 281 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 18 metres.
27. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua Street commencing at a point 300 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 23 metres.
28. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes, on the west side of Antigua Street commencing at a point 323 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres.
29. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the west side of Antigua Street commencing at a point 335 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with Saint Asaph Street.
30. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the north side of Halkett Street commencing at its intersection with Antigua Street and extending in an easterly direction for a distance of 8 metres.
31. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of 10 minutes, on the north side of Halkett Street commencing at its intersection with Antigua Street and extending in an easterly direction for a distance of 12 metres.
32. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the south side of Halkett Street commencing at its intersection with Antigua Street and extending in an easterly direction for a distance of 49 metres.

General

33. Approves that 53 trees are planted on Antigua Street between the intersection with Saint Asaph Street and its intersection with Moorhouse Avenue.
34. Approves that the resolutions above, take effect when road markings and signs that evidence the restrictions, are in place, or, in the case of revocations, removed.

3. Background Te Horopaki

- 3.1 The programme business case for the city-wide Major Cycle Routes programme places heavy reliance upon achieving full connections on completion of the programme into the central city (i.e. inside the 4 Avenues).
- 3.2 Quarryman's Trail Major Cycleway route has been constructed from Halswell to Moorhouse Ave and the objective is to match it with a similar standard of separated cycle facility on Antigua Street from Moorhouse Ave to St Asaph Street. The new facility will look to focus on safety and accessibility for users of the cycleway facilities and pedestrians. The route must

adequately connect to the Quarryman's Trail Cycleway, and also be compatible with the general traffic functionality of Moorhouse Avenue as a Major Arterial corridor (ensuring traffic can easily avoid the central city for city-wide journeys), and at its northern end, the project will need to ensure adequate terminal arrangements are made with St Asaph Street where cyclist are catered for.

- 3.3 The intended nominal cross section for this project length is as intended by the Council adopted Streets and Spaces Design Guide for the Central City.
- 3.4 Public consultation was carried out from 15 February to 15 March 2022.

4. Reason for Report Recommendations Ngā Take mō te Whakatau

- 4.1 To create safe connectivity for cyclists and pedestrians along Antigua Street between Moorhouse Avenue and St Asaph Street by the provision of separated cycle lanes.
- 4.2 To create a safe low speed environment consistent with similar areas of the central city.

5. Alternative Options Considered Ētahi atu Kōwhiringa

5.1 Option - The Do Nothing approach

5.1.1 The do nothing option would mean that on completion of Parakiore Recreation and Sport Centre the temporary traffic management would be removed and the road configuration would revert back to pre Parakiore Recreation and Sport Centre layout. This would mean parking would be reinstated on both side of the road with no cycle lane and unrestricted parking. The do nothing option is not being recommend as it does not meet the project objectives or provide any benefits to the wider community by not providing safe connections to the inner city, and will not improve safety for pedestrians and cyclists.

5.1.2 Advantages

- Does not use planned capital budget.
- 73 unrestricted parking spaces remain.
- Maintenance costs remain the same.
- Speed limit will remain at 50km/hr.

5.1.3 Disadvantages.

- Lacks road features that support a safer speed environment.
- Lacks attractive streetscape features such as landscaping, trees and paving improvements.
- Lack of connection between the two separated cycleways.
- No increased safety for cyclists.
- No increased safety for pedestrians.
- No safety improvement for other road users.
- Parking turn over remains low.
- Does not make use of the extra land given from Parakiore Recreation and Sport Centre.

5.2 Option - Current Temporary Traffic Management Plan becomes a long term solution:

- 5.2.1 There is currently a temporary traffic management plan (TMP) in place on Antigua Street which provides an on road cycleway and speed restriction of 30km/h. This

has been put in place as a temporary measure while the Parakiore Recreation and Sport Centre is under construction. This has not been recommended as it does not meet the project objectives of improving safety and connectivity for all road users.

5.2.2 Advantages

- Does not require all the budget capital budget
- 73 unrestricted parking spaces remain.
- Maintenance costs remain the same.

5.2.3 Disadvantages.

- Lacks road features that supports a safer speed environment.
- Lacks attractive streetscape features such as landscaping, trees and paving improvements.
- Lack of connection between the two separated cycleways.
- No increased safety for cyclists.
- No increased safety for pedestrians.
- Parking turnover remains low.
- Does not make use of the extra land given from Parakiore Recreation and Sport Centre.

5.3 Option 1 as per Attachment C

5.3.1 Option 1 is a separated cycleway in both directions. It allows for parking on both sides of the road and minor landscape enhancement. This is not the recommended option as safety for users of the cycleway on the east side of the road is reduced due to adjacent parked cars reducing inter visibility for cyclists.

5.3.2 Advantages

- Maintains 47 parking spaces.
- Improves off road cycle and pedestrian safety.
- Introduces raised platforms and gateway features to support a slow speed environment.
- Providing improved landscaping and 14 trees.
- Connects pedestrian and cycle paths on Antigua Street between Moorhouse Avenue and St Asaph Street, giving connection to the Central City and other further communities.
- Restricted car parks will create a higher parking turn over.

5.3.3 Disadvantages

- Lower level of safety improvement for cyclists due to the number of driveways on the east side of the road and the adjacent carparks.
- Minimal additional streetscape features such as landscaping, trees and paving improvements.
- Loss of 26 unrestricted car parking spaces.
- Restricted time parking may be considered by some as a disadvantage.

5.4 **Option 1a as per Attachment C**

5.4.1 Option 1a is similar to Option 1 however, increases landscaping area but reduces the number of on street car parks available. This is not the recommended option as safety for cyclists on the east side is reduced due adjacent parked cars reducing inter visibility.

5.4.2 Advantages

- Maintains 27 parking spaces.
- Improves off road cycle and pedestrian safety.
- Introduces raised platforms and gateway features to support a slow speed environment.
- Providing quality paving and surface treatment in footpaths and separator areas.
- Providing improved landscaping and 30 trees.
- Connects cycle paths on Antigua Street between Moorhouse Avenue and St Asaph Street, giving connection to the Central City and other further communities.
- Restricted parking will create a higher parking turn over.

5.4.3 Disadvantages

- Lower level of safety improvement for cyclists due to the number of driveways on the east side of the road and the adjacent carparks.
- Loss of 46 unrestricted car parking spaces.
- Restricted time parking may be considered by some as a disadvantage.

5.5 **Option 2a (preferred Option) as per Attachment A**

5.5.1 Option 2a is the recommended option. It includes the installation of a separated cycleway on both sides of Antigua Street between Moorhouse Avenue and St Asaph Street and pedestrian and cycle crossing facilities. This option removes parking from the east side of Antigua Street provides a significant improvement for cyclists over other options considered. It provides a safe environment and better connectivity for all road users.

5.5.2 Advantages

- Provides 17 on street carparks.
- Improving off road cycle and pedestrian safety.
- Connects cycle paths on Antigua Street between Moorhouse Avenue and St Asaph Street, giving connection to the Central City and other further communities.
- Introducing raised platforms and gateway features to support a slow speed environment.
- Providing extensive landscaping and 53 trees.
- Providing quality paving and surface treatment in footpaths and separator areas.
- Integrating a rain garden drainage strategy to improve efficiency of stormwater collection.
- Including cycle stands and other urban design elements.
- Restricted parking will create a higher parking turn over.

5.5.3 Disadvantages

- Loss of 57 unrestricted car parking spaces.
- Restricted time parking may be considered by some as a disadvantage.

5.6 **Option 2b as per Attachment C**

5.6.1 Option 2b is similar to the preferred option with a separated cycleway in both directions but also with a bi directional cycleway for a section just south of Antigua Street. This is not recommended as safety for cyclist is reduced for the section of bi-directional cycleway on the east side on Antigua Street as it crosses several vehicle entrances and can be confusing for motorists as they may not realise that the short section is bi directional and to check in both directions.

5.6.2 Advantages

- Construction of safe pedestrian and cyclist crossing points.
- Improving off road cycle and pedestrian safety.
- Connecting pedestrian and cycle paths on Antigua Street between Moorhouse Avenue and St Asaph Street, giving connection to Central City and communities.
- Introducing raised platforms and gateway features.
- Providing extensive landscaping and trees.
- Providing quality paving and surface treatment in footpaths and separator areas.
- Integrating a rain garden drainage strategy to improve efficiency of stormwater collection.
- Including cycle stands and other urban design elements.
- 24 restricted time carparks will create a higher parking turn over.

5.6.3 Disadvantages

- Reduction in landscape areas and street trees compared to the preferred option (41 trees provided).
- Loss of 49 unrestricted car parking spaces.
- Reduced safety for cyclists compared to the preferred option.
- Restricted time parking may be considered by some as a disadvantage.
- Reduced opportunity for integrating a rain garden drainage strategy to improve efficiency of stormwater collection.

5.7 **Multi Criteria Analysis**

5.7.1 A Multi Criteria Analysis (MCA) was completed for the each design option (attachment D). Reviewing the design options through several different criteria such as:

- Safety
- Conflict with other road users
- Directness
- Connectivity
- Parking provisions

- Delays along route
- Constructability
- Comfort
- Tress and Landscaping

5.7.2 The MCA was scored with percentage weighted attributes for each criteria. Each option was scored in this method.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.1.1 Activity:

- Level of Service: 10.5.39 Increase the numbers of people cycling into the central city.

Policy Consistency Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.

6.4 These decisions only varies in a relatively minor way from the status quo.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change, although the improvement to cycle and pedestrian linkages should encourage further active travel.

7. Resource Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Cost estimate is based on the scheme design and estimate to implement this project is \$3,713,067.

7.2 Funding Source - This project is identified in the [Council's Long Term Plan \(2021 - 2031\)- Antigua Stret Central City Cycleway Connection](#). CPMS ID: 59181 with a budget of \$3,333,754. Waka Kotahi/NZTA subsidy has been approved.

7.3 A reduction in the forecast cost is expected as the estimate contains a high level of contingency, and investigations are continuing during detailed design and providing more certainty on ground conditions.

7.4 If at final detailed design the forecast for completion exceeds the budget the project will not be tendered until additional funding is sourced or value engineering is applied to reduce costs so that it may be delivered within budget.

7.5 Maintenance/Ongoing costs - there will be an increase in costs due the install of new trees, shrubs, sump, raised platforms and cycleway markings. These costs are projected to be relatively immaterial and absorbed within existing operational budgets.

8. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

Overview

- 8.1 Consultation was open between 15 February and closed 15 March 2022.
- 8.2 Staff consulted on this project and the Antigua Street footbridge project together, due to the strong connection from one area to the other for pedestrians and cyclists.
- 8.3 An information leaflet detailing the projects was emailed to 32 key stakeholders, including cycle groups, emergency services and CDHB.
- 8.4 The information leaflet was also hand delivered to businesses on Antigua Street between Moorhouse Avenue and St Asaph Street.
- 8.5 Staff shared the consultation through social media, an article on Newsline and on Council's "Have Your Say" page.
- 8.6 Staff received 125 submissions for the two projects. Antigua Street cycleway connection project received 117 submissions and the Antigua Street footbridge proposed changes received 95 submissions. The majority of submitters commented on both projects with a small number commenting on just one.

Summary of Submissions Ngā Tāpaetanga

- 8.7 The majority of submitters supported the changes (84).
- 8.8 Key themes:
 - 8.8.1 Parakiore Recreation and Sport Centre access onto Antigua Street – safety and visibility (19).
 - The proposal will provide appropriate sight lines for drivers leaving the Parakiore facility
 - Whilst the proposed tree species has yet to be confirmed, it is intended that the associated trunk size will be relatively narrow and not hinder the driver's perspective. There are trees proposed near the access points and some trees will be removed at these locations to increase safety further.
 - Staff are also working closely with Ōtākaro and will ensure that safety concerns regarding the exit from Parakiore is addressed through detailed design.
 - 8.8.2 Antigua Street/St Asaph Street intersection – conflict point for pedestrians and cyclists and how we can make this safer and more efficient, phasing of traffic signals for further efficiencies (18)
 - This was identified as an important safety issue during scheme development. The proposal includes expanding the footpath areas on the north east and south east side of the intersection and changes to the marked layout. These changes will improve safety by reducing the risk of conflict between cyclists and pedestrians at this location.
 - The operation of the signal installation in terms of controller functions and configuration has been reviewed by a specialist independent consultant. The outcome was that the signals are already operating at their optimum levels of safety and further modifications would not be necessary.

- 8.8.3 Too many trees proposed which impacts on visibility for cyclists, drivers and pedestrians, could lower planting be considered, more parking could be made available with less trees (18).
- The proposal has been modified to remove some trees to improve visibility between drivers, cyclists and pedestrians. This reduction in trees will not result in any increase in parking spaces.
 - Whilst the proposed tree species has yet to be confirmed, it is intended that the associated trunk size will be relatively narrow and not hinder the driver's perspective.
- 8.8.4 Support the speed reduction to 30km/h (12)
- 8.8.5 Comments regarding pedestrian safety with cyclists currently using the footpath in some places (11).
- This will be addressed with the cyclists being separated.
- 8.8.6 Would like the proposed cycleway wider than 2.2m (10).
- The proposed cycleway width is consistent with national guidance for the levels of cycling demand. There will be localised widening due to the adjacent low kerb which will provide additional opportunities to overtake in some locations.
- 8.8.7 Concern at the loss of parking and the remaining parking being time restricted (10).
- Parking removal is required to allow for the separated cycleway and to provide clear sightlines and access ways. The remaining parking has been made time restricted to allow for parking turnover for the local businesses and visitors to the hospital. There is future parking planned in a number of areas within this part of the city.
- 8.8.8 Support the new street trees (11).
- 8.8.9 Pedestrian and cyclist conflict north of St Asaph Street including safety concerns at the entrance to the CDHB parking building (10)
- This is outside the scope of the project although it will be investigated for possible changes to markings or signage.
- 8.8.10 Emergency services
- No concerns raised by any of the emergency services.
- 8.8.11 Staff received a small number of comments regarding ensuring the cycleway has a smooth surface, the left turn at Moorhouse Avenue and the raised platform at Halkett Street being either a pedestrian crossing or a signalised crossing.

9. Details Te Whakamahuki

Decision Making Authority Te Mana Whakatau

- 9.1 The decision-making authority for decisions in relation to the scheme design in connection with Transport Metropolitan Significance projects sits with the Urban Development and Transport Committee. As the Urban Development and Transport Committee are not meeting in April and May, the decision on this scheme will be made by Council. It is the role of the Hearings Panel to consider and hear submissions and information provided by Council Officers, deliberate on those matters raised, and make recommendations to the Council as the final decision-maker.

Legal Implications Ngā Hīraunga ā-Ture

9.2 There is not a legal context, issue or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

Risks Ngā Tūraru

9.3

RISK	RATING	CONSEQUENCE	MITIGATION
Metro sports facility 2.3m of land to transfer to CCC	Low	Late delivery of project.	Proactive and ongoing communications.
Criticism from business and property owners about loss of unrestricted parking	Low	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement about the benefits of an improved cycleway network and the restricted parking will create a higher turnover of parking availability.
There is a risk of increase costs when there are delays in the project design and project scheming.	High	Project not delivered	To minimise risk and increased costs, estimates have been regularly updated to remain current.

Next Steps Ngā Mahinga ā-muri

9.4 Following the Hearings Panel’s consideration of this report and submissions received, the Hearings Panel may seek further information of the project team if it considers it necessary, and then reports to Council for a decision on its recommended scheme option and reduced speed.

9.5 Upon approval of an option, the project team will commence detailed design.

9.6 It is anticipated that the construction of this project will commence towards end of 2022, subject to contractor availability and Covid-19 impact, Parakiore Recreation and Sport Centre and the land transfer to CCC from Ōtākaro.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Scheme Design for Approval – TP358601	30
B  	Safety Audit - Scheme - Report - Antigua Street Cycleway - Moorhouse to St Asaph - Auditor Comment - Pdf Copy - 2021_1213	31
C  	MCA Scheme options	51
D  	Multi Criteria Analysis	52

Confirmation of Statutory Compliance / Te Whakatūturuanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

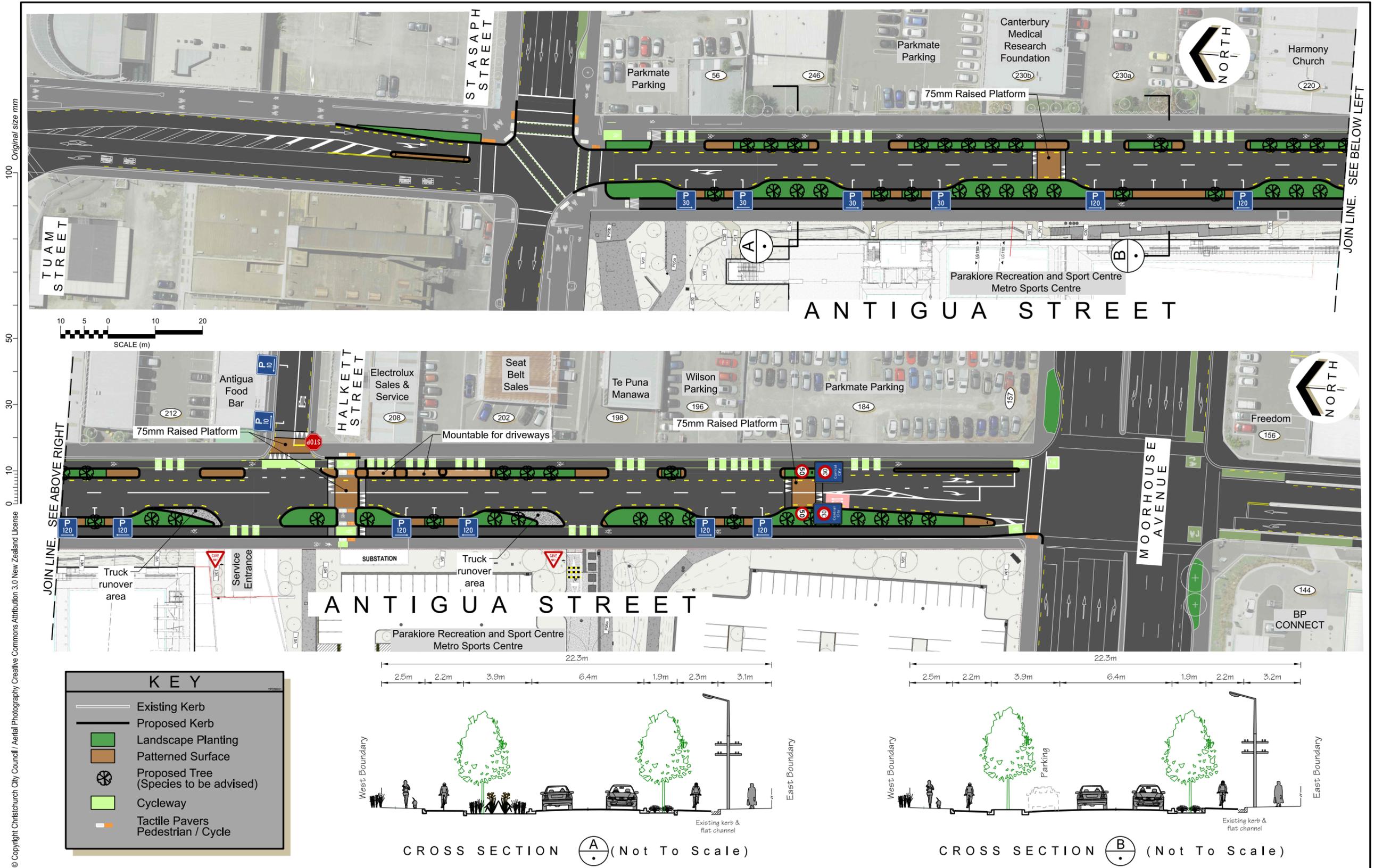
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	Richard Humm - Project Manager Ann Tomlinson - Senior Engagement Advisor Barry Hayes - Senior Traffic Engineer Clarrie Pearce - Senior Project Manager
Approved By	Oscar Larson - Team Leader Project Management Sharon O'Neill - Manager Planning & Delivery Team Michael Down - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



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Antigua Street

Scheme Stage Road Safety Audit

Christchurch City Council





Insightful solutions. Empowering advice.

Antigua Street

Scheme Stage Road Safety Audit

Christchurch City Council.

Safety Audit Team Leader: Jeanette Ward, Technical Director

Safety Auditors: Ravindu Fernando, Senior Transportation Engineer,

Date issued	Status	Approved by
26 November 2021	For designer response	Jeanette Ward

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1. Background

1.1 Safety Audits

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns within the project that may affect the safety of people. The safety audit team (SAT) considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement. A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

A road safety audit should desirably be undertaken at project milestones such as:

- Concept Stage (part of Business Case);
- Scheme or Preliminary Design Stage (part of Pre-Implementation);
- Detailed Design Stage (Pre-implementation / Implementation); and
- Pre-Opening / Post-Construction Stage (Implementation / Post-Implementation).

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the designer and client in order that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is to deliver projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.

1.2 Safe Systems Approach

The national road safety strategy, Road to Zero (2021 to 2030), is focused on preventing fatal and serious injury crashes to all road users. Under this approach less attention is placed on more minor crashes, which are considered inevitable, due to driver error, under the safe system approach.

Safe System Principals

Road to Zero is New Zealand's road safety strategy to achieve Vision Zero, where no one is killed or seriously injured on our roads. The Safe system approach considers human factors in the road system and considers:

- how roads can be made more forgiving of human error
- how vehicles can contribute to saving lives and reducing harm
- ensure travel speeds are appropriate for the roads and for all who use them.

It is not only about reducing the likelihood of crashes but also it is about reducing their severity when they do occur. The key aim of a safe system is to reduce the potential for fatalities and serious injuries. A key element in safe road design and the overarching principles of a safe system requires the provision of safe speeds.

1.3 Safety Audit Procedure

In accordance with the procedures set down in the "NZTA Road Safety Audit Procedures for Projects Guidelines - Interim release May 2013" the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.



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For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format, at the end of each issue. This table is to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision (and asset manager's comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer's response to the client and the client's decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

1.4 Assessment Process

The potential road safety problems identified have been ranked as follows:

- The expected crash frequency is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, and type of vehicle involved.
- Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.
- The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Concern Assessment Rating Matrix in **Table 1.1** below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

Table 1.1 Concern Assessment Rating Matrix

Severity (likelihood of death or serious injury)	Frequency (probability of a crash)			
	Frequent	Common	Occasional	Infrequent
Very likely	Serious	Serious	Significant	Moderate
Likely	Serious	Significant	Moderate	Moderate
Unlikely	Significant	Moderate	Minor	Minor
Very unlikely	Moderate	Minor	Minor	Minor

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each concern category is given in **Table 1.2** below.



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Table 1.2 Concern Categories

RISK	Suggested Action
Serious	A major safety concern that must be addressed and requires changes to avoid serious safety consequences.
Significant	Significant concern that should be addressed and requires changes to avoid serious safety consequences.
Moderate	Moderate concern that should be addressed to improve safety
Minor	Minor concern that should be addressed where practical to improve safety.

In addition to the ranked safety issues, it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.

1.5 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report. Safety audits do not constitute a design review nor an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.



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2. Audit Overview

2.1 Safety Project Team

The safety issues raised in this audit will require responses from the designer and the project safety engineer. The client decision and action completed against the safety issues will also be recorded. The following people are identified for these roles:

Designer response:	Christchurch City Council
Safety Engineer:	Christchurch City Council
Clients Response:	Christchurch City Council
Action Completed:	Christchurch City Council

2.2 Documents Provided

The SAT has been provided with the following documents for this audit by the Christchurch City Council (CCC):

- Antigua Street (Moorhouse Avenue – Tuam Street) Consultation Plan TP358601
- Antigua Street (Moorhouse Avenue – Tuam Street) Scheme Plan RD3805S6
- Turning paths of a medium rigid truck turning left from Halket Street to Antigua Street
- Aurecon Metro Sports Facility ITA Final
- Aurecon Metro Sports Facility Post Value Management Transport Assessment
- Antigua Street Lighting Assessment Connetics

Additionally, the SAT met with the CCC designer and project manager on 18 November 2021, prior to the site visit to further clarify several design elements, such as the interaction of the project with the proposed access arrangement to the Christchurch Metro Sports Facility.

2.3 Project Description and Scope

This is a Scheme Stage Road Safety Audit of the proposed improvements on Antigua Street between Moorhouse Avenue and Tuam Street. Construction of the Christchurch Metro Sports Centre, which is a major aquatic and indoor recreation leisure venue, is currently underway west of Antigua Street, between St Asaph Street and Moorhouse Avenue.

The primary focus of the improvements project is implementing separated cycleways on both sides of Antigua Street. As shown in **Figure 2.1**, currently there is a high-quality separated cycleway on Antigua Street south of Moorhouse Avenue, connecting to several other cycleways south and south west of the central city. The section of Antigua Street between Moorhouse Avenue and St Asaph Street currently has on buffered road cycle lanes. The improvement project will bridge a gap in the city's major cycleway network.



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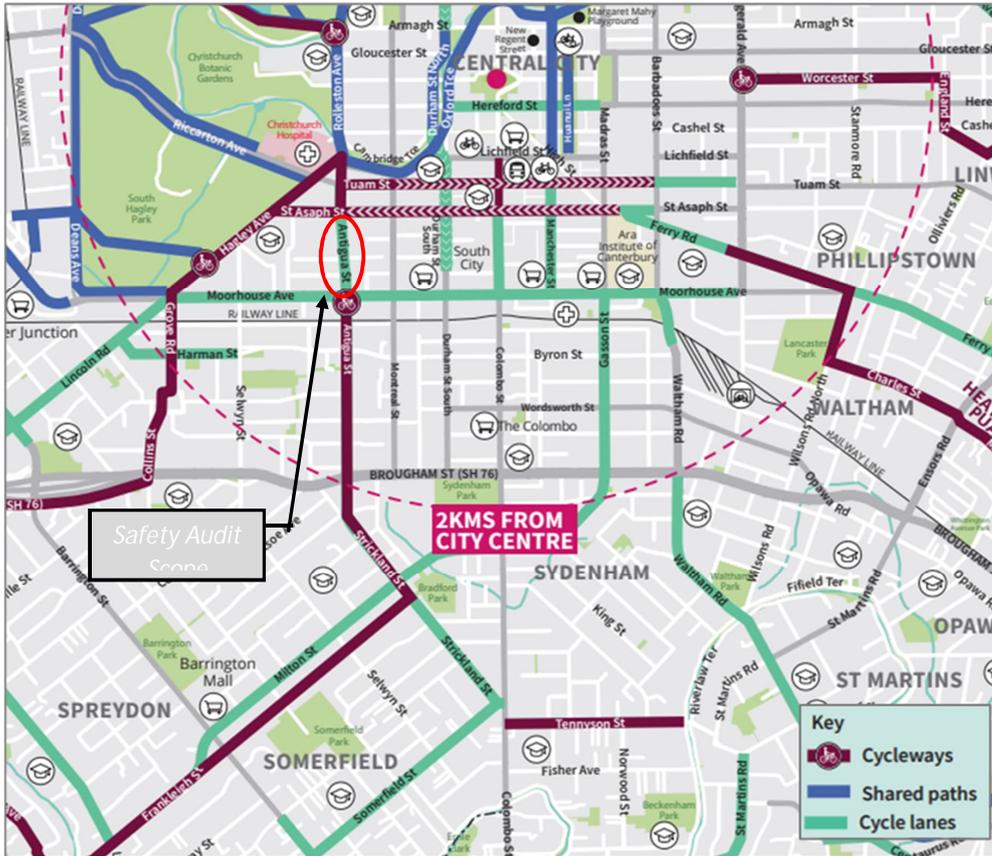


Figure 2.1 Christchurch cycle network

In addition to the cycleways, other key components of the project include,

- Extension of the 30km/h speed limit further south on Antigua Street – Currently the speed limit changes from 50km/h to 30km/h (northbound, going towards the city centre) just south of the St. Asaph Street/ Antigua Street intersection. However, a temporary 30 km/h speed limit is currently in place up to Moorhouse Avenue due to ongoing construction of the Christchurch Metro Sports facility. The 30km/h speed zone is now proposed start just north of the Moorhouse Avenue intersection. Raised platforms are proposed at the speed limit change location as well as two other locations as speed calming measures (at the Halket Street intersection and in front of 203B Antigua Street).
- All on street parking on the eastern side of Antigua Street has been removed. On the western side, some parallel parking spaces are provided within indented bays of the island separating the cycleway and the traffic lane.
- The layout of the Antigua Street/ Moorhouse Avenue intersection is largely unchanged apart from minor changes to the positioning of lanes on Antigua Street. The St Asaph Street/ Antigua Street intersection as well remains mostly unchanged, except that the through lane and the right lane on the northern approach have been combined to a shared through and right turn lane. The signals will operate as per existing. It was observed that some northbound cyclist swapped to the east side of the street just prior to the intersection to avoid being delayed at the diagonal crossing, this behaviour appeared to be undertaken in a careful manner.

The audit has been conducted on the plans provided by CCC. Figure 2.1 shows the scope of the safety audit.



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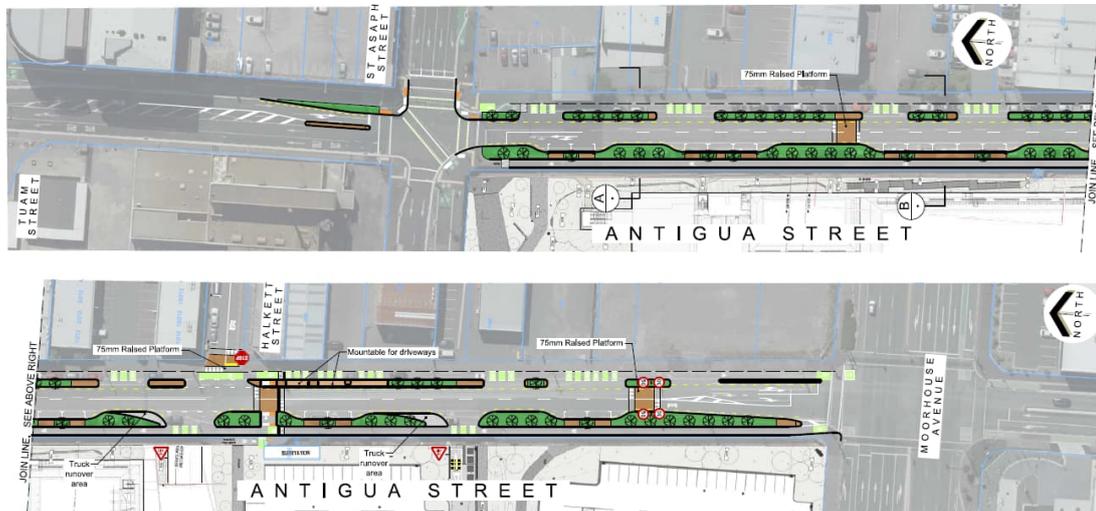


Figure 2.1 Consultation plan

2.4 Site Visit

SAT undertook a site visit on Thursday, 18 November 2021 between 10.30am and 12pm. The weather at the time of the site visit was fine. Given the off-peak time, the street generally was not busy. A night time audit was not considered necessary at this stage, it is noted that a lighting assessment has been undertaken.

2.5 CAS Crash History

The crash history within the study area (Antigua Street between Moorhouse Avenue and Tuam Street, excluding Moorhouse Avenue and Tuam Street intersections) during the past five years (2016 – 2020 along with any recorded crashes for 2021) was investigated through the NZ Transport Agency Crash Analysis System. A total of 15 crashes were recorded. Four crashes resulted in injuries, two serious injury crashes and two minor injury crashes. A total of nine crashes occurred at the St Asaph Street/ Antigua Street intersection. All but one crash at the intersection were “T-bone” crashes (crossing road crashes, crash code HA) due to failing to stop at a red light.

Three crashes involved cyclists. One crash involved a southbound cyclist on Antigua Street failing to stop at a red light and colliding with a vehicle on St. Asaph Street. This crash resulted in a serious injury. The two remaining cyclist crashes were collisions with vehicles exiting driveways. One crash resulted in a minor injury; the remaining was a non-injury crash.

3. Safety Audit Findings

3.1 Interaction between cycleway and on Street parking on west side

Severity	Frequency	Safety Rating
Unlikely	Common	Moderate

Description

Passengers getting out of a vehicle parked in a parallel parking space on the west side will have to cross the cycleway to get onto the footpath. The level difference between the island separating parking from the cycleway, and then the cycleway and the footpath creates a potential trip hazard (see Figure 3.1). Also, car passengers may fail to appropriately look for cyclists, as this is not a common arrangement within the city that people are generally used to.

Given that on street parking is likely to be well used by the visitors to the Metro Sports facility, the frequency of the risk occurring is likely to be common.

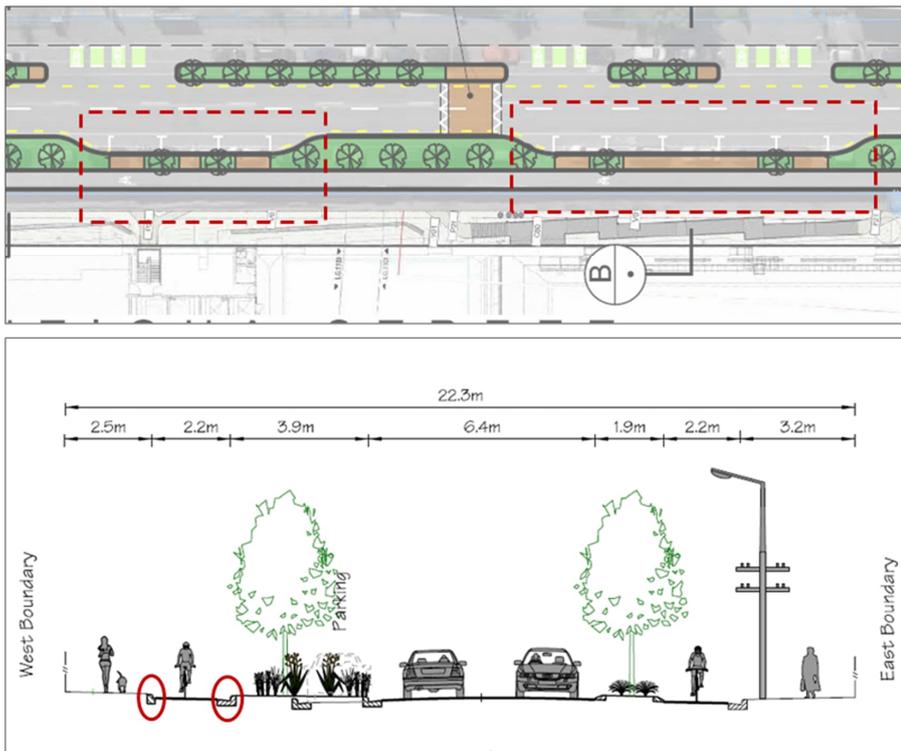


Figure 3.1 Potential trip hazard for car passengers crossing the cycleway to access the footpath

Recommendation

It is recommended that parallel parking spaces on the west side are time restricted for medium stay (e.g., P120). This will reduce parking turnover and thereby reduce the frequency of the risk. If shorter time restrictions or mobility spaces are proposed, it is recommended that the cycleway is raised to the footpath level alongside the car parks and surfaced green. This will eliminate the trip hazard and the green surfacing will highlight the presence of a cycleway to car passengers and prompt them to look for cyclists before crossing the cycleway. We also recommend establishing if there



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have been any issues on other cycleway routes where the cycleway is located between the footpath and cycleway and any possible design/operational mitigations.

Designer Response	Agree with concern, though the raised kerb separation is consistent with other recent CCC off-street cycle lane proposals and we intend to retain it. Nevertheless we can reduce the likelihood of the risk; the parking restriction period is now proposed to be predominantly P120, as recommended. Amongst the 16 parking spaces, 11 are now P120 restrictions.
Auditor Response	Agree with Designer response but suggest monitoring how the P30 spaces operate from an user interaction perspective, this can be done during the Post Construction Safety Audit.
Safety Engineer	
Client Decision	Agree with Auditor and Designer comments
Action Taken	Network Operations to complete monitoring. To be followed up.

3.2 Kerbside refuse collection

Severity	Frequency	Safety Rating
Unlikely	Infrequent	Minor

Description

During the site visit it was observed that some businesses on the east side of Antigua Street have wheelie bins (see [Figure 3.2](#)). It is important to ensure that there are handstand areas on the cycleway separator island to appropriately place the wheelie bins, so that the collection arm of the refuse trucks will not have to extend across the cycleway to collect the bins from the footpath. The collection arm having to go across the cycleway is highly undesirable as it presents a hazard for the cyclists. Truck operators may fail to appropriately check for cyclists or not see them properly through the rear-view mirrors prior to operating the arm, and cyclists may not have adequate time to react and avoid a collision.



Figure 3.2 Demand for kerbside bin collection on the east side

Towards the Moorhouse Ave end of the corridor, where the businesses are currently located, the design appears to have considered this risk and handstand areas are provided. But towards the northern end, the separator island is predominantly planted. It is acknowledged that currently there is no demand for bin collection at the northern end as land is mostly used as temporary parking. However, it is expected that this land will be developed in future.

Issue Date:
14 December 2021

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Recommendation

It is recommended that some areas of hardstand are included at the St Asaph Street end of the corridor to future proof for development on the current temporary parking sites.

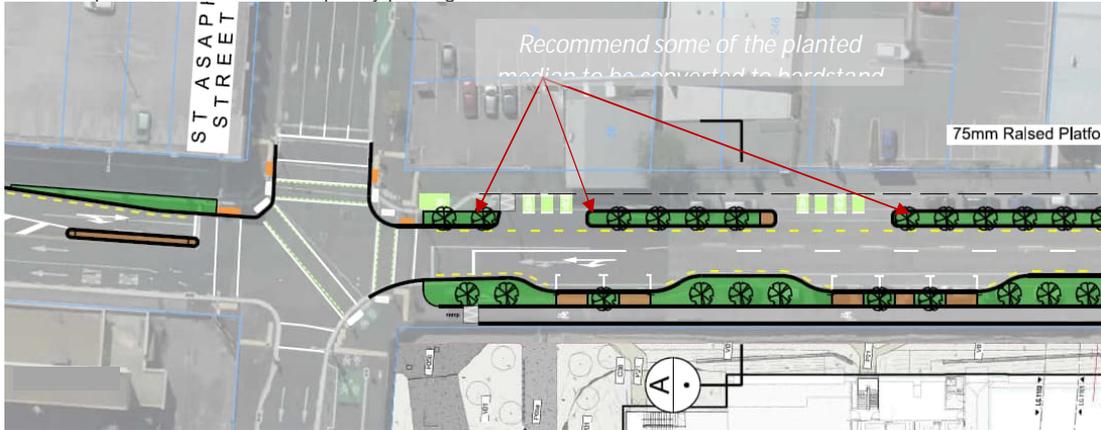


Figure 3.3 Recommendation for installing hardstand areas

Designer Response	Agree with the concern and the layout has been changed to provide more hard standing areas to accommodate wheelie bins.
Auditor Response	Agree with Designer response
Safety Engineer	
Client Decision	Agree
Action Taken	Layout changed.



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3.3 Traffic Signal Visibility

Severity	Frequency	Safety Rating
Unlikely	Occasional	Minor

As shown in **Figure 3.4**, the trees proposed on the southern approach of the Antigua Street/ St Asaph Street intersection are likely to obstruct the visibility of the south facing signal lanterns for northbound drivers. This can increase the risk of unintentional red light running.

In addition to the risk of 'T-bone' crashes, the central city location with high pedestrian volumes (which will likely increase when the Metro Sports Facility opens) and a major cycleway on St Asaph Street going through the intersection means red light running carries a high risk of a crash involving pedestrians or cyclists. However, the 30km/h speed limit on all approaches reduces the likelihood as well as the severity of a crash.

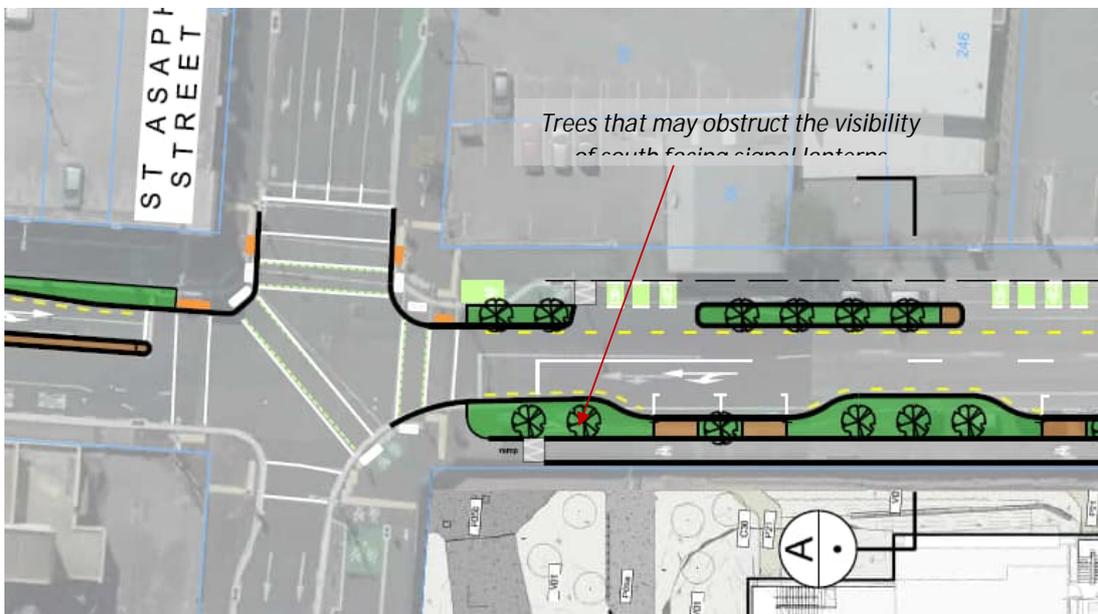


Figure 3.4 Possible obstruction to traffic light visibility by trees

Recommendation

It is recommended that planting on approach to the intersection is kept low.

Designer Response	Agree with concern; trees have been removed on the east and west sides approaching the traffic signals, to improve the forward visibility to the signal lanterns.
Auditor Response	Agree with Designer response
Safety Engineer	
Client Decision	Agree
Action Taken	Trees removed

Issue Date:
14 December 2021

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Issue Date:
14 December 2021

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3.4 ParkMate temporary car park access at Moorhouse Ave end

Severity	Frequency	Safety Rating
Unlikely	Occasional	Minor

It is noted that green surfacing is not proposed on the cycleway across the access to the ParkMate temporary car park at the Moorhouse Ave end of the corridor (see **Figure 3.5**). Green surfacing alerts cyclists that they are crossing a driveway and for motorists, it highlights the presence of the cycleway, prompting them to check for cyclists. As such, absence of green surfacing, particularly at high use driveway, elevates the risk of collision between cyclists and vehicles entering/ exiting the driveway. However, the plans indicate that green surfacing is proposed at all other driveways along the cycleway.



Figure 3.5 ParkMate temporary car park access

Recommendation

It is recommended that green surfacing is provided on the cycleway at this driveway (to be consistent with at other driveways), unless CCC is aware of any future developments on the site that will not gain access from Antigua Street.

Designer Response	Agree with the concern; green surfacing has been added as recommended.
Auditor Response	Agree with Designer response
Safety Engineer	
Client Decision	Agree
Action Taken	Surfacing added

3.5 Comments

Trucks turning left out of Halkett Street

Tracking curves provided by CCC indicate that medium and large trucks turning left from Halkett Street will need to cross the centreline on Antigua Street. However, we note that activities located on Halkett Street are unlikely to be serviced by trucks, except for waste collection, which occurs weekly. It is also unknown whether the refuse collection trucks turn left or right at the Halkett Street intersection. As such, the left turning trucks crossing the Antigua Street centreline is considered acceptable from a safety perspective due to low occurrence and the low-speed environment.

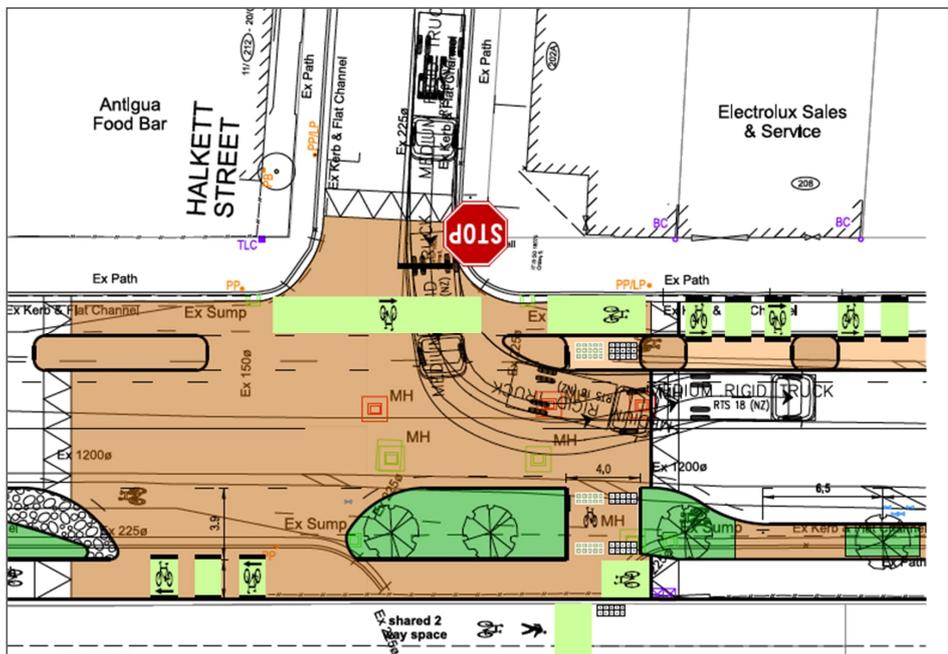


Figure 3.6 Pedestrian path across the shared path

Orion Substation

The provided plans show that the Orion substation straddles the entire width of the footpath (see Figure 3.6). It is assumed that this will be relocated. Otherwise, pedestrians will be required to step onto the cycleway, necessitating a short length of a shared path. Given this is a separated cycleway, cyclist will not generally expect pedestrians to step on to their space which increases the risk of a collision between cyclists and pedestrians.



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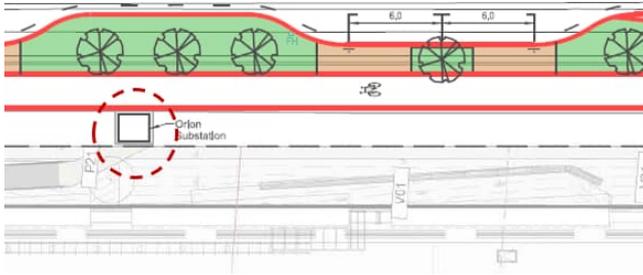


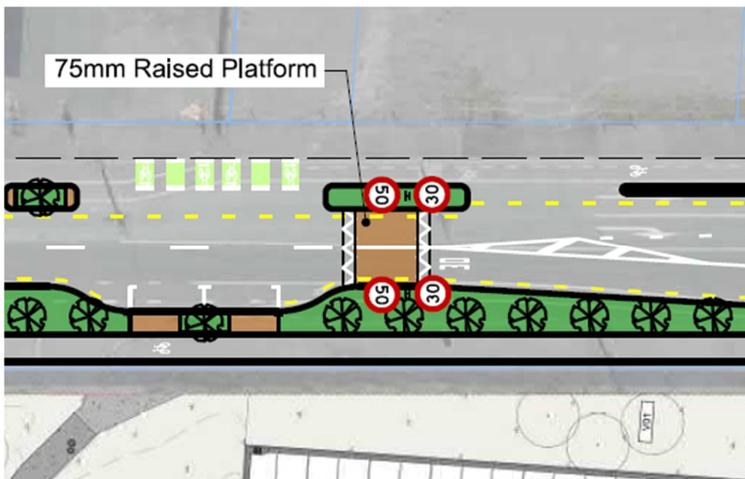
Figure 3.7 Orion substation location

Red pavement surfacing at the speed limit threshold

The provided plans show that “30” numeral will be painted on the road surface at the 50/ 30km/h speed limit threshold. However, this is not provided on a red pavement surfacing background as with the current threshold south of the St Asaph Street intersection (see Figure 3.8) and other roads leading to the city centre (Colombo Street, Manchester Street etc.). High contrast pavement colour/ texture changes are very effective at communicating speed limit changes to drivers. As such it is recommended that painting the “30” numeral on red surface marking be considered. This will also result in more consistency in the 50/ 30km/h thresholds leading to the city centre.



Figure 3.8 Existing Antigua Street 50/ 30km/h threshold



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Figure 3.9 Proposed 50/ 30km/h threshold



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4. Audit Statement

We certify that we have used the available plans, and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified in order to improve safety. The safety issues identified and noted in this report are summarised in **Table 4.1** below.

Table 4.1 Summary of the issues

Serious	Significant	Moderate	Minor	Comments	Total
0	0	1	3	3	7

Designer: Barry Hayes

Position: Senior Traffic Engineer, TSD

Signatures Redacted

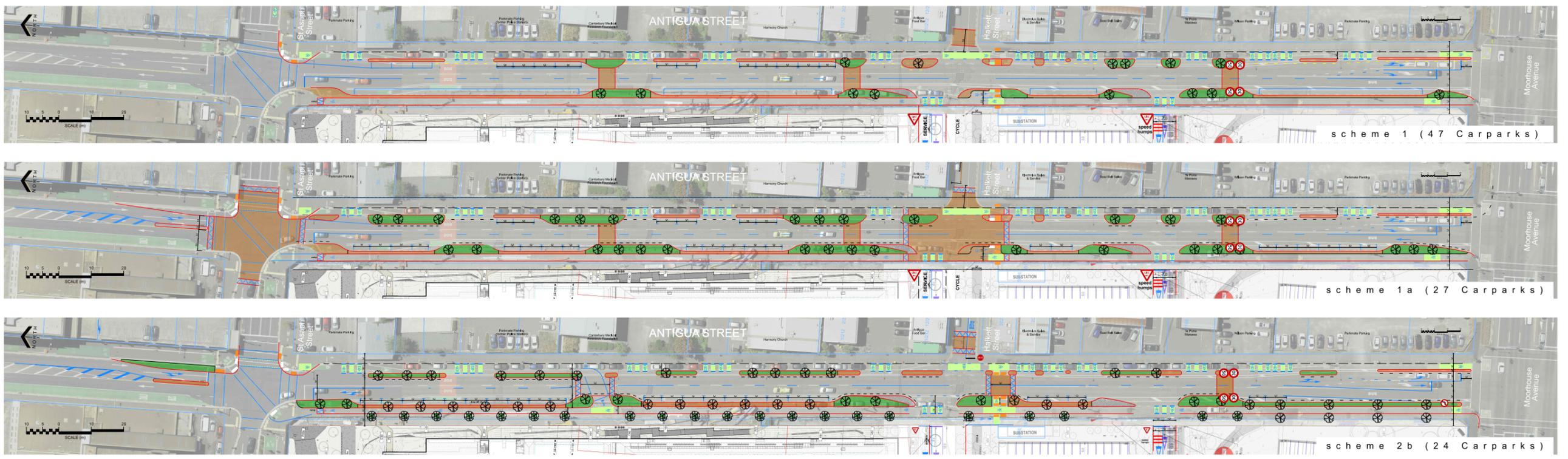
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Antigua Street Cycleway Connection Scheme design Options 1. 1a & 2b

Multi Criteria Analysis

Site: Antigua Street from Moorhouse Avenue to St Asaph Street

Base Scores		100%									
		Option 1		Option 1a		Option 2a		Option 2b			
		Separated cycleway and parking on either side of the road with the maximum parking numbers		Separated cycleway and parking on either side of the road with more planting area and reduced parking numbers		Separated cycleway on either side of the road. Parking on the west side only		Separated cycleway on either side of the road with . Parking on the west side only.			
		Weighting	Score	Notes	Score	Notes	Score	Notes	Score	Notes	
Cyclist and Pedestrian Safety											
Between intersections	* Safety along the route between intersections for cyclists and pedestrians * Possibility of conflict with other road users, i.e. other cyclists and pedestrians, trucks, parked vehicles etc * Crossing driveways and access points * Discouraging non-compliant movements	10%	2	The separated cycleway is a moderate safety improvement from the existing on-road cycle lanes.	2	The separated cycleway is a moderate safety improvement from the existing on-road cycle lanes.	3	The separated cycleway is a moderate safety improvement from the existing on-road cycle lanes. Removing parking next to the east side cycleway mitigates the visibility issue between vehicles (turning into driveways) and cyclists.	2	Improvements are similar to Option 2a, but there are safety concerns on the two-way cycleway cross car park entrance/exit.	
At crossings	* Safety at mid-block crossings. Different types of crossings may have different scores on safety * Discouraging non-compliant movements		2	Formalised crossings are considered as moderate improvement from the existing	2	Formalised crossings are considered as moderate improvement from the existing	2	Formalised crossings are considered as moderate improvement from the existing	1	Improvements are similar to Option 2a, but there are safety concerns on the crossing where northbound cyclists cross the road to the two-way section	
At intersections	* Conflict with other road users at intersections during normal time * Conflict with other road users at intersections during events * Discouraging non-compliant movements		2	Moderate improvement as larger spaces to be provided at crossing points at intersections	2	Moderate improvement as larger spaces to be provided at crossing points at intersections	2	Moderate improvement as larger spaces to be provided at crossing points at intersections	2	Moderate improvement as larger spaces to be provided at crossing points at intersections	
Sub total			0.66666667		0.6667		0.7778		0.55555556		
Cyclists and Pedestrian Directness and Comfort											
Directness	* Direct, connected, coherent, attractive cycleway to upstream/downstream facilities	10%	2	Moderate improvement from the existing	2	Moderate improvement from the existing	2	Moderate improvement from the existing	2	Moderate improvement from the existing	
Connectivity and accessibility	* Connectivity from Metro Sports Facility, local business etc		1	Slight improvement from the existing	1	Slight improvement from the existing	2	Moderate improvement as there are more crossings	2	Moderate improvement as there are more crossings	
Delays at intersections	* Cyclists and Pedestrians delays at intersections		0	No impact on the delays as the signal phase stay unchanged	0	No impact on the delays as the signal phase stay unchanged	0	No impact on the delays as the signal phase stay unchanged	1	Slight improvement for northbound cyclists using two-way section	
Comfort	* Comfort of users experience, pathway widths etc		1	Slight improvement. The proposed cycleway is wider than the existing cycle lane	1	Slight improvement. The proposed cycleway is wider than the existing cycle lane	2	Moderate improvement. The proposed cycleway is wider than the existing and separators are wider than Option 1/1a	2	Moderate improvement. The proposed cycleway is wider than the existing and separators are wider than Option 1/1a	
Sub total			0.33333333		0.3333		0.5		0.58333333		
Amenity											
Improve amenity value	Attractive streetscape (providing high quality amenity setting for users, Commercial Central City Mixed Use Zone and MSF).	10%	1	Slight improvement from the existing	2	Moderate improvement from the existing. More buildouts provide more opportunities for amenity improvement	3	Major improvement from the existing. More opportunities for amenity improvement as footpath is wider than Option 1/1a	3	Major improvement from the existing. More opportunities for amenity improvement as footpath is wider than Option 1/1a	
Trees, landscaping and SW	Planting of street trees and garden beds (integrated with character of Southern Lights Cycleway as a whole, MSF, and co-ordinated with stormwater management)		1	Slight improvement from the existing with minimum new trees	2	Moderate improvement from the existing. More buildouts provide more opportunities for landscaping and SW	3	Major improvement from the existing. Wider footpath and separators provide more opportunities for landscaping and SW	3	Major improvement from the existing. Wider footpath and separators provide more opportunities for landscaping and SW	
Sub total			0.33333333		0.6667		1		1		
Local Business Impact											
Parking provision	* Provision of parking and turnover	50%	-1	Slightly increase turnover by changing to P120 but lose on-street parking numbers	-2	Slightly increase turnover by changing to P120 but lose more on-street parking numbers	-2	Slightly increase turnover by changing to P120 but lose more on-street parking numbers	-2	Slightly increase turnover by changing to P120 but lose more on-street parking numbers	
Kerbside bin collection	* Provision of space for kerbside bin collection.		-1	Separators make bin collection difficult for a rubbish truck. Rubbish bins may need to be put in parking spaces or specified zone for collection.	-2	Separators make bin collection difficult for a rubbish truck. Rubbish bins may need to be put in parking spaces or specified zone for collection. It is harder to fix the issue than option 1	-2	Separators make bin collection difficult for a rubbish truck. Rubbish bins may need to be put in parking spaces or specified zone for collection. It is harder to fix the issue than option 1	-2	Separators make bin collection difficult for a rubbish truck. Rubbish bins may need to be put in parking spaces or specified zone for collection. It is harder to fix the issue than option 1	
Property Access	* Effects on access		-1	Separators make the accesses slightly difficult to drive in/out, especially reversing into the driveways	-1	Separators make the accesses slightly difficult to drive in/out, especially reversing into the driveways	-1	Separators make the accesses slightly difficult to drive in/out, especially reversing into the driveways	-1	Separators make the accesses slightly difficult to drive in/out, especially reversing into the driveways	
Sub total			-1.66666667		-2.778		-2.778		-2.777778		
Construction and Maintenance Costs											
Ease of construction and costs	* Complicated facilities * Effects on utilities * Constructability	10%	-2	Massive construction, i.e. cycleway, separators, road resealing and tree planting etc. A narrow footpath on the MSF side has less flexibility for the construction of the tie-in section	-2	Massive construction, i.e. cycleway, separators, road resealing and tree planting etc. A narrow footpath on the MSF side has less flexibility for the construction of the tie-in section	-1	Massive construction, i.e. cycleway, separators, road resealing and tree planting etc. A wider footpath on the MSF side has more flexibility for the construction of the tie-in section	-3	Massive construction, i.e. cycleway, separators, road resealing and tree planting etc. Tree planting on footpath may need relocation of services.	
Operational and Maintenance Cost	* Operation costs, say new signals etc * Operation costs for street cleaning * Effect on maintenance operations		-2	Moderate negative impact on operational and maintenance costs	-2	Moderate negative impact on operational and maintenance costs	-1	Minor negative impact on operational and maintenance costs	-1	Minor negative impact on operational and maintenance costs	
Sub total			-0.66666667		-0.667		-0.333		-0.666667		
Vehicles LOS											
Delays at intersections	* Vehicles delays at intersections	10%	0	Generally no impact as the signal phasing are not changed	0	Generally no impact as the signal phasing are not changed	0	Generally no impact as the signal phasing are not changed	0	Generally no impact as the signal phasing are not changed	
Delays along the route	* Vehicles delays along the route		-1	Minor negative impact on the vehicle travelling time as the speed limit to be lowered to 30km/h for the entire length	-1	Minor negative impact on vehicle travelling time as the speed limit to be lowered to 30km/h for the entire length	-1	Minor negative impact on vehicle travelling time as the speed limit to be lowered to 30km/h for the entire length	-1	Minor negative impact on vehicle travelling time as the speed limit to be lowered to 30km/h for the entire length	
Sub total			-0.16666667		-0.167		-0.167		-0.166667		
Grand total			-1.16666667		-1.944		-1		-1.472222		
Relative ranking			2		4		1		3		

6. Volumes of Submissions

Reference / Te Tohutoro: 22/417227

Report of / Te Pou David Corlett, Hearings and Committee

Matua: Advisor,david.corlett@ccc.govt.nz

General Manager / Jane Davis, General Manager Infrastructure, Planning and
Pouwhakarae: Regulatory Services

1. Purpose Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Hearings Panel with:
 - 1.1.1 All submissions received on the Worcester Street and Antigua Street Central City Cycleway connections; and
 - 1.1.2 A schedule of submitters who wish to speak to their submission during the hearings.
- 1.2 **Attachment A** contains a schedule of submitters who will speak to their submission during the hearings.
- 1.3 **Attachment B** contains a table of submissions from submitters who wish to be heard (in speaking order).
- 1.4 **Attachment C** contains a table of submitters who do not wish to be heard (including those submitters who originally wished to be heard, but no longer wish to be heard). Also included (in corresponding order) is a table with their submissions.
- 1.5 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1)(e)).

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the Worcester Street and Antigua Street Central City Cycleway connections.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Schedule of Submitters who wish to be heard	54
B  	Submissions from Submitters who wish to be heard	55
C  	Submissions from those who do not wish to be heard	87

CHRISTCHURCH CITY COUNCIL
Worcester Street Central City Cycleway Connections
Antigua Street Central City Cycleway Connections
Antigua St Footbridge

SUBMITTERS WHO WISH TO BE HEARD

Monday 11 April 2022, 9am

Time	Submission Number	Submitter	Page No
9.00 am	Election of Chair		
9.05 am	Staff Briefing		
Worcester St Cycleway: Individuals			
9.55 am	45107	Matthew Talbot, Director, SBLEND	55
10.00 am	44892	Tessa Peach	55
10.05am	45014	Dominc McKeown	55
Worcester St Cycleway: Organisations			
10.10 am	45213	Chris Abbott, Spokes Canterbury Secretary and Submissions Chair	73
Antigua St Cycleway: Organisations			
10.15 am	45616	Chris Abbott, Spokes Canterbury Secretary and Submissions Chair	76
Antigua St Cycleway: Individuals			
1.30 pm	45915	Erin Todd	80
1.35 pm	45094	David Hawke	81
1.40 pm	45093	Paul Mollard	81
1.45 pm	44927	Richard Seigne	81
1.50 pm	44916	Chris Freear	85
1.55 pm	44923	Chrissie Williams	85
2.05 pm	44994	Shane Binder	85
2.15 pm	44865	Neil Owens	85

Individuals: Worcester St Cycleway

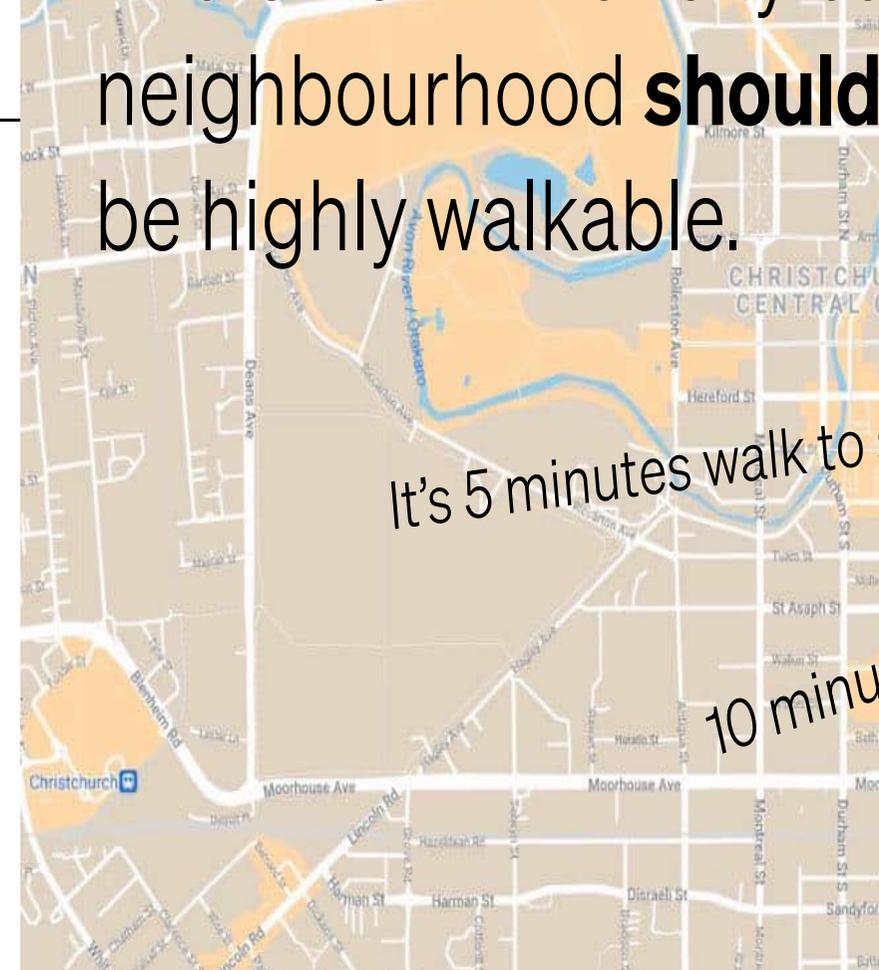
Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
45107	<p>As a progressive developer in the Linwood Village area, I support making the neighbourhood more cyclable and walkable.</p> <p>Many cyclists are upset by sharing the road at all, but having cycle commuted for 35 years including major world cities (like London for 10), I think you've got it right with this model on this stretch at this time. I strongly believe that when we drop the speed to 30kmph we should be encouraging the mingling of modes. More needs to be done in NZ to protect the vulnerable when sharing space with vehicles, which the UK has recently introduced very successfully using a very smart combination of strategies (https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022), defining rights, rules and expectations. The obscurity and confusion around this in NZ continues to cause a lot of tension, which we're currently seeing following the recent roundabout death. So sharrows by themselves are an inadequate solution (as is any paint on the road), but in this case, and for now, I believe they are the right next step solution, encouraging sharing, and we should all work to introduce better behaviours and legislation to make it more acceptable and safer. Locally and immediately, it's a communication issue that is much bigger than just a cycle issue. It's a healthy and liveable streets issue where some streets must be prioritised for non-vehicles. In these spaces we need to prioritise people over cars. I hope you can move the message beyond being about cyclists - it's killing the conversation. This is about all of us.</p> <p>Honestly my ideal scenario for this stretch would be a paved and entirely shared space, with so much walking and cycling that vehicles just passing through would choose other routes. The eastern headed cycleway then starts as a dedicated "motorway for cycle commuters" at the Village.</p> <p>I'd like to see Worcester St as part of a walkable/cyclable network connecting inner city neighbourhoods. This is the other use case which many don't consider when they think of cycleways in the motorway model with the primary purpose of getting cycle commuters to the outer suburbs. They have a local use too, and importantly connect inner city neighbourhoods to the CBD.</p> <p>I intend to use cargo bikes for supply and delivery with my Linwood Village development, and this will be a primary route. I want to see people walking down this route to the stadium after eating dinner in the Village. Your vision does support my vision. Stanmore Road, is a greater problem.</p> <p>Stupidly I think I failed to tick the hearings box for the Linwood Village submission. I was in a hurry and it was late. So I'm ticking this one. If I did tick the other one, then I don't need to speak for this one, unless you believe there's value. Thanks.</p>	Matthew Talbot	Linwood
44892	<p>Kia ora</p> <p>As a resident on Worcester Street I appreciate the proposal to make the street safer for cyclists. It is a busy cycling street already and it will get much busier in the future.</p> <p>As this is the start of the Rapanui Cycleway I would love to see similar landscaping that has already been applied between Fitzgerald Avenue and Stanmore Road. See photos attached. The islands of plantings for example make the street look and feel safer and give the neighbourhood a nice feeling. My concern is that the current plan is just the bare minimum and the start of the cycleway will not seem as impressive or inviting when coming from the city centre. This is also a neighbourhood with lots of families living in apartments who would really benefit greatly from pedestrian friendly and well planted street.</p>	Tessa Peach	Christchurch Central
45014	<p>This is a crap design if one can call it that. its merely paint markings and doesn't go far enough to ensure the safety and protection of cyclist who use the route. it shows that designer do not understand the existing layout and how cyclists use it at present. The street is wide enough before latimer square to have a separated cycle lane and not significantly impact on street parking. More must and should be done</p>	Dominic McKeown	Linwood

Streets for People

A greater vision for Stanmore Village

Prepared by SBLENDED
For the Linwood Village Community Collective
28 Feb 2022

neighbourhood **should**
be highly walkable.



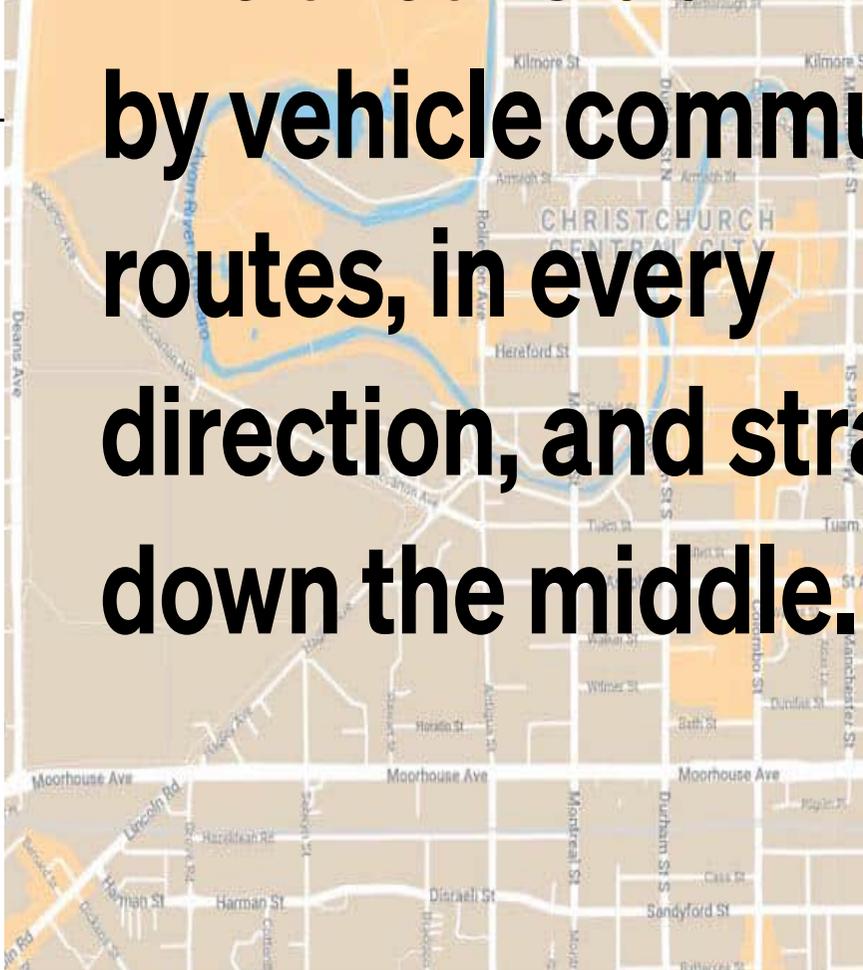
It's 5 minutes walk to

10 minu



But locals drive 1-2 bl

**Because Stanmore R
crime and intimidatio**



by vehicle commu
routes, in every
direction, and str
down the middle.

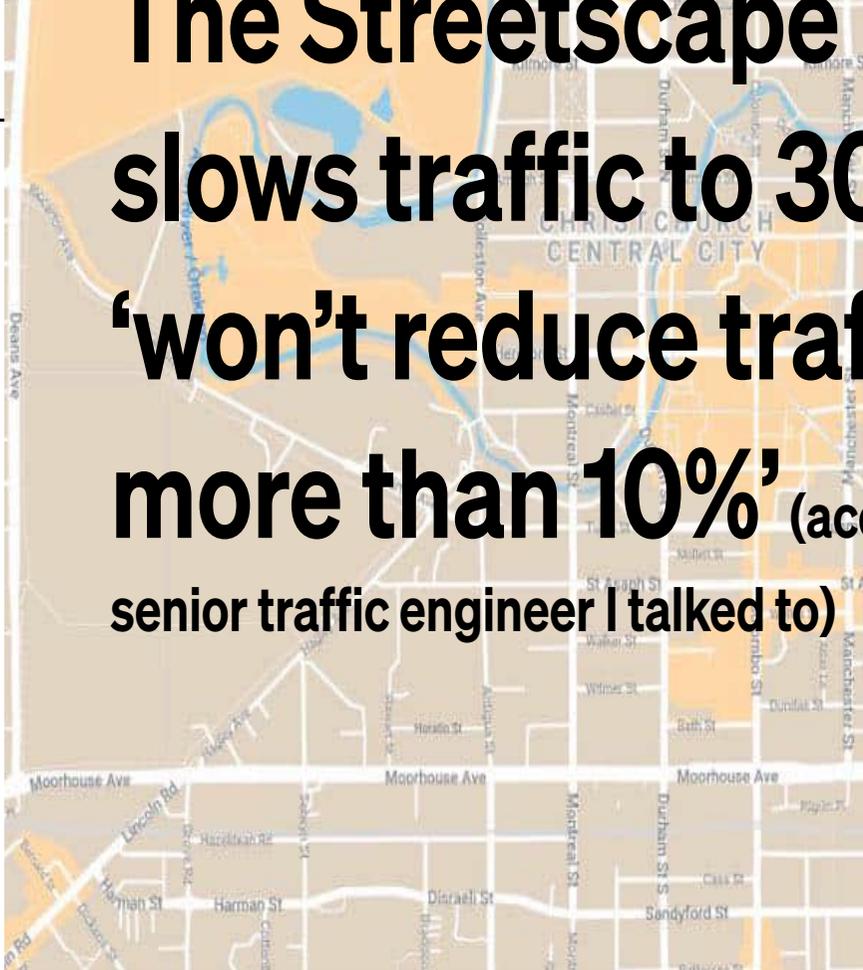
The image shows a map of Christchurch, New Zealand, with a blue highlighted route. The route starts near the top left, follows a path through the city, and ends near the bottom right. The text is overlaid on the map, with the first line partially cut off. The map shows various streets including Deans Ave, Moorhouse Ave, and several streets in the Christchurch Central Business District.



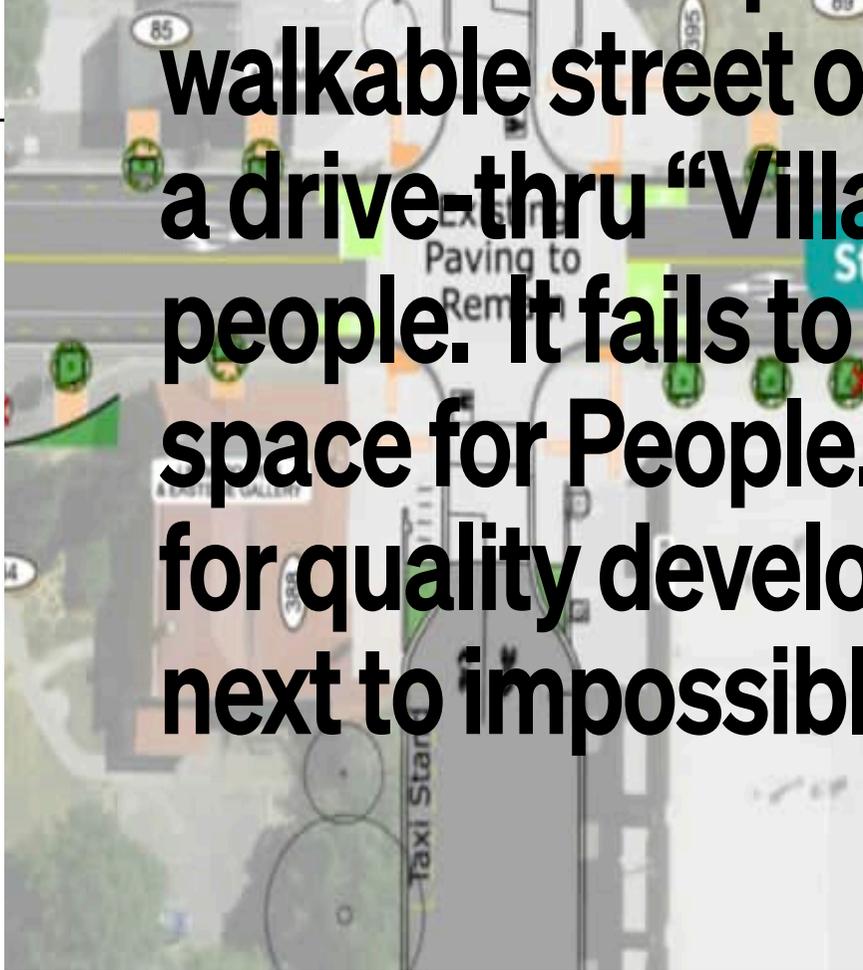


Meanwhile, the rest of the
the value of shared street
neighbourhood hubs -

The result: people return



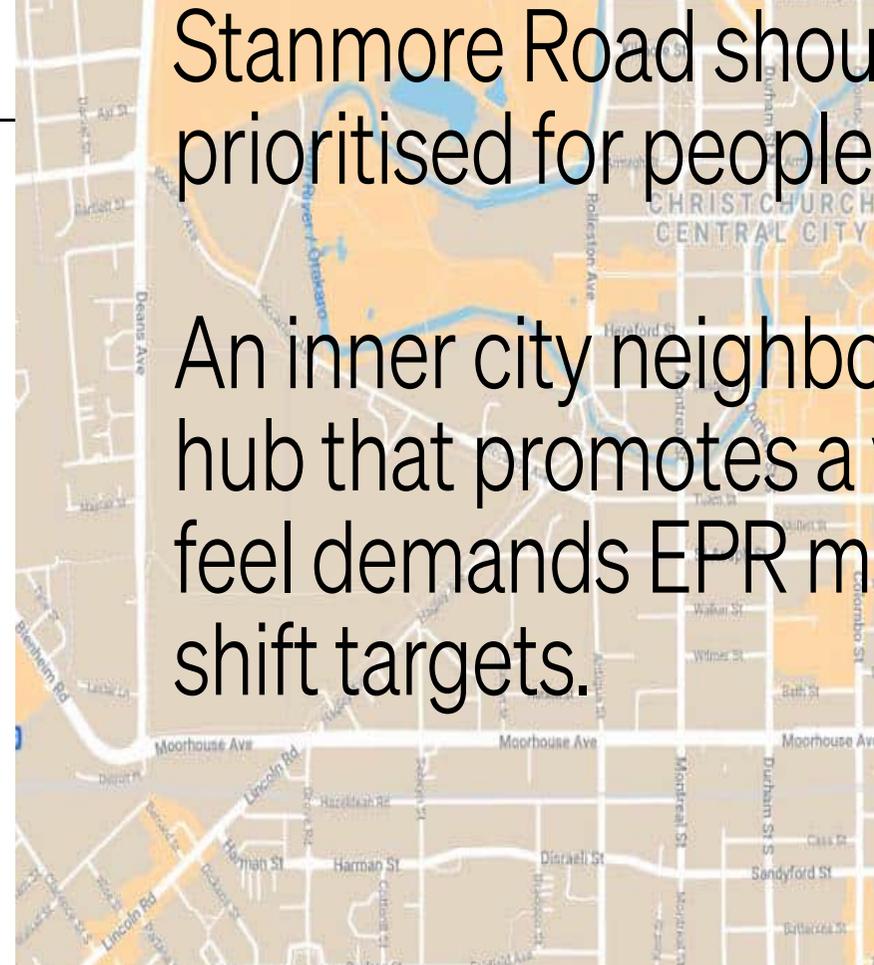
**The Streetscape
slows traffic to 30
'won't reduce traffic
more than 10%' (ac
senior traffic engineer I talked to)**

An aerial map of a street layout with overlaid text. The map shows a street with a 'Taxi Stand' and a 'Paving to Remain' area. The text is in large, bold, black font.

**walkable street of
a drive-thru “Villa
people. It fails to
space for People
for quality develop
next to impossible**

Stanmore Road should
be prioritised for people

An inner city neighbour-
hood hub that promotes a
sense of place and
feel demands EPR m-
ileage shift targets.

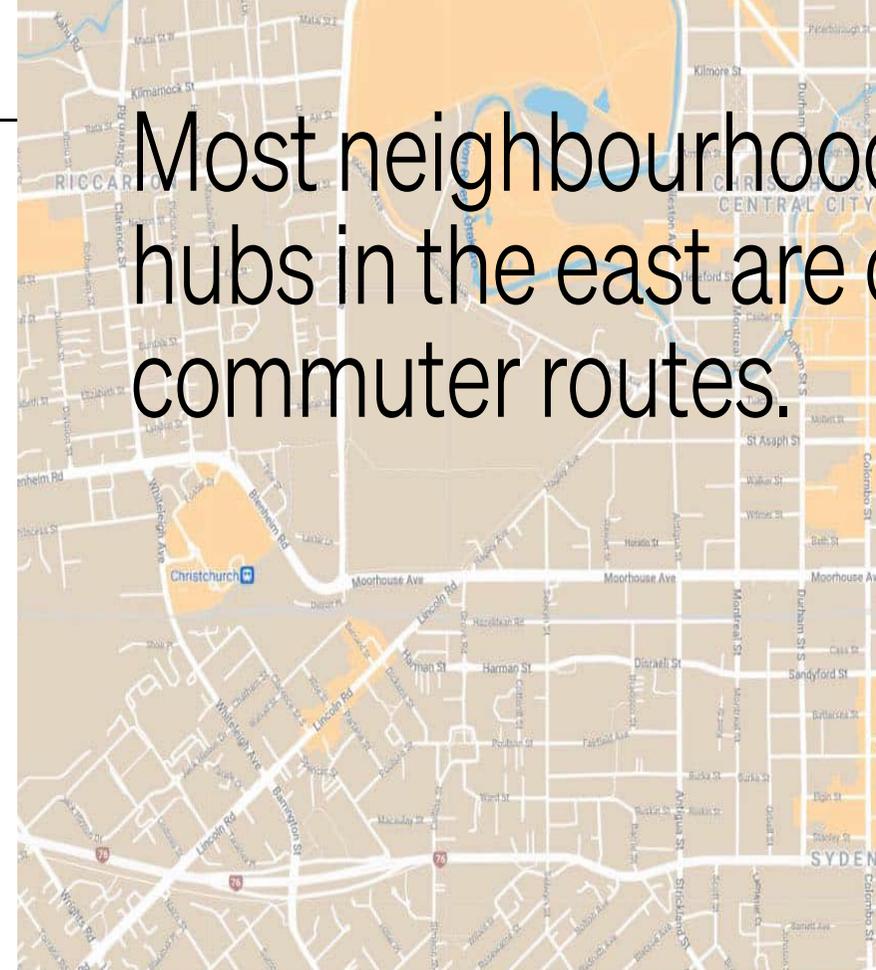


simplest way to prioritise people, even if it's two blocks to begin with.

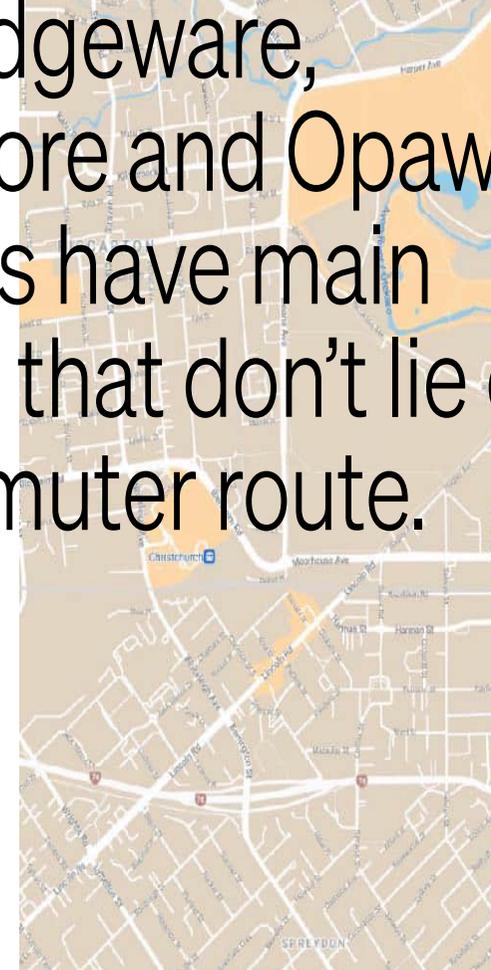
The area deserves a **strong vision.**



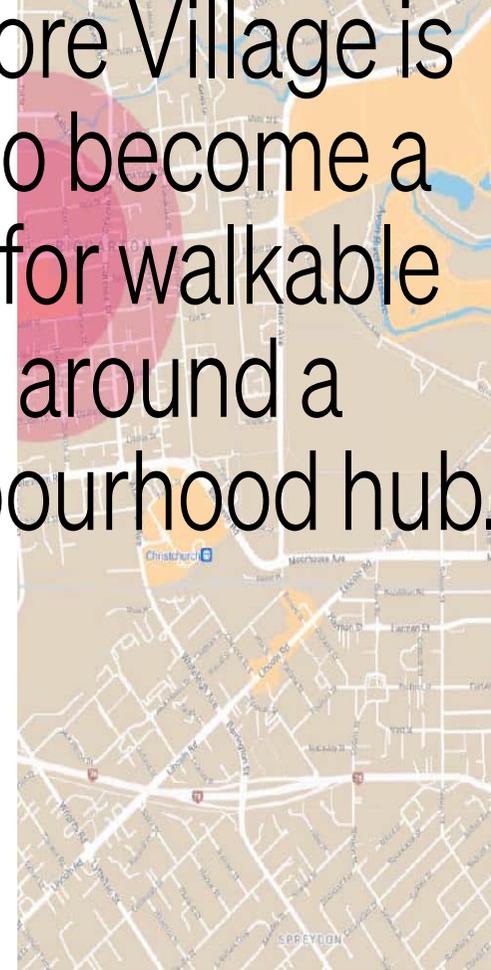
Most neighbourhood hubs in the east are on commuter routes.



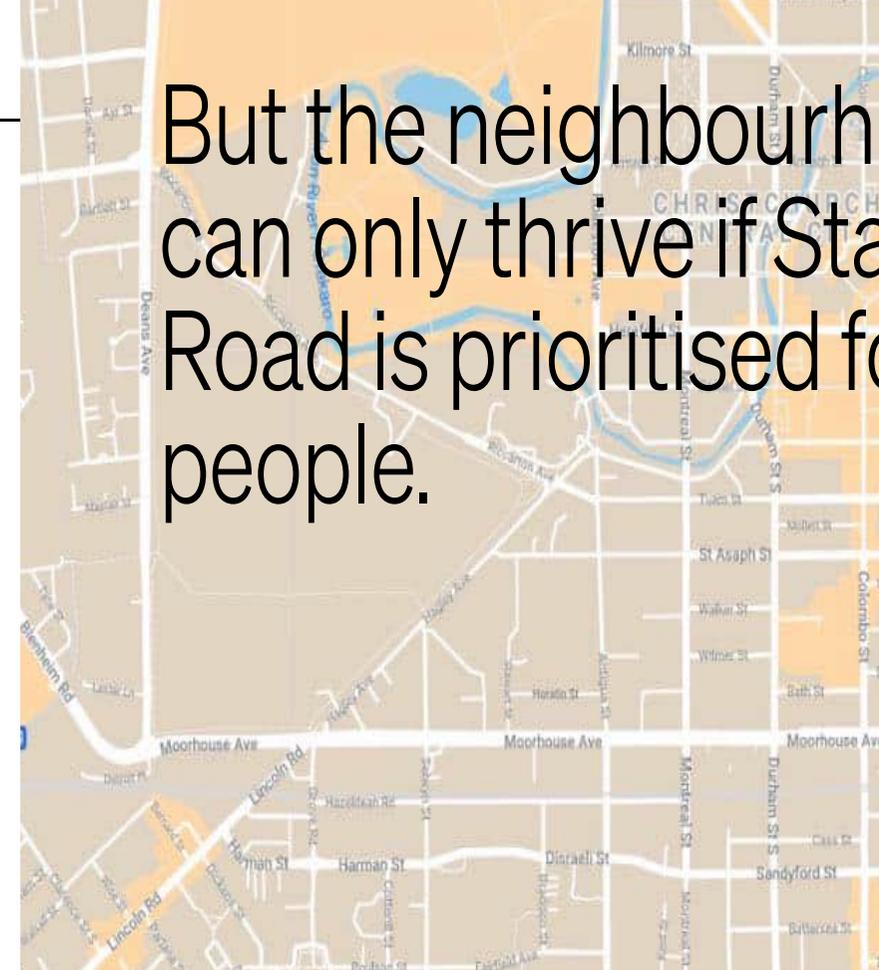
Only Edgware,
Stanmore and Opaw
Villages have main
streets that don't lie
a commuter route.



Stanmore Village is ready to become a model for walkable streets around a neighbourhood hub.



But the neighbourh
can only thrive if Sta
Road is prioritised fo
people.



Organisations: Worcester St Cycleway

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb	Organisation
45213	Please read our submission - as attached in a separate document	Chris Abbott	Sumner	Spokes Canterbury Secretary and Submissions Convenor

Submission #45213

Spokes Submission to CCC on Worcester Street cycleway connection
<https://ccc.govt.nz/the-council/haveyoursay/show/488>

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

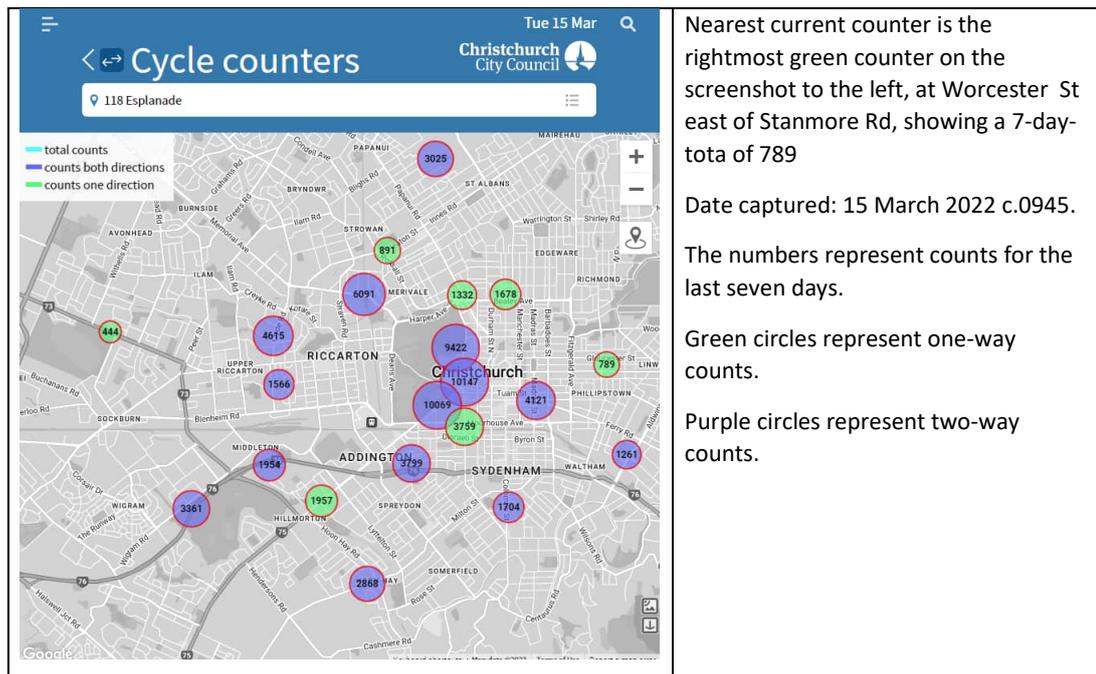
We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

Overall Spokes supports the cycling connection proposed for Worcester Street, but offers some suggestions as to how it should be improved farther.

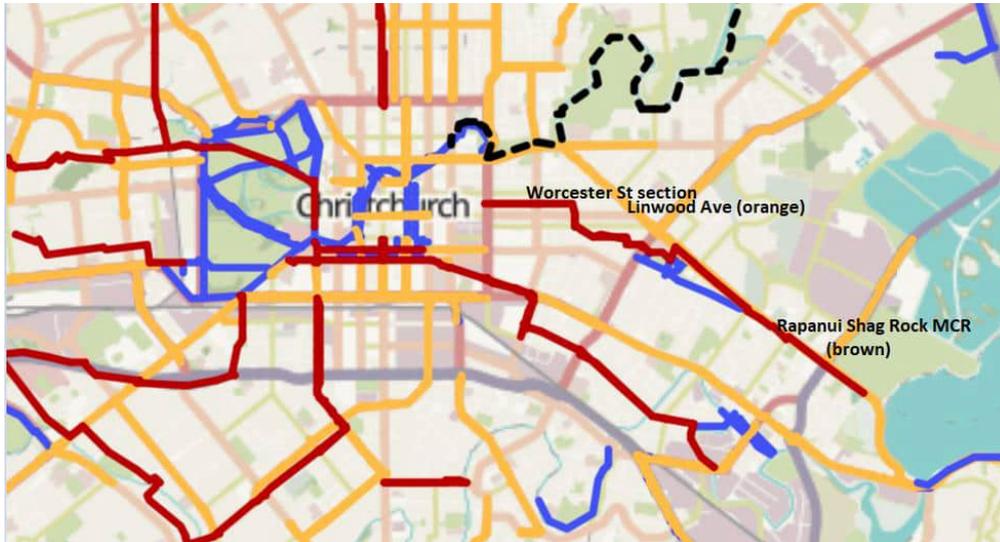
Background

The proposed changes to Worcester Street are planned for what is a quiet road in terms of vehicle traffic, but already used for over 100 cyclist trips per day (789/7) and other unmeasured active transport users. This route links the Rapanui - Shag Rock MCR with the Christchurch CBD. The closest cycle counter on Worcester St just east of Stanmore Rd currently reports over 100 cycle movements a day on average, as demonstrated by the following screenshot taken at c.0945 on 15 March 2022 of CCC's Cycle Counter website at

<https://smartview.ccc.govt.nz/map/layer/ecocounter#/@172.60104,-43.53622,13>



Spokes Submission to CCC on Worcester Street cycleway connection
<https://ccc.govt.nz/the-council/haveyoursay/show/488>



The proposed Worcester Street cycleway connection will extend a relatively safe route for cyclists entering the Christchurch CBD via the Rapanui Shag Rock Cycleway. It will continue the “Worcester St section” shown on the above map into Manchester St and the Christchurch CBD. Spokes appreciates that crossing Fitzgerald Avenue is controlled by a cycle-specific set of traffic lights,

Spokes asks that

- 1) CCC consider more narrowed points along the route. Spokes notes that there are six narrow traffic-calming measures in Worcester St between Fitzgerald Ave and Stanmore Rd, a distance of just over 500m. At these points the road narrows and there is a gentle speed bump. But, excluding Latimer Square, there is only one traffic calming measure in the whole c.600m length of Worcester St between Latimer Square and Fitzgerald Avenue, a speed hump outside 242 Worcester Street. There are light-controlled intersections at Barbadoes St and Madras St/Latimer Square. While it may not be intended the message to motorists will be that this section west of Fitzgerald Ave can be traversed much faster than the sections east of Fitzgerald Ave. The subliminal message is at variance to the posted and practical speed limit of 30kph.
- 2) CCC align and smoothen the entries into Latimer Square with the on-road cycle lanes leading to the intersection. Current plans show wide deviations and significant bumps needed to traverse Latimer Square.
- 3) Install a pedestrian crossing for those proceeding along Huanui Lane and crossing Worcester Street. It is important that safety is demonstrated to be top priority.

Kind Regards, Chris Abbott
Secretary & Submissions Convenor, Spokes Canterbury

secretary@spokes.org.nz
www.spokes.org.nz

Submitted online at <https://www.ccc.govt.nz/the-council/haveyoursay/show/488> by Chris Abbott on 15 March 2022 just before 2200.

Organisations: Antigua St Cycleway

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb	Name of organisation and role
45216	Please see attached submission	Chris Abbott	Sumner	Spokes Canterbury - Secretary and Submissions Convenor

Submission #45216

Spokes Submission to CCC on Antigua Street cycle improvements
<https://ccc.govt.nz/the-council/haveyoursay/show/487>

Introduction

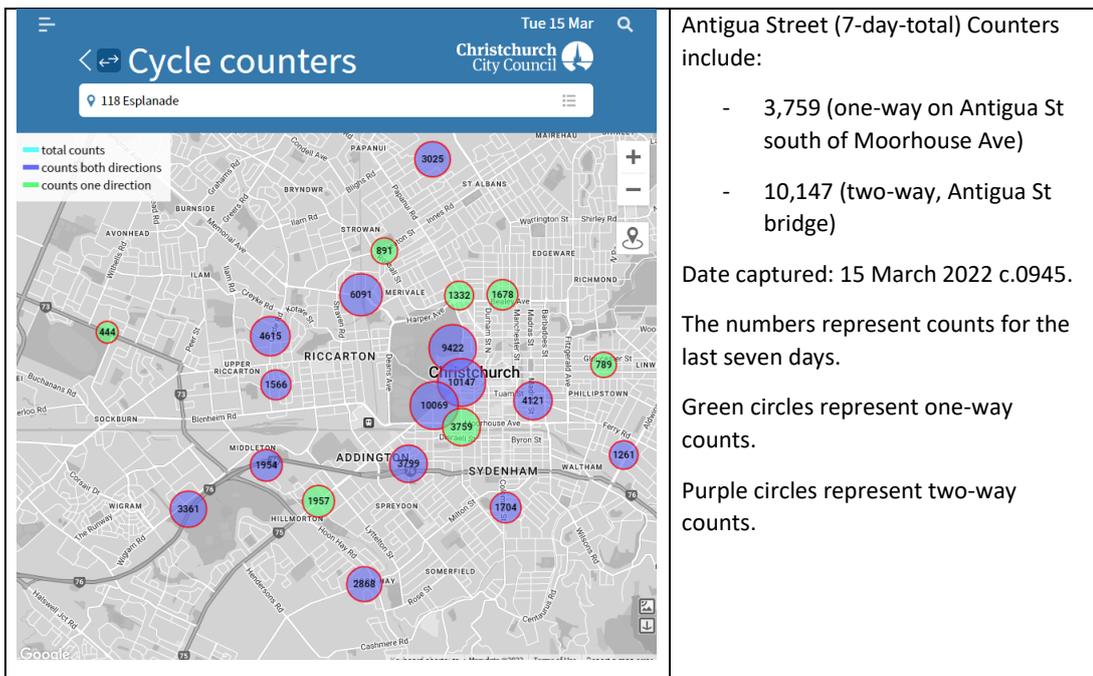
Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

Overall Spokes supports the cycling improvements proposed for Antigua Street, but offers some suggestions as to how it should be improved farther.

Background

Antigua Street is **ALREADY** one of the busiest cycle routes within Christchurch, as demonstrated by the following screenshot taken at c.0945 on 15 March 2022 of CCC's Cycle Counter website at <https://smartview.ccc.govt.nz/map/layer/ecocounter#/@172.60104,-43.53622,13>



Improving the cycle infrastructure with wider cycle lanes and safer intersections can only lead to an increase in usage. It reinforces the rapid growth of cycling in Christchurch seen since the Canterbury Earthquake Sequence of 2010-11 and the subsequent significant growth of cycling infrastructure in Christchurch. It also supports the climate change emergencies declared by both Christchurch City Council and Government with a call to active transport as one of the mitigation strategies to tackle both the climate change crisis and NZ's obesity crisis¹

¹ A Google search for "NZ's obesity crisis" returns "New Zealand has the third highest adult obesity rate in the OECD, and our rates continue to increase. One in three adult New Zealanders (over 15 years) is classified as obese, and one in ten children".

Spokes Submission to CCC on Antigua Street cycle improvements
<https://ccc.govt.nz/the-council/haveyoursay/show/487>

Spokes asks that

- 1) CCC consider widening the separated one-way cycle lanes on each side of Antigua Street between Moorhouse Ave and St. Asaph Street from the current design of 2.2m. Given the already high usage by a mix of standard cycles and newer ebikes cyclists will desire to travel at a wide range of speeds. Spokes notes that there appears to be significant scope to narrow the strips of plants
- 2) The surface of the paths used for cycling be kept smooth. Specifically when polled our members indicated a strong dislike for the current striped green-and-black treatment along Antigua Street near St. Asaph St. The juddering sensation when travelling along this section is “uncomfortable” and “does nothing to improve control”
- 3) Planter Boxes at the Antigua St Bridge be reduced in size or removed entirely to reduce potential conflict between pedestrians and cyclists (and other active transport participants)
- 4) Discreet traffic-calming signage be added around the Antigua Street bridge. This is a very high traffic area used (in rough order of maximum attainable speed) by e-bikers, other e-transport users, pushbikers and pedestrians, some with children and prams. The potential range of speeds is high – c.30kph down to c.5kph. Unless this historic bridge is widened significantly, all users need to “do unto others as u would have done unto you”. The volume of traffic this bridge services means that it should be a slow zone for all users (and this is a good thing). Spokes does not profess to be experts in terms of determining the signage but would expect the consideration of signs saying “slow”, “10kph”, “beware of children”, etc.
- 5) Confirm the assumed priority at the roundabout intersection of Oxford (~~Cambridge~~) Terrace coming from Montreal St past The Pegasus Arms and Antigua Street (to the NE of the Christchurch Hospital Outpatients Building) so that all traffic heading west along Cambridge Tce and entering the roundabout must give way to traffic on the roundabout. **Currently there are GIVE WAY signs requiring cyclists to give way. This is awkward and dangerous because cars often stop, not realising they have right of way - confusion rules. This is a low-volume intersection with only a few vehicles using it. If the GIVE WAY signs were shifted to require the very few vehicles turning left into Antigua St the priority changes and the bike traffic would be able to flow. Spokes assumes that this has been done deliberately to get cyclists to slow down, but it is a main arterial for cycle traffic and should be treated as such. Spokes asks that GIVE WAY signs be installed for all entry points to this roundabout ie the intersection is treated in the NZ-wide standard manner.**
- 6) Consider what measures to put in place along Antigua Street to discourage the **Strong and Fearless / Enthused and Confident** heading towards the CBD from cutting onto and then across Antigua Street before the St. Asaph lights. (The risk is great for a gain of a few seconds).
- 7) Replace the trees along Antigua Street with shrubbery that will not intrude into the cycle or road lanes and that will not grow more than c.600mm high. Spokes acknowledge that trees have a lovely aesthetic, but along such a busy route they will do nothing to help road users see one another. They will in fact make it harder to see one another. The submitter cannot think of any other streets within Christchurch’s CBD carrying similar traffic volumes that have the density of trees proposed for Antigua Street, but welcomes advice to the contrary. Spokes considers the beautification benefits do not warrant the safety risks.

Spokes Submission to CCC on Antigua Street cycle improvements
<https://ccc.govt.nz/the-council/haveyoursay/show/487>

- 8) Think ahead for the likely need for a separate Antigua Street bridge for cyclists and link to a separated cycleway on Rolleston Ave. Spokes thinks it probable that when the tourists return there will be too much traffic for a shared path given the increasing number of cyclists and the potential uplift in tourist numbers.

- 9) CCC ensure that there is no danger of ice/frost outside the new Recreation Centre in particular, or in general any other large buildings along Antigua Street.

Kind Regards, Chris Abbott
Secretary & Submissions Convenor, Spokes Canterbury
secretary@spokes.org.nz
www.spokes.org.nz
[REDACTED]

Submitted online at <https://www.ccc.govt.nz/the-council/haveyoursay/show/487> by Chris Abbott on 15 March 2022 at c.2210.

Spokes Submission to CCC on Antigua St Cycle Improvements (update 20220317).doc sent to Ann Tomlinson, Senior Engagement Advisor at CCC on 17 March 2022 at c.1055. All changes from the original submission are highlighted like this.

Individuals: Antigua St Cycleway

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
45195	<p>Cyclist-specific comments:</p> <ul style="list-style-type: none"> • Cycle lights should be automatically actuated with each traffic light cycle. They should not be actuated on-demand because this causes unnecessary obstacles to crossing streets (especially Moorhouse). If they must be actuated, there need to be additional sensors further back from the lights and in the hook turn boxes. • Cycle way and pedestrian footpaths should have a clearly marked right-of-way compared to turning vehicles. i.e. turning vehicles should yield to cycleway and footpath users and this should be clearly marked as drivers typically do not follow this part of the road code. • Bike parking at Parakiore should be easily accessible and clearly signed and marked from the cycle way (from both sides of Antigua - bike crossing at a pedestrian crossing may be required and should be clearly marked and signed). Cyclists should not have to ride through the car park to access secure bike parking. • At the St. Asaph & Antigua intersection, there needs to be clearly marked areas to queue for the light and clearly marked areas to keep clear for cyclists heading west on St. Asaph across the cycle way. • At the intersection with the Tuam St cycle way, there needs to be a clearly marked place (to the right of the pedestrian crossing) for cyclists to wait before turning right. • Order of right-of-way should be (1) Pedestrians, (2) Cyclists, (3) Vehicular drivers. This is not observed in practice even if it's part of the road code. Lots of signage is required to remind drivers that they must yield to pedestrians and cyclists. • Vehicular traffic should be minimal on Antigua St and access to Parakiore for drivers should be designed to reflect this. It should be much easier to walk or bike to Parakiore than it is to drive. <p>Project specific pedestrian comment:</p> <ul style="list-style-type: none"> o Change courtesy crossings across Antigua to marked (zebra) crossings. All pedestrian crossings against vehicular and cycle traffic should be zebra crossings so that pedestrians have the clear right-of-way when crossing Antigua. "Courtesy crossings" rarely work as intended and are terrible/dangerous for pedestrians. Drivers of vehicles are not courteous to cyclists and pedestrians and to assume they would be is naïve. <p>• General comment for this and future pedestrian design projects:</p> <ul style="list-style-type: none"> o The pedestrian crossing lights should be automatically actuated with each traffic light cycle and should ideally include a countdown - especially across large, multi-lane roads like Moorhouse Ave. It is ableist to make pedestrians feel they need to run to press the button to activate the crossing light to prevent waiting through two light cycles. Having to frequently wait through two light cycles to cross a street (sometimes by intentional design) disincentivises walking. It makes many streets (e.g., Moorhouse Ave) an unnecessary geographic barrier for pedestrians. 	Erin Todd	Addington

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
45094	<p>I mostly use this connection travelling from the Moorhouse Avenue end, on my way from Halswell to Ara in the central city. I avoid this route at the end of the day because Quarrymans Trail is too busy on the Beckenham side of Moorhouse Avenue.</p> <p>***There are lots of people using this section of cycleway, and I question whether the proposed width is sufficient. People need to be able to easily pass each other, and I don't think 2.2 m is enough given the volume of cycle traffic. The cycleway on the Beckenham side of Moorhouse Avenue is too narrow, and a real disincentive to using it.</p> <p>***I totally agree with the speed limit reduction, because (1) it is consistent with other central city speed limits, and (2) lower speeds are safer for people walking and biking.</p> <p>***Great to see that vehicles accessing the metro sports facility are required to give way to people on the cycleway.</p> <p>***One point of confusion, and danger, that this proposal does not address is people cutting across the roadway to get an early green at the St Asaph St crossing. I have seen one collision between two bikes, fortunately no-one seriously hurt.</p> <p>As your consultation document states, this bridge is REALLY busy! Lots of people both walking and biking. Of the times I cross this bridge, probably 2/3 of the time I am walking and 1/3 biking.</p> <p>***Putting in more signage, moving the raised garden etc might help but actually I can cope with the confusion because it's just a short distance.</p> <p>***What needs to be attended to is Rolleston Avenue. This shared pathway is similarly busy but, because it's long, it is functionally useless for someone on a bike.</p>	David Hawke	Halswell
45093	<p>I am all for safe and effective cycling routes and the necessary infrastructure to make this happen.</p> <p>However, the proposed Antigua St cycleway design is fundamentally flawed and unsafe for cyclists.</p> <p>In order to be safe cyclists need 3 things – space, visibility and considerate drivers. Road layout cannot do anything about considerate drivers, but it can affect space and visibility. This design satisfies the space criteria but it utterly fails on the visibility criteria due to the landscape planting and trees situated between the road and the cycle lane.</p> <p>The entranceway to the Parakiore Sports and Recreation centre will be a high traffic intersection, yet the visibility of northbound cyclists will be severely obstructed by the positioning of the planting and trees. But that principle applies to all the planting on the concrete dividers on both sides of the road.</p> <p>Especially for buses and trucks with their high driving position and mirrors and restricted vision it will be very difficult for them to see cyclists coming up the inside when they cut across the cycle lanes. And trucks turning across cycle lanes have caused fatalities in Christchurch.</p> <p>The new style of having trees on the dividers is a new and unwelcome development.</p>	Paul Mollard	Saint Martins
44927	<p>The diagram is too small to clearly visualize and the fly through stops at St Asaph street going north. Are cars allowed to cross St Asaph going north?</p> <p>I am concerned there are so many car park entrances crossing the cycle way especially on the East side of Antigua St. These will have high potential for collisions as cyclists travel at speed on the cycleway. These entrance ways should have some system to warn drivers entering and exiting the car parks of approaching cyclists. The St Asaph intersection looks very complicated.</p> <p>I use this footbridge regularly both as a pedestrian and a cyclist and it is not a pleasant experience as pedestrian or cyclist. The bridge should be divided clearly into pedestrian and cycle routes to reduce the risk of collisions or there should be speed bumps to ensure cyclists slow down on the bridge and signs to warn pedestrians to be aware of cyclists who may be approaching from behind as well as in front</p>	Richard Seigne	St Albans

Submission #45093

Antigua Street cycle improvements – feedback by Paul Mollard

I am your middle aged cycling enthusiast who has been riding the streets of Christchurch since primary school 35 years ago.

In my time I have been hit by cars 3 times, twice resulting in an injury and ACC claim. The common theme of these crashes is I was cycling straight ahead in a cycle lane and a vehicle turned across my path into or out of a driveway or side street, and the motorist had an obstructed line of sight.

I live in St Martins and work in the city, so I cycle along Antigua St every day to get to and from work and my best guess I have ridden both ways along this route 900 times.

I have ridden the wide variety of cycling infrastructure in Christchurch, and the often schizophrenic routes which transition from wonderful safe ways to pinch points and traffic traps in the blink of an eye.

I am all for safe and effective cycling routes and the necessary infrastructure to make this happen.

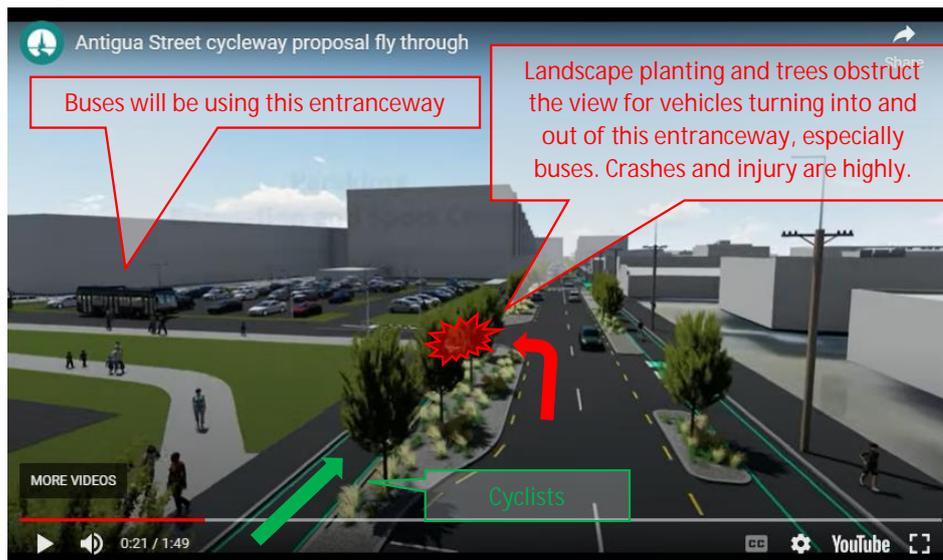
However, the proposed Antigua St cycleway design is fundamentally flawed and unsafe for cyclists.

In order to be safe cyclists need 3 things – space, visibility and considerate drivers. Road layout cannot do anything about considerate drivers, but it can affect space and visibility. This design satisfies the space criteria but it utterly fails on the visibility criteria due to the landscape planting and trees situated between the road and the cycle lane.

The entranceway to the Parakiore Sports and Recreation centre will be a high traffic intersection, yet the visibility of northbound cyclists will be severely obstructed by the positioning of the planting and trees. But that principle applies to all the planting on the concrete dividers on both sides of the road.

Especially for buses and trucks with their high driving position and mirrors and restricted vision it will be very difficult for them to see cyclists coming up the inside when they cut across the cycle lanes. And trucks turning across cycle lanes have caused fatalities in Christchurch.

The new style of having trees on the dividers is a new and unwelcome development.



Submission #45093

The photo below is of Tuam St on the north side of the Parakiore Sports and Recreation centre. The youtube animation shows that the planting and trees are the same style on both roads. Consider if a bus or truck was turning left across this cycle lane where would its rear vision mirrors be and how much visibility would the driver have to be able to see cyclists?

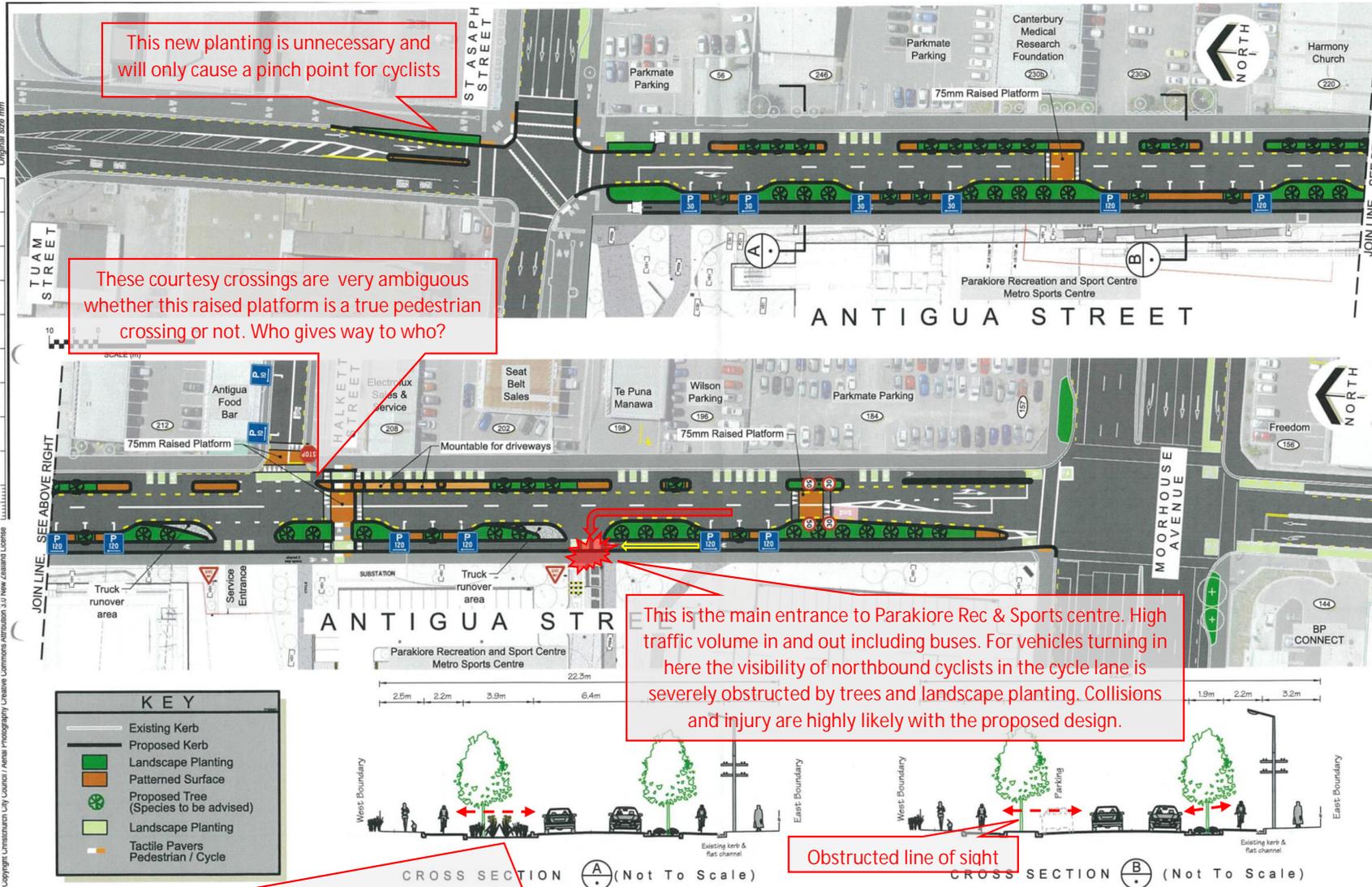


In terms of a better design you don't need to come up with something new. Strickland street is actually a good template to copy since it satisfies both the space and visibility criteria:

- No on street parking (there is lots of off street parking along Antigua St so a few on-street parks won't make any difference)
- Small concrete dividers and green painted lanes
- Some trees on the grass verge between the footpath and the cycleway but not too near to intersections.



Submission #45093



This new planting is unnecessary and will only cause a pinch point for cyclists

These courtesy crossings are very ambiguous whether this raised platform is a true pedestrian crossing or not. Who gives way to who?

This is the main entrance to Parakiore Rec & Sports centre. High traffic volume in and out including buses. For vehicles turning in here the visibility of northbound cyclists in the cycle lane is severely obstructed by trees and landscape planting. Collisions and injury are highly likely with the proposed design.

Obstructed line of sight

Having landscape planting, trees and car parks between the road and the cycle lane severely obstructs visibility of cyclists coming up the inside when a vehicle is turning into any driveway. If there are vans or SUVs parked they are taller than a cyclist and therefore motorists cannot see the cyclist at all.

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44916	It would be desirable to make the pedestrian corridor more inviting especially where it comes down passed the two blocks of 'carpark wasteland' from Morehouse Ave to the sports complex itself, planter boxes, trees and street art on the side of the building would all help improve the experience for pedestrians walking to and from Addington to the City.	Chris Freear	Addington
44923	<p>This will definitely be an improvement on the existing narrow cycle lanes.</p> <ol style="list-style-type: none"> 1. Currently when northbound some cyclists cross Antigua St (dangerously) just before St Asaph St - rather than using the diagonal crossing. Can you please ensure the design of the the cycle path discourages/stops this. As long as there is a raised kerb between the cycle way and the parking spaces the design appears to mitigate this dangerous manoeuvre. 2. At Tuam St (northbound) the cycle path is to the left of pedestrians - - this makes it difficult to turn right onto the Tuam St eastbound cycle path. 3. On both southbound and northbound approaches to Moorhouse Ave can you make sure there are loops in the cycle path back from the intersection to reduce the risk of getting a red cycle light if not right on the diamonds at the intersection. 	Chrissie Williams	Somerfield
44994	<p>This will be a necessary improvement over the existing roadway. Three considerations:</p> <ol style="list-style-type: none"> 1. Please install advanced cyclist loops ahead of Moorhouse and St Asaph traffic signals. 2. Ensure kerb radii on access to aquatic centre are very tight - 4m or less - to keep turning stores low. 3. Because northbound cycleway will be shaded between high aquatic centre wall and street trees, ensure adequate drainage now and frequent maintenance upon completion. 4. 3.2m lanes are not going to achieve consistent 30 km/h speeds. Assuming Antigua is not an over-dimension route (and why would it be?), you really should drop down to 3.0-3.1m lanes to get low vehicular speeds. <p>The extra space should be added to the west side verge as 3.9m is a bit tight for on-street parking and street trees. Parking needs 2.2m to allow for poorly-disciplined cars off the kerb and street trees need more than 1.5m not including kerbs to grow healthily.</p> <p>Excited to see this completed!</p> <p>In general, changes look to be an improvement. Suggest considering pavement marking or material change to improve delineation of the eastern edge of shared use path from the queuing area for Boatshed customers who may not be cognisant of passing traffic.</p>	Shane Binder	Beckenham
44865	<p>where the cycle lane crosses over at St Asaph St, forcing opposing cyclists and pedestrians onto the same narrow space is ridiculous</p> <p>Turning right into the CDHB car park on Antigua St there are cyclists coming from two directions, plus pedestrians and an accident is waiting to happen</p> <p>Also the speed of some cyclists is dangerous to other cyclists, pedestrians and vehicles. And is getting more dangerous for all</p>	Neil Owens	Opawa

Submission #44916

Pedestrian links from Addington to the City

Background

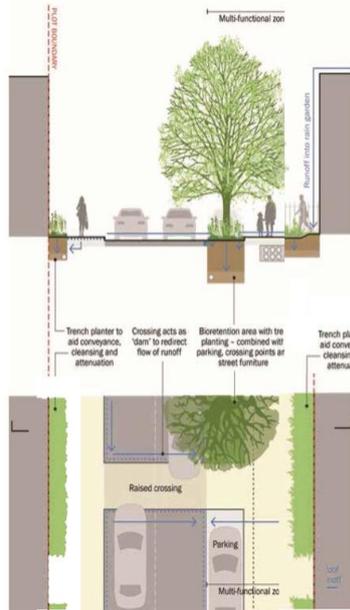
I am a resident of Addington [redacted] and all around me old houses are coming down and new townhouses are going up, and so too is the population of my neighbourhood. Like me I assume these new people will want to access the services and amenity of the city, but how to get there.... I am a huge proponent of Active Transport, cycling from my place is easy - cycleway down Antigua and you are there, walking however is less pleasant.

The Idea

The issue is that walking down either Antigua or Selwyn Streets requires crossing an area of 'industrial wasteland.' My thought is that with a little landscaping and beautification of these relatively short sections of road people would be enticed to make the walk into town. Now Antigua Street has the opportunity to solve this problem from Moorhouse Ave to the city when the Pakakiore sports centre is complete (unfortunately the present design just has people walking past a large carpark). Fortunately this can be remedied all it would take is some rearranging of the carpark edge with tree planting, raised planter boxes to shade pedestrians as they move towards the city, finally some urban art on the large blank faces of the Pakakiore building.

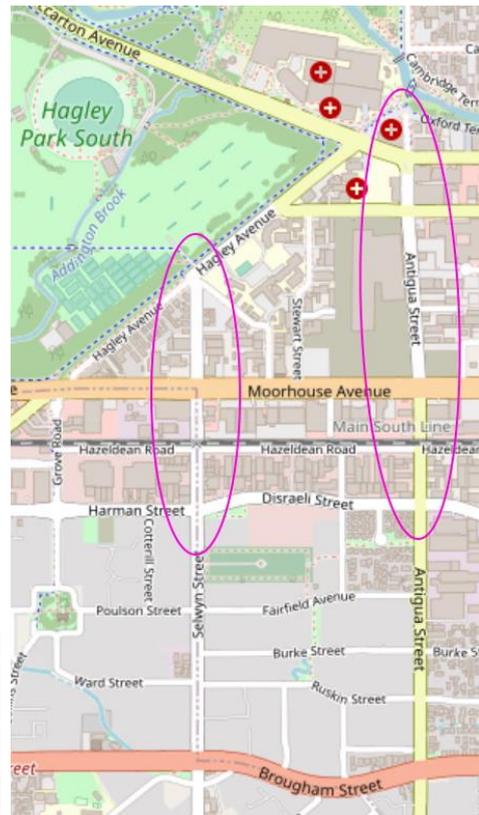


Its my belief that projects such as this start with conversations, so this document is intended as a starting point for these



discussions. As more people start thinking about how we can make this happen the closer we get to a really good solution.

Many thanks
Chris Freear
[redacted]



Reference number H00877533

CHRISTCHURCH CITY COUNCIL
Worcester Street Central City Cycleway Connections
Antigua Street Central City Cycleway Connections
Antigua St Footbridge

SUBMITTERS WHO DO NOT WISH TO BE HEARD

Monday 11 April 2022

Submission Number	Submitter
Worcester St Cycleway: Organisations	
45147	John Skevington, Canterbury/West Coast Automobile Association District Council, Chairman
Worcester St Cycleway: Individuals	
45217	Adam Lines
45212	Allan Taunt
45208	Fiona Bennetts
45207	Anne Scott
45205	Lindsey Conrow
45184	Emma Fitts
45174	Fraser Graham
45164	Justin Morgenroth
45163	Cameron Bradley
45146	Dave Dickson
45130	Cristiana Mitchell
45127	Robert Fleming
45084	Julien Gutknecht
45079	Natalie Brodie
45073	Greg Trayne
45071	Jenny Buckley
45025	Timothy Allan
45021	Matthew McPherson
45002	Andrew DC
45001	F Fraser
44980	Abby Cunnane
44976	Caherine Jemma De Croy
44931	Alex van den Broke
44915	Carmel Rowden
Antigua St Cycleway: Organisations	
45189	Rosa Verkasalo, Canterbury District Health Board – Policy Analyst
45080	Edward Griffiths, Canterbury District Health Board - Acting Programme Director Construction & Property
44881	Tim Hughes, Safe n Sussed – Principal Safety Engineer
Antigua St Cycle: Individuals	
45225	Adam Lines
45218	Allan Taunt
45210	Fiona Bennetts
45209	Anne Scott
45204	Fin Jackson

45203	Christopher Seay
45202	Jill Borland
45194	Meg Christie
45172	Robert Fleming
45162	Cameron Bradley
45131	Peter Dobbs
45126	William Miller
45095	Timothy Allan
45085	Julien Gutknecht
45078	Jessica Saul
45077	David Ivory
45072	Jenny Buckley
45061	Rachel Hood
45033	Justin Rogers
45030	Georgia Brown
45009	Andrew Brown
45005	Neil Hellewell
45004	Simon Kingham
45003	Gareth Wright
45000	F Fraser
44998	Katy Clook
44997	R M
44996	Katrina McCallum
44995	Adrian Short
44993	Peter Steven
44992	Andrew Chappell
44989	Marise Richards
44988	Melissa Clease
44985	Patrick Kennedy
44981	Nikki Elliot
44979	Wayne Bailey
44975	Patrick Browne
44974	Nicholas L
44972	Claire Scott
44970	Ben Schumacher
44967	Rohanne Compton
44966	Becs Scoltock
44957	Carole Ewington
44956	Sophie Watkins Goossens
44955	Michele Dyer
44953	Norma Kloosterman
44952	Wendy Dudson
44951	Mark Morley
44950	Andrea Tuohy
44949	Quinn Hornblow
44948	Darran Humpheson
44947	Hayden Brown
44946	Cameron Paintin
44945	Steven Muir
44944	Matt Coulthard
44943	Mitchell Davies
44939	Alice Terrien
44932	Alex van den Broek
44929	Jig Dhakal

44928	Katherine Jones
44926	Sam Brittan
44925	David Ivory
44924	Remy Barbier
44922	Johno Tunnell
44921	Tom Williams
44919	Anthony McGowan
44917	Robert Helps
44914	David Grogan
44913	Colleen Ayling
44909	Barry Cordite
44906	John Carter
44904	Sam Grummitt
44903	Elaine Bellerby
44902	Morag Aldridge
44900	Margaret Burns
44897	Richard Dove
44894	Georgi Lynch
44891	Josiah O'Neill
44888	Colin McGeever
44886	Sylvia Maclaren
44885	Hamish Gray
44884	Julia Singhal
44833	Emily Ward
44881	Tim Hughes
44880	Regan Small
44879	Blake Quartly
44878	Noeloa Baquero
44877	Gretchen Boyd
44876	Jennifer Rouse
44875	Angela Brett
44874	Catherine Warren
44873	Steve Arker
44872	Steve Rogers
44871	A Scott
44870	Tina Bailey
44869	Fabian Froehlich
44868	Aaron Campbell
44867	Polly Hart
44864	Jessica Gunby
44863	Peter Galbraith
44859	Andrew DC
44858	Thomas Blakie
44857	Anne Heins
Antigua Street Footbridge: Organisations	
45189	Rosa Verkasalo, Canterbury District Health Board, Policy Analyst
45080	Edward Griffiths, Canterbury District Health Board, Acting Programme Director Construction & Property
44881	Tim Hughes, Safe n Susses, Principal Safety Engineer
Antigua Street Footbridge: Individuals:	
45077	David Ivory
44993	Peter Steven
44956	Sophie Watkins Goossens

44908	Jono de Wit
44889	Julie Bamber
45281	Allan Taunt
45210	Fiona Bennetts
45209	Anne Scott
45204	Finn Jackson
45202	Jill Borland
45194	Meg Christie
45172	Robert Fleming
45162	Cameron Bradley
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45126	William Miller
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45003	Gareth Wright
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44985	Patrick Kennedy
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44904	Sam Grummitt
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44864	Jessica Gunby
44863	Peter Galbraith
44861	Cindy Nelles
44860	Josh Blackmore
44859	Andrew DC
44858	Thomas Blakie
44857	Anne Heins

Organisations: Worcester St Cycleway

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Organisation
45147	<p>Good afternoon Samantha,</p> <p>I have recently been appointed Chairman for Canterbury/West Coast Automobile Assn District Council. We are responsible for over 140,000 motorists in our catchment. As you will be aware, we are responsible for mobility in all forms and not just motorists.</p> <p>My Council is supportive of the proposed Worcester Street proposals on the table. It will benefit all road users and make cycling into and from the city safer too. The proposed speed limit changes are acceptable to us also.</p> <p>Although primarily living at Lake Hood, my wife and I have recently moved into our new apartment in Worcester Terraces...as our city base. Since we overlook Worcester Street, I have been able to study traffic flows in all forms over the time we are up in the city. Helpful when trying to make an educated decision!</p>	John Skevington	Canterbury/West Coast Automobile Assn District Council. Chairman

Individuals: Worcester St Cycleway

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
45217	<p>Overall, I support the proposal, but have some concerns. I don't believe the proposed changes will have a significant impact on reducing vehicle volumes on this corridor, which will be necessary if it is to be a formal greenway. Given this, can a modal filter please be investigated for this section of Worcester St, whether it is located mid-block or otherwise.</p> <p>Ideally, however, I would like to see the scope of this project changed, to be something more akin to Ferry Rd. The road is the same width, similar length, has virtually identical intersection treatments due to the one-way system, and it wouldn't need the associated bus stop infrastructure either. Please see the attached concept drawings.</p>	Adam Lines	Clifton
45212	<p>Thank you CCC Staff and those Councillors that are helping to make our streets safer. In times when fossil fuels are increasing in cost and are continuing to damage the planet, we need to provide people the choice of using sustainable transports. This will only happen if the environment for cycling is made safer. The cycleway program has delivered great results so far, lets see it continue to connect, and continue to deliver great results.</p> <p>For this work on Worcester Street I am happy with the improvements. However, sharrows and 30km/h safer speeds do take some time for people to get used to. Initially some people biking do not feel comfortable moving out into the lane (and unfortunately may still ride in the door zone). Similarly some drivers will exceed the speed limit and put pressure on people biking.</p> <p>Therefore, alongside this project can there please be education about sharrows and safe speeds. Can this also be monitored and if there are issues identified then potentially investigate further traffic calming and enforcement if necessary. Note though, if enforcement is regularly required then generally it means the design needs improvement.</p> <p>Finally, I know this is outside the scope, but recently there has been misinformation/disinformation in relation to cycleway funding posted on social media. It would be appreciated if the small number of Councillors that are intentionally misleading the public and please stop - we don't need that rubbish in society. Thank you to the Councillor that took the time to respond with the facts.</p>	Allan Taunt	Redwood
45208	<p>I am a confident cyclist, but acknowledge that not everyone is as confident, and safe cycling infrastructure is necessary to encourage mode shift. Safe cycling infrastructure also create more livable streets where people can congregate, rather than a space entirely dominated by motorised vehicles, whether parked or moving.</p> <p>I fully support the reduction of the speed limit to 30 km/h, but there are not enough speed humps or other reminder for motorists that this is a shared slow speed area. Please include more speed humps, planter boxes with greenery to narrow the road space, coloured paint to bring joy and attention, raised paved crossings for pedestrians and to encourage slower speeds.</p> <p>Please consider making the parking time-restricted or resident-only (permit required).</p> <p>Please do a public messaging campaign to educate motorists about sharrows, as many still don't know what they are or how they operate. Alternatively, please install separated cycleways so people of all ages and abilities can safely navigate this new section - the vital missing link.</p>	Fiona Bennetts	Harewood
45207	I am in favour of these changes with the addition of a cycle/pedestrian crossing at Huanui Lane	Anne Scott	
45205	<p>Kia ora koutou</p> <p>I'm excited to see that there are plans to link the Rapanui Shag Rock Cycleway with the city centre. This corridor provides a vital link between some of our most deprived neighbourhoods and opportunities, amenities and activities within the central city. While I support reducing the speed limit to 30km/h, the proposed speed hump and sharrows do not adequately meet the aim of increased safety for everyone.</p> <p>Worcester St is a local road, but its current layout does not implicitly convey this classification, especially in the stretch between Fitzgerald and Latimer Square. It's a wide street with long, straight sight lines. More than a single speed hump is needed to improve safety for people using all modes. A better safety intervention, and a way to implicitly signal that this is a low speed local road, would be to include traffic calming features that interrupt the sight line and narrow widths, such as bump/bulb-outs and plantings.</p> <p>Related, sharrows are a lower-cost 'easy' installation for cycling, but they are not an acceptable intervention for improving cyclist and driver safety on a street where widths would allow a separated cycling infrastructure treatment - research has shown sharrows are lower performing in both attracting more cycling activity and improving safety when compared to bicycle lanes [1,2].</p>	Lindsey Conrow	Christchurch Central

Submission #45217



Attachment C Item 6





Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
	<p>This sharrow treatment appears especially low-effort in comparison to other cycleways that shuttle cyclists into the central city, such as Antigua/Quarryman's (and especially considering the upgrades currently proposed there...) and Ferry Road. Ferry Road in particular is a good example of a lightweight intervention that provides attractive, safe, separated infrastructure.</p> <p>To improve safety and the streetscape's attractiveness, alongside equity in access, I have a number of suggestions to upgrade Worcester St (image attached):</p> <ol style="list-style-type: none"> 1. Install a raised platform at Worcester and Latimer Square (western side) – this will provide a level crossing for pedestrians, slow traffic at this potential conflict point, and can provide a straight connection between Worcester and Latimer Square for cyclist, which improves on the current dogleg paths that connect this link. 2. Install a bi-directional protected cycleway between Latimer Square (eastern side) and the block between Barbadoes and Fitzgerald. If located on the eastbound lane of Worcester, this will avoid turning conflict points with cars entering Barbadoes from Worcester. The eastbound traffic lane at Barbadoes can be shifted to a combined straight/right lane, and parking can be removed if additional widths are needed. Without car parking on the eastbound side of Worcester, a lighter-weight separation can be used, like the wave delineators on Ferry Road. 3. Rather than a speed hump, install bulbouts with a raised crossing platform at the same location of the proposed speed hump. This bulbout/platform would serve as A) the crossing point for single direction (westbound) cycle traffic to join the two-way cycle lane (eastbound cycle traffic continues towards Fitzgerald, cutting behind the bulbout and joining the proposed sharrow leading to Fitzgerald – similar to the treatment on MacKenzie Ave on the Heathcote Expressway) and B) a traffic calming feature that also breaks up the straight sight lines on this segment of Worcester. <p>In considering these and similar suggestions, Council can redesign the streetscape to be safer for everyone, enable mode shift and thus realise the knock-on benefits of increased cycling activity. This will also improve equity in access for some of our most deprived areas in Christchurch.</p> <p>[1] Ferenchak, N. N., & Marshall, W. (2016). The relative (in) effectiveness of bicycle sharrow on ridership and safety outcomes (No. 16-5232). [2] Ferenchak, N. N., & Marshall, W. E. (2019). Advancing healthy cities through safer cycling: an examination of shared lane markings. International journal of transportation science and technology, 8(2), 136-145.</p>		
45184	<p>It would be great to have more planting of trees down the street. More landscaping too would look great and keep the street in keeping with the other parts of the Worcester St cycle way.</p> <p>I love the idea of continuing the cycle way. We cycle all the time so this will be really helpful.</p>	Emma Fitts	Christchurch Central
45174	<p>Thank you for the opportunity to make a submission on CCC's Worcester Street cycleway connection proposal (Feb 2022).</p> <p>The CCC states that to make it safer for everyone, the following changes are proposed between Fitzgerald Avenue and Manchester Street:</p> <ul style="list-style-type: none"> * 30km/h speed limit - between Latimer Square and Fitzgerald Avenue * New speed hump outside 242 Worcester Street * New painted sharrow on the road <p>My submission contends that the proposed changes do not greatly improve what is currently a poor cycling connection from the Central City to Linwood and the excellent Rapanui Shag Rock Cycleway. Also, the proposed changes do not appear to match the ambition, quality and implementation of other key parts of the Rapanui Shag Rock Cycleway, especially the excellent Worcester Street/Fitzgerald Avenue crossing.</p> <p>Painted sharrow, a number of painted cycle lane sections, and a single speed hump do not seem to be a substantial improvement to the existing Worcester Street cycling infrastructure between Fitzgerald Avenue and Manchester Street.</p> <p>The proposal also does not appear to take into account a future increased residential population within the Central City, especially upcoming residential developments in the East Frame. If "Project 8011" - the CCC's residential programme for the Central City - is to achieve its purpose of encouraging more people to make the Central City their home, then we</p>	Fraser Graham	

Submission #45174



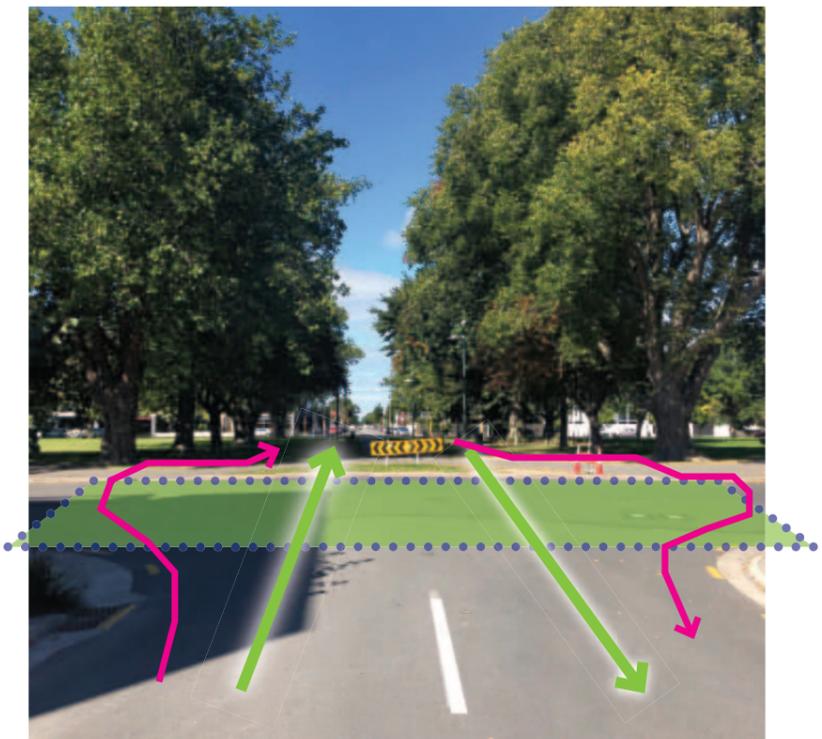
LOOKING WEST FROM LATIMER SQUARE

- Currently awkward to cycle from Latimer Square up Worcester Street.
- The proposed changes do not address this uncomfortable route.
- An offset layout encourages cyclists to use the footpath along Worcester Street rather than the road. Perhaps not a bad thing if it's a shared footpath, but is that the intention?
- How will the proposed sharrows improve this route and cyclist safety?
- How will sharrows help cyclists at this intersection in an area forecast to be denser and busier?



LOOKING WEST FROM LATIMER SQUARE

- Could the cycleway be aligned with Worcester Street itself?
- A raised crossing on a quiet street would cater for future residents, pedestrians, visitors and cyclists, and would better connect the central city to Linwood and the Rapanui Cycleway.
- For a higher quality inner city residential, commuting and cycling experience wouldn't this be a better option? How would adding sharrow markings to the existing layout achieve this?



LOOKING EAST FROM WORCESTER STREET TO LATIMER SQUARE

- Reiterating the awkward layout of the intersection for cyclists.
- How will sharrows make it better and safer for cyclists?
- Why not build a high quality, safer cycling infrastructure that will also benefit future residents of the East Frame's high density living, rather than mainly benefit vehicle traffic?



Latimer Square crossing at Madras Street looking east...

- This cycle stopping point could definitely do with markings
- This crossing is also a natural desire line for pedestrians, but no crossing exists for them.
- If *Project 8011* - the CCC's residential programme for the Central City - is to achieve its purpose of encouraging more people to make the Central City their home, then we need to properly implement better and more accessible cycling and pedestrian infrastructure.



Worcester Street and Madras Street intersection looking east...

- Parked vehicles regularly encroach upon this bike lane stopping point.
- The proposed markings will help define the space better but perhaps consider removing the car parking spaces which really constrict the space here. This would allow for a wider cycle lane plus a wider vehicle lane exiting Worcester Street.



Road surface quality on the block between Madras Street and Barbadoes Street...

- Most of the road surfacing in the Worcester Street block between Madras and Barbadoes is of poor quality. Sharrow markings will not address this issue. Is resurfacing planned?
- As a cyclist, this block of Worcester Street feels busier with faster traffic than the adjacent blocks. The proposed 30km/hr speed limit will help but the current road surfaces means staying to the left is an uncomfortable ride at times.
- Potentially this is the block that needs traffic calming at each end, to help enforce the new speed limits for vehicles exiting on to Worcester Street from Madras Street and from Barbadoes Street (both one-way systems where vehicles exceed the existing 50km/hr speed limits).



Worcester Street looking east from Fitzgerald Avenue

- A proposed speed hump is all well and good but if you want to enforce a reduced 30km/hr speed limit would be better to also have some traffic calming measures at each end of the block (i.e. for traffic turning in from Fitzgerald Avenue and from Barbadoes Street)?



Worcester Street looking west towards from Fitzgerald Avenue...

- I love this intersection when cycling.
- I have been caught out a few times cycling west when a car has turned into Worcester Street from Fitzgerald Avenue and not wanted to merge properly. I'm not if further traffic calming measures are possible or practical wondered what other cycleway users' experiences were like at this junction.
- As a cyclist you still need to have your wits about you. Several times drivers have gone straight through the red lights when I've had the green light. A bit chastening. But I do like what CCC has done here. Thank you.

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
	<p>need to properly implement better and more accessible cycling and pedestrian infrastructure, rather than continue to privilege motor vehicles.</p> <p>Of key concern is the missed opportunity to better integrate Latimer Square with the Worcester Street cycleway.</p> <p>Please see attached document.</p>		
45164	<p>I use this cycleway most days on my commute between Sumner and the University of Canterbury. The proposed additions are welcome, but do seem like the most basic possible changes to address safety for everyone. Two things that I'd like to see are: 1) there's a small dogleg turn that cyclists have to make on the westernmost boundary of Latimer Park before crossing Latimer Square Rd. onto Worcester st. It would be much better to have a straight shot across Latimer Square without that little dogleg turn. To make it safer for cyclists, a raised platform could be installed at Latimer Square/Worcester to get motorised vehicles to slow down and allow cyclists to cross. 2) the induction loops are placed poorly along this route, meaning that cyclists have to wait for long periods of time prior to the lights changing. In many cases, the induction loops fail to pickup the passing bikes, so I'm left pushing the beg button. Getting the lights to change automatically when cyclists are approaching would make a big difference. Currently the lights to cross Worcester at Barbadoes are the worst for this (though all lights along Worcester suffer from the same problem).</p>	Justin Morgenroth	Clifton
45163	<p>As a homeowner of Worcester Street adjacent to these works I am disappointed that the changes do not go further. As a connection of a major cycle route I would like to see these go further like the section of Worcester Street East of Fitzgerald Ave or the stretch of Antigua Street being currently consulted on: http://www.ccc.govt.nz/the-council/haveyoursay/show/487</p>	Cameron Bradley	Yaldhurst
45146	<p>Submission received over the phone: I am not an anti-cyclist as I am a cyclist, motorist and resident. There should be more severe speed humps along the route than just the one proposed.</p> <p>[REDACTED]</p>	Dave Dickson	Christchurch Central
45130	<p>as Christchurch rates payers, you have asked us to participate in the decision about speed, about bumps and about be spoken cycleway connection.</p> <p>I am doing just that, although you have already decided and made up your mind, you have not taken in account that the 36 flats, 76 people coming in and out of the building at least twice a day, at 169 Fitzgerald avenue ,have a garage entrance on Worcester St and is most inconvenient to have to have to turn around on Fitzgerald Ave. just so a very few cyclists can cross the road safely.</p> <p>About safety, you know very well that there are a number of cross lights in the centre which slow the traffic and car speed. The decision to slow down the speed to 30km an hour does not help the safety issue, it only makes people not want to go into town. ChCh centre was already dying out before the hearth- quake. Apart from the lunch hour rush of people working in the offices, there was and there is no people around, mainly is the difficulty to get there without having to stop three thousand times at cross lights and then having to pay a pretty stiff parking fees.</p> <p>People just would rather go to a shopping Mall, with free parking and weather control. When I am in the centre I prefer walking, at time rather daunting as there are no people around, and it does not feel safe. I very rarely come across bikers and I never ever seen anyone crossing at Worcester St Cycleway connection.</p> <p>I have spoken with tradesmen, they find it very frustrating reaching the centre for both reasons, parking and slowing down. Both a great loss of precious time. They would not be able to bike with their tools anywhere and when they get at destination, if they are called in to attend repairs to one of the new apartment block, there are no parking.</p> <p>It is clear to me, that you have made up your mind that everybody in the centre of town should use a bike, not taking account older people, families with children who need to go to school, ambulances, fire brigade, and the huge numbers of tradesmen and builders who are working in town, they cannot do without a car. Plus the inhabitants of the centre of town, who have to reach their work place, go to supermarkets.</p> <p>I think is a bit premature to impose speed restrictions, in the centre of town especially when it is still pretty much a building site. If you wish to encourage safe cycling , and safe crossing, you should build over passages, and or under passages, and above all plan for them in the new subdivisions, which seems to be carried out without any proper planning and therefore subject to the same shortcomings of an old urban vision, instead of learning from other futuristic urban plans, which provide wide roads, over passages, small electric buses, trains and undergrounds.</p> <p>Roads in Christchurch were build for cars, the streets are narrow, do not allow for bespoken cycles ways, the rate payers money was spent for this, there are foot paths, that are not being used.</p>	Cristiana Mitchell	

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
	<p>As far as my experience, there are very few cars crossing Worcester St.</p> <p>Finally, I think you should review the building law, which came about after the earthquake allowing flats to be built with no allowance for parking. It does not make building cheaper and therefore does not reflect into affordable rents. It just creates more rates for the City Council to receive per square metre. Cities should be built for the residents not for tax purposes.</p> <p>Finally, I am not aware of statistics regarding accidents involving people crossing roads and bikers. I can tell you that cyclists need to be educated and respect the same 'common sense' and rules as car drivers.</p> <p>Having said the above, I do not believe that local Governments are engaging with reality and the practical needs of their citizens they "assume" that coercing his residents is going to change their habits. It is more luckily that the price of petrol is going to make working from home a more sustainable choice. The 30 kms an hour is going to make building in the centre even more expensive.</p>		
45127	<p>Thanks for the opportunity to comment on this. It is a little disappointing that these changes have taken such a long time to consider, but they should be reasonably effective to send the message that this street is part of a major cycleway and that sharing with care by everyone is paramount. It would be good if future improvements could at least be a little more generous with the paint, or even to provide some separation such that has been provided along Ferry road, between Fitzgerald Avenue and St Asaph St cycleway. The transition from Worcester St into Latimer Square needs kerbing improvement to provide a seamless journey, most frustrating. Equally frustrating is the light phasing when exiting Latimer Sq to cross Madras Street onto Worcester Street again. The wait time feels considerably longer than the crossing of 4 lanes at Fitzgerald Avenue. There is a large timing gap between a wave of vehicles on Madras St, yet only a tiny proportion of this time enables bikes to cross.</p>	Robert Fleming	St Albans
45084	<p>If you don't change the streetscape you'll struggle to change the behavior (i.e. speeding). This 'design' is a massive cop-out for what is supposed to be a major cycleway. The street is massively wide and waaaaay over dedicated to cars, can you please just install a low cost separated cycleway like the one on Ferry road? Like what this guy suggests on twitter: https://twitter.com/adamlines_/status/1497347954830561284.</p> <p>Also can you make it a nice easy and direct crossing across Latimer Square (i.e. cutdowns)?</p>	Julien Gutknecht	Sumner
45079	<p>Please ensure smooth transitions (aligned kerb cut downs) between Latimer Square exit and entry points for travel along Worcester St in both directions</p>	Natalie Brodie	Cashmere
45073	<p>This seems far too simplistic for a major cycle route. The MCR is only as good as its weakest link, and I fear this connection that's proposed would limit potential future growth in use of the route as it provides little protection and indirect pathways in and out of Latimer Sq. Ideally this should be a separated bidirectional route like Ferry Rd, or at least have a more 'MCR' feel to it. There needs to be good wayfinding marking the route as part of the MCR. There also needs to be a much better connection through Latimer Sq -- the paths in and out of the square need to be rerouted and designed with the MCR movements in mind.</p>	Greg Trayne	
45071	<p>This change doesn't do much to improve the existing connection and is frankly a bit lame on such a wide road. Can we please have actual cycle lanes rather than sharrows (drivers don't always respect these and can get aggressive if a cyclist continues to take the lane), and something to remove or reduce the risk of being doored after being psychologically forced to cycle tight to the left by an angry driver behind? I suggest traffic calming measures and cycleways such as those done on Ferry Road.</p>	Jenny Buckley	Woolston
45025	<p>Hey does Barbados intersection, based on traffic volumes justify left turn arrows?</p> <p>Can you add more traffic calming or protected cycle paths along all the route?</p> <p>On east frame portion of Worcester can a speed table be added for people crossing Rauora park?</p> <p>can Worcester street be turned into shared road based on traffic flow traffic volumes and minimal driveways?</p>	Timothy Allan	Christchurch Central
45021	<p>I would like to see more cyclist protection and more traffic calming used. Sharrows have been proven to be the worst short of cycle infrastructure, with more in-fill development cyclist need to be more protected on Worcester before they get to Latimer square. These protections could also be used to help with the plan of greening the east by having trees and rain gardens used.</p>	Matthew McPherson	Linwood
45002	<p>With this proposal, cyclists and other users will be at more risk of mixing with traffic. The relatively wide road will encourage drivers to go faster despite the decrease in speed limit - I think sharrows are not suitable for this stretch of road (and in general there is evidence to show that they are actually less safe overall).</p> <p>There is sufficient road space to instead install a fully separated cycleway. I second this proposal by Adam Lines</p>	Andrew DC	St Albans



adam lines
At Fitzgerald Ave, the left-in turn into Worcester St is closed, much like the St Asaph-Ferry turn was. A bi-directional cycleway links to the existing signals, and heads west towards Latimer Square. Parking is retained on both sides of the road - there's heaps of room!

12:11 PM · Feb 26, 2022 · Twitter Web App

4 Likes



Tweet your reply Reply

adam lines · 1h
Replying to [redacted]
At Barbadoes St, the intersection treatment is pretty much identical to what happened over on Ferry Rd. The only major change would be a combined straight/right-turn eastbound lane.



1 3



adam lines [redacted]

At Barbadoes St, the intersection treatment is pretty much identical to what happened over on Ferry Rd. The only major change would be a combined straight/right-turn eastbound lane.

12:11 PM · Feb 26, 2022 · Twitter Web App

3 Likes

Tweet your reply **Reply**

adam lines [redacted] · 1h

Replying to [redacted]

At Latimer Square, the existing cycle signals are utilised, with the cycleway connecting into the park and wider city.

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
	(https://twitter.com/adamlines_/status/1497348503412305922/photo/1 and screenshots attached) to use an Innovating for Streets approach to separate cyclists from the road, much like the recent Ferry Road project.		
45001	Can we have a cycle slipway around the speed hump near the bowling club? They are on some other areas of the cycleway and are really good. Also, can you increase the crossing time at the lights by Latimer Square? It is really short.	F Fraser	Halswell
44980	Great news about the cycle way passing through this area - definitely in support of this! A significant amount of additional planting and landscaping both to protect cyclists from traffic, residents from traffic noise, and for the wellbeing of the street in general, is an important part of making this a successful upgrade and for it to be well used as a cycle path. Please consider additional planting and landscaping.	Abby Cunnane	
44976	<p>Although I'm just a filthy peasant, a land-beggar, a tenant, I have rented the same flat here for over 15 years (and mum and dad rented here before me for several years). So YES, I have lived here as a rental tenant for more than double the length of time an "average" homeowner lives in the house they own.</p> <p>Please DO NOT place a speed bump in this block (between Barbadoes and Fitzgerald) of Worcester Street.</p> <p>Here is my reasoning...</p> <p>Especially since the earthquake, many individual houses have been demolished and replaced with multi unit flats. In most but not all cases these new home units have been built by "Williams Corporation". About "Williams Corporation" I have two things to say</p> <p>(1) "God bless them for being the biggest builder and provider of badly needed new housing in the inner city area." and...</p> <p>(2) "Curse those scumbags all the way to Hell itself, for building, not just the Slums of the Future, but The Slums of the Now."</p> <p>Now there is no dispute that new housing units (whether built by Williams Corporation or anyone else) do indeed meet all required building codes including the new modern standards for earthquake resistance, and insulation requirements. (Mostly they fail to make use of Balconies or maximise Northern Winter Sun, but that isn't mandatory, so let's move on).</p> <p>But, in line with new regulations and building codes etc, almost without exception, those new builds have zero car parking (or very limited car parking). Yes I realise that changes to CCC planning rules have been forced on them by Central Government in Wellington.</p> <p>(I once heard some commentator mouthing off about how people LOVE not having a car nowadays, as they enjoy spending their money on Uber taxis and Lime scooters. That guy was a rich idiot and wrong, but I digress).</p> <p>Just on one side of this city block, here is my summary of homes with off-street parking ALREADY lost to local residents.</p> <p>216 Worcester Street, was an old house with parking for at least 3 cars in its driveway, replaced by FOUR (4) Williams Corp units, with zero parking.</p> <p>230 Worcester Street, big old house used to operate as a Backpackers Hostel. The driveway and yard could accommodate 10 vehicles at least. Replaced with ELEVEN (11) Williams Corp units (curiously addressed as number 230 units 1 thru 8 and number 232 units 1 to 3). Zero onsite parking.</p> <p>272 Worcester Street contains 30 "Housing Commission" (or whatever name they're using this week) social housing units. Before the earthquakes this, now combined land section, was 3 individual sections, and contained two, near 100-year-old houses which did not have drive-on access, and a small wooden block of 4 units, which had parking for at least 8 vehicles.</p> <p>The new 272 Worcester Street Housing Commission complex does have some 7 off street car parks. Note that people in social housing sometimes end up with MORE disposable income to spend on perhaps owning a car, as their rent is limited to just 25% of their Welfare Benefit or earned wage.</p> <p>278 Worcester Street. I cannot recall the old house that was there, but it has recently been replaced with 3 units. It actually has one, slightly oversize off-street car parking bay,</p>	Catherine Jemma De Croy	Christchurch Central

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
	<p>however the real estate maggot, sorry "agent's" board, outside indicates that tenants are NOT allocated any parking space.</p> <p>Now it is true that not every single household has a car. However NZ and Christchurch is still a very car dependent society. I'm sure you have the exact statistics to hand, but I expect the "average" city dwelling household has about "1.5" vehicles on average.</p> <p>I live in a small block of 5 units (some rented, some owner occupied) built about 40 years ago. We all have one lockup garage and enough concrete driveway/hardstand area to park at least one other car each (without blocking anyone else). Currently our 5 households have 8 vehicles. (It used to be 9 vehicles, but some neighbours just sold their second, ie "wife's" car).</p> <p>This city block of Worcester Street is already at "maximum parking" very often. Visitors have sometimes had to park in the next block along and walk back.</p> <p>Local parking is, I expect, to get very much worse in the near future, as even more residential multi units are under construction further along in Worcester Street and in neighbouring Hereford and Gloucester Streets.</p> <p>Speed humps as they exist further Eastwards along Worcester Street involve the removal of SIX to EIGHT on-street car parking places. (When the accompanying road changes are included).</p> <p>Please DO NOT remove any more parking, from a residential city neighbourhood already groaning from the lack of enough onstreet parking for the residents already here.</p> <p>By my count, allowing for the loss of onsite parking and the increased density of housing units, even assuming just one car per home unit, there are now 39 more cars, looking to find parking spots, along this block of Worcester Street alone.</p> <p>Please don't remove 6 or 8 parking spots to install an unneeded speed hump.</p> <p>Yes, at some future date, when ondemand electric minibuses, transport people like a free shuttle, then indeed we might become a less car dependent society.</p> <p>But for now, we depend on cars and places to park them.</p> <p>Don't even get me started on where all the new residents of "Williams Corporation" constructed units without parking, are going to CHARGE their new electric cars ! That's another problem entirely. (I guess the peasants renting those "new slum" units will simply never be able to upgrade to electric cars and enjoy the huge cost savings in fuel and maintenance, that the wealthy owners "early adopters" of electric cars are already enjoying ?)</p>		
44931	I like the slowing down of the traffic. I fully support this. Painted cycle areas at intersections aren't always very effective. It is hard to see from the picture above, but if you are able to put a small kerb or stanchions at intersections for cyclists that makes a big difference. It slows down the cars and prevents them from cutting into a cyclists path.	Alex van den Broek	Waltham
44915	It's a great plan! I would love to see more landscaping and native planting to make the street feel more like the rest of the cycle way.	Carmel Rowden	

Organisations: Antigua St Cycleway

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb	Name of organisation and role
45189	Please see details in attached submission document. Please note the information request under point 13. From the submission: The CDHB has concerns about the loss of parking along Antigua Street which enables access to the nearby health services for both patients and staff. Therefore, the CDHB requests further details around the number of parks lost due to this redevelopment and how and who these parking spaces are currently being utilized by.	Rosa Verkasalo	Christchurch Central	Canterbury District Health Board - Policy Analyst
45080	Please see the attached submission.	Edward Griffiths	Christchurch Central	Canterbury District Health Board - Acting Programme Director Construction & Property
44881	<p>The Antigua Street cycleway connection looks awesome, and is an important connection in the network. However it is rather over deigned - especially as there is only one driveway on the western side.</p> <p>Two - One way cycle tracks are safer at intersections and driveways so this supported. A lot of on street parking is being removed and there is opportunity to provide more.</p> <p>At the entrance to the car park for Parakiore Recreation and Sport Centre, there is wide separation between roadway and path. Separation is shown by international research to be 3 times more hazardous at intersections and busy driveways, than when the cyclists are positioned close to the roadway. This why the Danes do not separate their Copenhagen cycle tracks at intersections. I recommend that the path be moved close to the through lane for a distance of at least 30 metres prior to the driveway.</p>	Tim Hughes	Bishopdale	Safe n Susseid - Principal Safety Engineer. until recently subject matter expert for cycling and walking at Waka Kotahi -NZTA.

Submission #45189

Canterbury

District Health Board

Te Poari Hauora o Waitaha

Item 6

Attachment C

Submission on Antigua Street Cycle Improvements

- To:** Christchurch City Council
- Submitter:** Canterbury District Health Board
Attn: Rosa Verkasalo
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140
- Proposal:** The proposed design of the new cycleway focuses on safety and accessibility for all users along Antigua Street including cyclists, pedestrians, local businesses and the Metro Sport facility.

Submission #45189

SUBMISSION ON

Details of submitter

1. Canterbury District Health Board (CDHB).
2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.
3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.

Details of submission

4. We welcome the opportunity to comment on the Antigua Street cycle improvements. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'¹.

¹ Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

Submission #45189

14. The CDHB supports the use of landscaping along Antigua Street, as this provides a clear division between cyclists and motorists. However, it should be ensured that the planting of vegetation does not inhibit the visibility of pedestrians and cyclists.
15. The CDHB supports the installation and enforcement of 10-minute parking limits on Halkett Street as a measure to reduce the impact of the road reconfiguration on local businesses.
16. The CDHB supports the proposed measures to improve the safety of cyclists and pedestrians on the Antigua Street footbridge. These include the widening of the shared path, refreshing the markings on the path, introducing the 'slow zone' and relocating the garden edge seating and cycle counter away from the shared path.

Conclusion

17. The CDHB does not wish to be heard in support of this submission.
18. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.
19. Thank you for the opportunity to submit on The Antigua Street cycle improvements.

Person making the submission



Dr Anna Stevenson
Public Health Physician
Medical Officer of Health

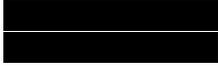
Date: 15/03/2022

Contact details

Rosa Verkasalo
For and on behalf of
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140

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Submission #45189



submissions@cdhb.health.nz

Submission #45080

CDHB Submission on the proposed Antigua Street Cycleway Connection and Footbridge

1. Antigua Street Cycleway Connection Comments

The CDHB's Activities

The Canterbury District Health Board (CDHB) is one of twenty DHBs in New Zealand, charged by the Crown with improving, promoting and protecting the health and independence of their populations. The Canterbury DHB has the third largest population of any DHB in the country. In 2021/22 it will be responsible for 589,390 people, 11.5% of the total New Zealand population.

As the second largest tertiary service provider in the country, the CDHB owns and operates six major hospital facilities across the Canterbury region, (the Christchurch, Christchurch Women's, Hillmorton, Burwood, Princess Margaret and Ashburton hospitals). It operates the largest trauma centre in New Zealand and the fifth largest in Australasia and delivers the second largest number of elective (planned) surgeries in the country and half of all the elective surgery provided in the South Island. It also provides an extensive range of highly specialised services to people from other DHB regions where those services or treatments are not available. In 2018/19, almost 7,000 people from outside of Canterbury were discharged from the CDHB's hospitals and close to 55,000 outpatient appointments were provided by Canterbury staff to people referred from other DHBs. To deliver healthcare to its population, the CDHB employs just over 11,000 people directly and holds approximately 1,000 service contracts and agreements with other organisations and individuals who provide services for the Canterbury population.

Accessibility and Parking

The CDHB's Vision is for "an integrated health system that keeps people healthy and well in their own homes by providing the right care and support, to the right person, at the right time and in the right place". Where care is required at the Hospital campus, transport to enable such care clearly has an important role to play in a "whole of system" approach. An integrated view of patient welfare also recognises the vital contribution that patient's supporters can make to a patient's care and recovery: A hospital stay or visit is often likely to be a time of great stress for patients and their families alike and transport options will play an important role in mitigating (or potentially exacerbating) this stress. Similarly, for health-care staff, transport to and from work has the potential to add to, or reduce, the inherent stress in their daily work. Christchurch Hospital needs to be viewed as accessible by patients, visitors and staff.

Because of the importance of accessibility and ongoing issues around this, the CDHB developed a Long-Term Hospital Parking Strategy in 2017 (developed by QTP). The strategy identified that there is a parking shortfall associated with the current operation of the hospital site and the loss of on street carparking in the areas near the hospital has contributed to this shortfall. This Strategy identified a January 2017 review by Development Christchurch Ltd (DCL) which concluded that there could be a shortfall of up to 2000 carparks in the long term to support hospital activities.

In response to the identified shortfall of carparking in the vicinity of the hospital the CDHB:

- Has worked with CCC, DCL, Otakaro and CERA on an ongoing basis to identify and resolve parking and accessibility issues;

- Runs 'park and ride' services for public and staff from the carpark at the southern end of Deans Avenue;
- Is extending the existing Antigua Street carparking building by 2 additional floors providing an additional 270 spaces (RMA/2019/2417);
- Has undertaken a joint venture with Ngai Tahu Properties to establish a carparking building on Hagley Avenue (RMA/2021/816) with an additional 471 parking spaces; and
- Applied to extend the life of an existing at grade carpark at the corner of Stewart Street and Moorhouse Avenue by another 12 months.

Unfortunately, these initiatives do not / will not make-up the identified 2000 long term car park shortfall.

Antigua Street Cycleway Connection Comments

The CDHB generally supports the provision of cycle improvements on streets to provide additional safety to cyclists and to encourage cycling as a transport mode. Both have consequences for the health of our population. In addition, the CDHB notes that many of its staff and visitors regularly cycle to the hospital and other nearby hospital related support services. According to a CDHB Staff survey in March 2016, 21.9% of CDHB hospital campus staff cycle to work. However, staff travelling by car made up 65.6%. The CDHB also acknowledges the Council's desire to extend the cycleway from the south of Moorhouse Avenue in to the Central City to further enhance the City's cycling network.

However, the proposal to establish 2.2m wide separated one-way cycle lanes on each side of Antigua Street from Moorhouse Avenue to St Asaph Street will result in the loss of approximately 59 parking spaces (75 existing spaces pre Metro Sports based on Google Street View that are proposed to be replaced with just 16 short stay car park spaces). Car parking for patients, visitors and staff is already significantly inadequate in this area as evidenced by the QTP and DCL reports. The loss of approximately 59 long stay unrestricted carparks will have consequential impacts on the accessibility of hospital services. The majority of these parks are located within a 10 minute walk of the hospital (see Figure 6.2 from the QTP report).

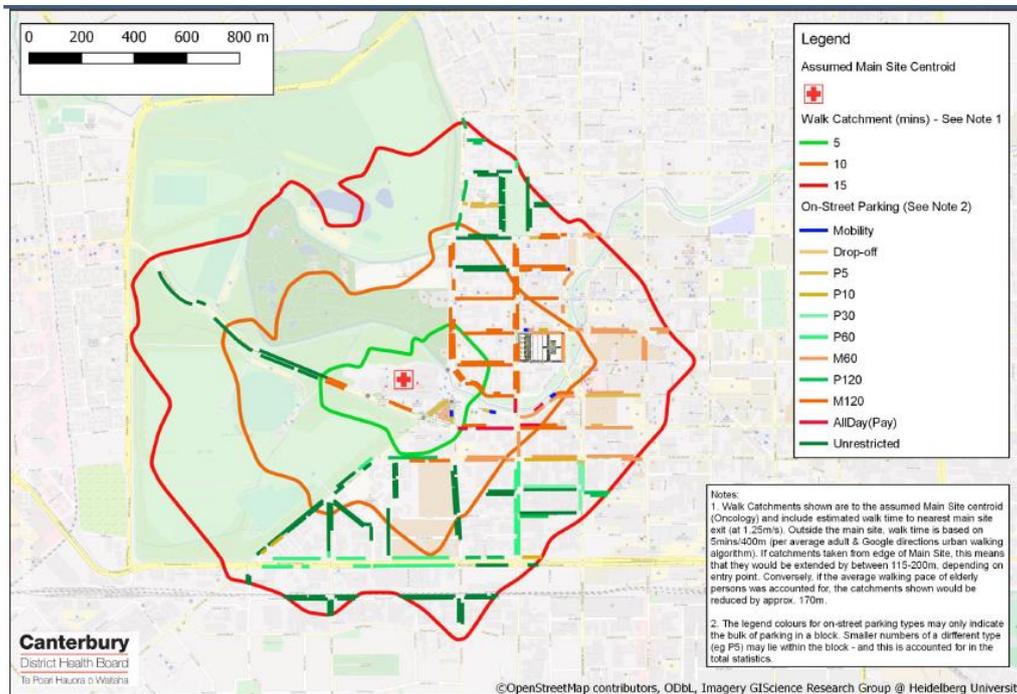


Figure 6-2: Current On-Street Public Parking within 15mins Walk of Hospital

The QTP report identified the existing level of on street carparking and anticipated further reductions in on street carparking in the area to accommodate planned street changes that have not yet been constructed (see Table 6-6 QTP Report). The report includes reductions in parking from anticipated changes around the new outpatients, along Oxford Terrace, Tuam and St Asaph Streets and explicitly excludes the proposed Antigua Street changes, identifying these as uncertain. The QTP report identified 286 unrestricted carparks within 10 minutes of the Hospital. Based on Google Street View there were approximately 52 unrestricted car parks available on Antigua Street (pre Metro Sports restrictions) within 10 minute of the hospital. This equates to approximately 18% of the total unrestricted carparks within 10 minute walk of the hospital. This loss is therefore considered to be significant.

The QTP report stated that whilst some of the on-street parking (to the South of the Hospital, in Hagley Avenue, Waller Terrace and Stewart Streets) will, presumably, be residents and other non-hospital users, based on their observations of parking activity they considered the use of these parks by hospital users was at least 70%, and was likely to be higher. The anticipated growth in hospital activity over time will create even more pressure for carparking spaces.

The CDHB therefore objects to the loss of approximately 59 carparks and requests the Council redesign the cycle way to reduce the loss of carparks and the loss of unrestricted carparks. The CDHB considers this could involve reducing the amount of landscaping or preferably maintaining the status quo cycle lanes within the proposed 30km/h speed limit environment.

On-street Parking Type	Walk Time from Hospital			
	5mins	10mins	15mins	<=15mins
Mobility ²⁸	7	6	7	20
Drop-Off (P5,P10)	22	21	77	120
Time-Limited (<=3hrs, Free)	0	12	312	324
Time-Limited (<=3 Hrs, Pay)	117	236	226	579
All-Day Pay	0	22	0	22
Unrestricted (Free)	4	286	617	908
Total	150	584	1,239	1,973

Table 6-6: Future On-Street Parking within 15mins walk of Hospital

Speed environment

Turning to the specific components of the proposal. The CDHB generally supports a 30km/h speed environment in locations where there are many pedestrians and cyclists as this provides a safer environment for them.

Raised platforms

The CDHB currently occupies the building at 230b Antigua Street where a raised platform is proposed. The CDHB does not object to raised platforms in principle, however it is not clear what the purpose of this raised platform is. The proposed platform closest to Moorhouse Avenue appears to signal the change in speed environment, while the one at the Halkett Street intersection appears to support pedestrian movements from Halkett Street and provide access to the Metro Sports centre. As there is no obvious function for the platform outside 230b Antigua Street, the CDHB does not support it being installed.

Proposed kerbing

The CDHB notes that kerbing is proposed near to Moorhouse Avenue. Comments from some staff is that some kerbing designs can have the unintended consequence of catching a cyclist's wheel and causing the cyclist to tip off the bicycle into the traffic lane. The CDHB is therefore supportive of kerbing that can be easily ridden over and unlikely to cause a cyclist to fall off their bike when their bicycle wheel comes into contact with it.

Cycle lane width

The CDHB is supportive of cycle lanes that are sufficiently wide for a cyclist to easily pass another cyclist travelling along the cycle lane. Cyclists shouldn't feel compelled to move onto the footpath or swerve off the cycle lane onto the traffic lane to pass another cyclist.

Street trees and landscaping

The CDHB generally supports the provision of street trees and landscaping where appropriate and has no specific comments on this part of the proposal, except to note that this provision may result in the loss of further carparking, which the CDHB does not support.

Parking space time limits

The CDHB notes that the time limits proposed for the carparking further reduce the suitability of the parking spaces for visitors to the hospital as the time durations are a maximum of only 120 minutes.

CDHB Antigua Street Carparking Building

Of note, the CDHB recently received a resource consent to add two additional levels to the top of the existing car parking building at 258 Antigua Street, adding 270 spaces and increasing the number of parking spaces from 400 to 670 (RMA/2019/2417). The main entrance way to this carparking building is off Antigua Street across a demarcated cycle lane. The proposal to extend the cycle lane to Moorhouse Avenue may well increase the usage of the lane, and may exacerbate conflict at the entrance to the carpark. It would be reasonable in our view that such risks were identified and taken into account by the Council prior to the cycle lane being proposed.

The CDHB wishes to bring this matter to the attention of the Council and specifically state that the carparking building pre-dated the existing cycleway changes on Antigua Street and the consented extension to the parking building predates the proposed further cycleway improvements. The CDHB would not want further changes to the Antigua Street carparking building (none are currently proposed), to be complicated or declined due to subsequent Council-introduced additional conflicts with cyclists using the Antigua Street cycleway.

2. Antigua Street Footbridge Comments

The CDHB supports the proposed footbridge changes to better identify the existing bollards and slow zone and to enlarge the shared path area (through the reduction in the raised garden outside the Boat Shed Café) and relocation of the seating. This area is highly trafficked by pedestrians, including by hospital staff, patients and visitors. It is also an area where cyclists and pedestrians converge. Proposals to better manage this busy bottleneck and reduce transport mode conflict are welcomed.

Edward Griffiths

Acting Programme Director Construction & Property
Facilities & Infrastructure Programme Office
Canterbury District Health Board

07 March 2022

Individuals: Antigua St Cycleway

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
45225	<p>Overall, I support the proposal, but have some concerns.</p> <p>Firstly, I would like to see the pedestrian crossing of Halkett Street have a zebra crossing please.</p> <p>Secondly, I would like to see raised tables at each of the vehicle entrances to Parakiore please, to be located between the cycleway and traffic lane.</p> <p>Thirdly, I would like to see the flush median removed on Antigua St (between St Asaph and Tuam) to make space for a widened footpath on the western side. Please see attached drawings. When Parakiore opens, Antigua St will be the primary walking link into the central city via the Ōtākaro Avon Promenade, and I don't believe the existing ~1.5m wide footpath is sufficient. The southbound traffic lanes are already proposed to be combined, so there's an opportunity to greatly improve the walking experience on the western side of Antigua St. This part of the works could initially be done with pop-up materials, then with kerb changes occurring when funding allows. Please see the attached photo of the existing footpath, which is a rather compromised width.</p>	Adam Lines	
45218	<p>Thank you CCC Staff and Councillors that appreciate how wonderful Ōtautahi can be if it isn't gridlocked with private motor vehicles.</p> <p>In general I feel this new section of cycleway will be functional and pleasant. Being pleasant is actually quite important, the 30 km/h safer speeds and separation reduces noise and reduces pollution. This in turn gives a more enjoyable and healthier experience. I fully support these aspects of the project.</p> <p>Further to that, the 30 km/h speed also reduces pressure on drivers turning into driveways. This means drivers will be less likely to rush a turn across the cycleway. So again fully support the safer 30 km/h speed.</p> <p>It is great to have tree planting included in this project, another positive there.</p> <p>One of my concerns though is the narrow width of the cycleway (2.2m) relative to the high volume of people biking. If there is any opportunity to widen the cycleway, it would be a great benefit.</p> <p>Finally, with the growth in e-bikes and e-scooters there are a large number of people using these micromobility transports travelling at speeds close to 30 km/h as well as cargo bikes (which can be quite large relative to cycleway width), it becomes necessary for those riders to ride on the road. This is expected as there is a wide variety and a high volume of people biking. Unfortunately there are some people that don't understand the reasons why someone may bike on the road when a cycleway exists. Therefore at some point in the future (not necessarily tagged to this project) could you publish information that helps educate the public on this (it would be great if this was a video showing the wide variety people biking and the wide variety of micromobility transports).</p>	Allan Taunt	Redwood
45210	<p>I fully support the proposal.</p> <p>This looks amazing!</p> <p>I fully support the reduced speed limit and reduced on-street parking.</p> <p>The plantings appear to not restrict sight-lines between road-users, cycleway-users, and pedestrians.</p>	Fiona Bennetts	Harewood

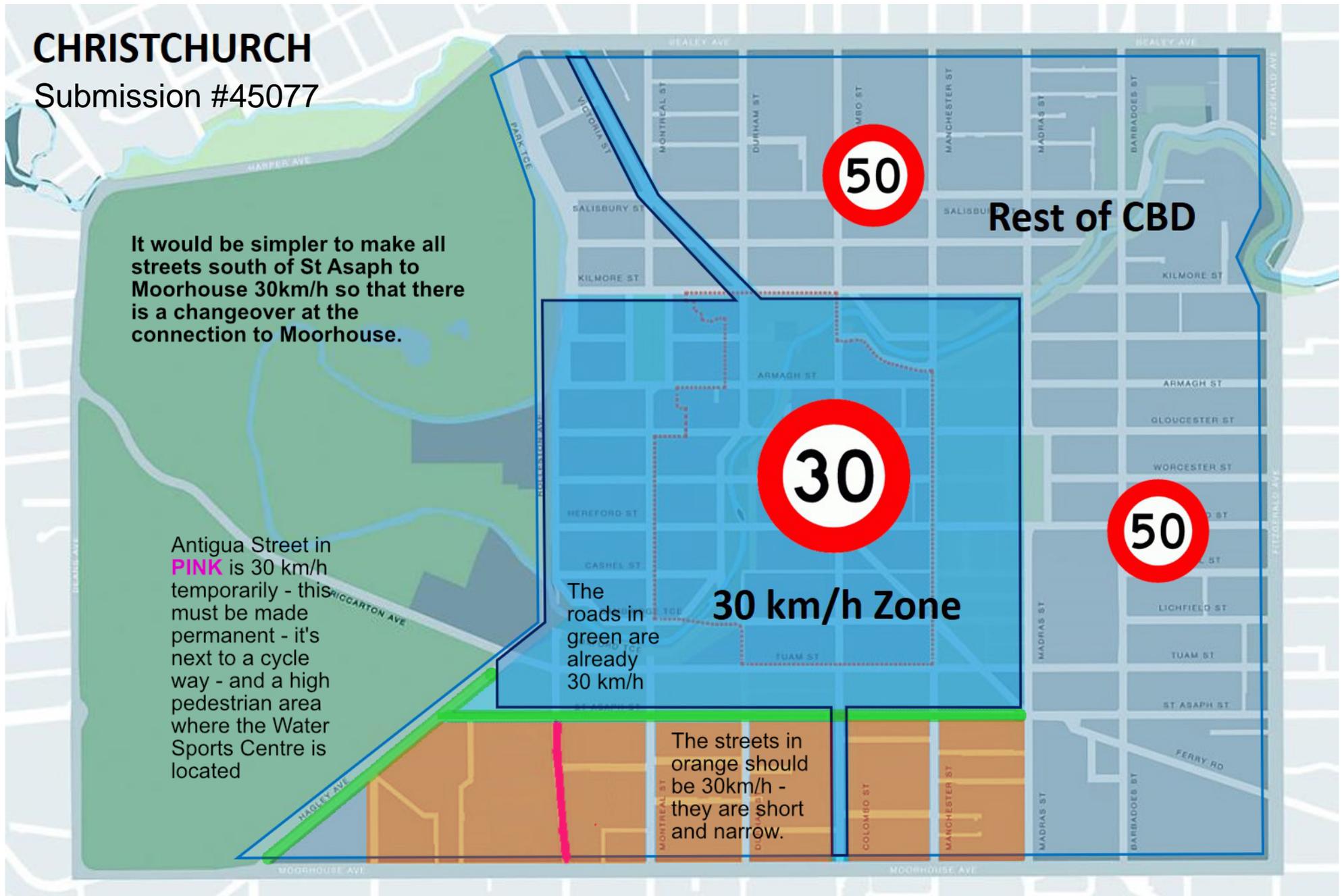
Submission #45225



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	Please consider installing speed bumps at the entrance/exit to the Parakiore carpark to remind motorists to give way to cyclists and pedestrians, and to not pull too far forward when looking for a gap in traffic.		
45209	I am in favour of the changes.	Anne Scott	Burnside
45204	<p>The plans look great to me. My partner began cycling within a month of us moving to nearby the Quarryman's Trail. Within six because of her I'd started too, and by the end of the year her dad had started cycling to work while my parents both bought e-bikes and my brothers both got keen too. Cycleways work and they cause uptake to snowball - because of one person cycling to work last February, by March this year seven others are now either cycling regularly or keen to get started. Build it, and they will come.</p> <p>In terms of the specific design, I'm a big fan of the trees and plants. If possible a mixture of semi-mature and saplings would be good to bring some immediate shade to the area. I walked down this street regularly in summer and it's one of the hottest places I've been. The trees will be great to offset some the urban heat island effect, and the age mixture would ensure that there will not be a time where all the trees have to be removed at once, keeping constant shade and greenery. Native trees would be preferable to exotics, of course.</p> <p>If possible I'd like to see a button installed at the lights on Moorhouse ave for cyclists to push. In the past my partner and I have met people whose bikes are not made of steel meaning they haven't been detected and the lights haven't turned green for them. It's an inconvenience and a barrier to uptake, so addressing that would be great.</p> <p>I'd also like to see "give way to cyclists" or "cyclists have right of way" signs at the entrance to the Metro Sports and other business car parks and on each side street.</p> <p>Finally, if possible widening the footpath on the left hand side of Antigua between St Asaph and Tuam would be good - perhaps with some plantings as well (preferably on both sides of the road). It's another hot, dry and smelly area in summer, with the footpath so narrow it barely feels safe.</p>	Finn Jackson	Saint Martins
45203	<p>Cyclist-specific comments:</p> <ul style="list-style-type: none"> • Cycle lights should be automatically actuated with each traffic light cycle. They should not be actuated on-demand because this causes unnecessary obstacles to crossing streets (especially Moorhouse). If they must be actuated, there need to be additional sensors further back from the lights and in the hook turn boxes. • Cycle way and pedestrian footpaths should have a clearly marked right-of-way compared to turning vehicles. i.e. turning vehicles should yield to cycleway and footpath users and this should be clearly marked as drivers typically do not follow this part of the road code. • Bike parking at Parakiore should be easily accessible and clearly signed and marked from the cycle way (from both sides of Antigua - bike crossing at a pedestrian crossing may be required and should be clearly marked and signed). Cyclists should not have to ride through the car park to access secure bike parking. • At the St. Asaph & Antigua intersection, there needs to be clearly marked areas to queue for the light and clearly marked areas to keep clear for cyclists heading west on St. Asaph across the cycle way. • At the intersection with the Tuam St cycle way, there needs to be a clearly marked place (to the right of the pedestrian crossing) for cyclists to wait before turning right. • Order of right-of-way should be (1) Pedestrians, (2) Cyclists, (3) Vehicular drivers. This is not observed in practice even if it's part of the road code. Lots of signage is required to remind drivers that they must yield to pedestrians and cyclists. 	Christopher Seay	Addington

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	<ul style="list-style-type: none"> • Vehicular traffic should be minimal on Antigua St and access to Parakiore for drivers should be designed to reflect this. It should be much easier to walk or bike to Parakiore than it is to drive. <p>Project specific pedestrian comment:</p> <ul style="list-style-type: none"> o Change courtesy crossings across Antigua to marked (zebra) crossings. All pedestrian crossings against vehicular and cycle traffic should be zebra crossings so that pedestrians have the clear right-of-way when crossing Antigua. "Courtesy crossings" rarely work as intended and are terrible/dangerous for pedestrians. Drivers of vehicles are not courteous to cyclists and pedestrians and to assume they would be is naïve. <ul style="list-style-type: none"> • General comment for this and future pedestrian design projects: <ul style="list-style-type: none"> o The pedestrian crossing lights should be automatically actuated with each traffic light cycle and should ideally include a countdown - especially across large, multi-lane roads like Moorhouse Ave. It is ableist to make pedestrians feel they need to run to press the button to activate the crossing light to prevent waiting through two light cycles. Having to frequently wait through two light cycles to cross a street (sometimes by intentional design) disincentivises walking. It makes many streets (e.g., Moorhouse Ave) an unnecessary geographic barrier for pedestrians. 		
45202	I fully support cycleway developments across the city. They are enabling people to ride more safely and increasing the number of people who choose to use non-fuel using transport. This isn't only cycles, it's electric scooter, skateboards, inline skates etc. - all of which reduces the city's carbon emissions, and get's people thinking in more active ways.	Jill Borland	Hoon Hay
45194	<p>I generally support the planned improvements but request that the CCC consider widening the separated cycle lanes on each side of Antigua Street between Moorhouse Ave and St. Asaph Street as there is such high usage to serve all speeds of wheeled active users.</p> <p>Give Way signs should be installed for all entry points to the hospital roundabout to provide clarity.</p> <p>I suggest that the trees along Antigua Street be replaced with low shrubbery to improve sight lines of all users</p> <p>I request that the surface of all on and off-road paths used for wheeled devices be kept smooth- the current striped green-and-black treatment along Antigua Street near St. Asaph St creates a bumpy and uncomfortable sensation.</p>	Meg Christie	Beckenham
45172	<p>This street redevelopment project will transform what has been an area of utilitarian appearance into a pleasant gateway to the CBD from the south. Most welcome. The better travel experience for all users will be significant.</p> <p>It is hoped that the cycleway width will make comfortable overtaking possible.</p> <p>Antigua Street cycle number counts are the highest of the current cycleways where there is barrier separation. Already on cycleways such as Strickland St. - Quarrymans Trail and Colombo St - Papanui Parallel traffic flow is sometimes impeded by difficulty overtaking the variable speed bikes, mobility devices and scooters. 2.2 metre widths are barely adequate. It is also hoped that bikes capable of travelling at 30km/h will be welcome to use the vehicle lane to reduce the conflict on the cycle lane. The Give Way impediment the at Oxford Terrace junction with Antigua St (opposite Outpatients Building) needs to be removed as soon as possible. It is an anomaly. Where else in the city does an uncontrolled intersection give priority to the direction with the smallest minority of travellers passing through ? The bike unfriendly message sent is unacceptable. There is confusion at this intersection when confused motorists attempt to give way, then don't.</p> <p>Thanks for the opportunity to make this submission.</p>	Robert Fleming	St Albans
45162	I think this looks like a really good piece of work and would be happy to see this go ahead as someone who works along this route. I would push for the cycleway level to be maintained across driveways/side streets so cyclists do not need to cross curbs - I believe it is better for the cars to need to cross the cycleway as a sort of speed bump and it also signifies they are crossing someone else's route rather than the other way around.	Cameron Bradley	Yaldhurst

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45131	Support the separated bike lanes. Please consider giving cyclists right of way at the Oxford Terrace intersection/roundabout.	Peter Dobbs	St Albans
45126	Strongly support, the separated cycleway is essential	William Miller	Upper Riccarton
45095	The intersection of St Asaph and Antigua , - typically at peak times leads to cashes between pedestrians and cyclists , can they be separated? - cyclist going straight through the intersection conflict with crossing pedestrians and cyclist, can the movement be separated?	Timothy Allan	Christchurch Central
45085	Can't really fault it, probably should have been built when the rest of Antigua street was done! The street trees are especially nice. Plenty of off-road parking around there so a few on street parks gone won't be missed.	Julien Gutknecht	Sumner
45078	Would prefer a dual direction cycle path, that are more protected from the road. It also allows faster cyclists to overtake insted of meandering out into the road. The 30 km speed zone needs to be larger due to lots of shared users of the space.	Jessica Saul	Upper Riccarton
45077	Generally this is great. I do hope that advance diamond sensors will be placed on the approach to Moorhouse finally. It is a bit of a nonsense to only have the ones at the lights - why not further along Antigua Street towards Brougham. This is a major crossing - the sensors need to be better here. Why change the road speed from the existing 'temporary' 30km/h to 50km/h? It's just confusing. The areas all around Antigua north of St Asaph are 30km/h - so this short stretch next to the Water Sports Centre is not appropriate. Drivers have become used to the 30km/h zone here - make it permanent. I've attached a map and it is easy to see why it's natural to keep 30km/h in this section. And there is minimal cost - just remove the 'temporary' from the existing sign. The side roads between St Asaph and Moorhouse should also be 30km/h zones - small and narrow - they're a natural. But it would just be simpler for all streets south of the CBD to Moorhouse to become 30km/h. This would make the changeover clearer - Moorhouse is a more obvious location for the change in speed - not the arbitrary St Asaph street intersection. Clearer means safer, with higher compliance. And I'm not alone - https://viastrada.nz/30-is-safer - there has been significant reductions in crashes and injuries since the introduction of the 30km/h zone. The CCC should be looking to expand this zone - not removing temporary 30km/h in an area that will soon have many many more people using it as they access the Water Sports Facility by active mode, and using the large cycle, and scooter parking that the sports facility will be providing.	David Ivory	Addington
45072	I support this plan. I think the separated cycle lane will make cycling a lot safer for everyone.	Jenny Buckley	Woolston
45061	I feel that the flow of traffic would be improved if on Moorhouse Ave the cycles where to be given there on traffic light cycle that didn't involve cars. when a car wants to turn left at the lights and cyclists are crossing Moorhouse Ave no motorised traffic can move resulting in frustration by the motorist trapped behind the especialy at the end of a long day	Rachel Hood	Woolston
45033	Good plan. This will finish the connection between the existing cycleway and town, including the new recreational buildings which we hope to bike to often with kids.	Justin Rogers	Somerfield
45030	I use this cycleway every day to travel to/from work. It is excellent, and the upgrades to this section of Antigua St will only make it better!	Georgia Brown	Spreydon
45009	I support this. This section definitely needs to be completed to ensure the cycleway links properly. I have used this cycleway and also observed the high numbers of cyclists also using it regularly. This will be an important and well used connection. The details of the design look similar to other cycleways nearby, which I think function really well.	Andrew Brown	Parklands

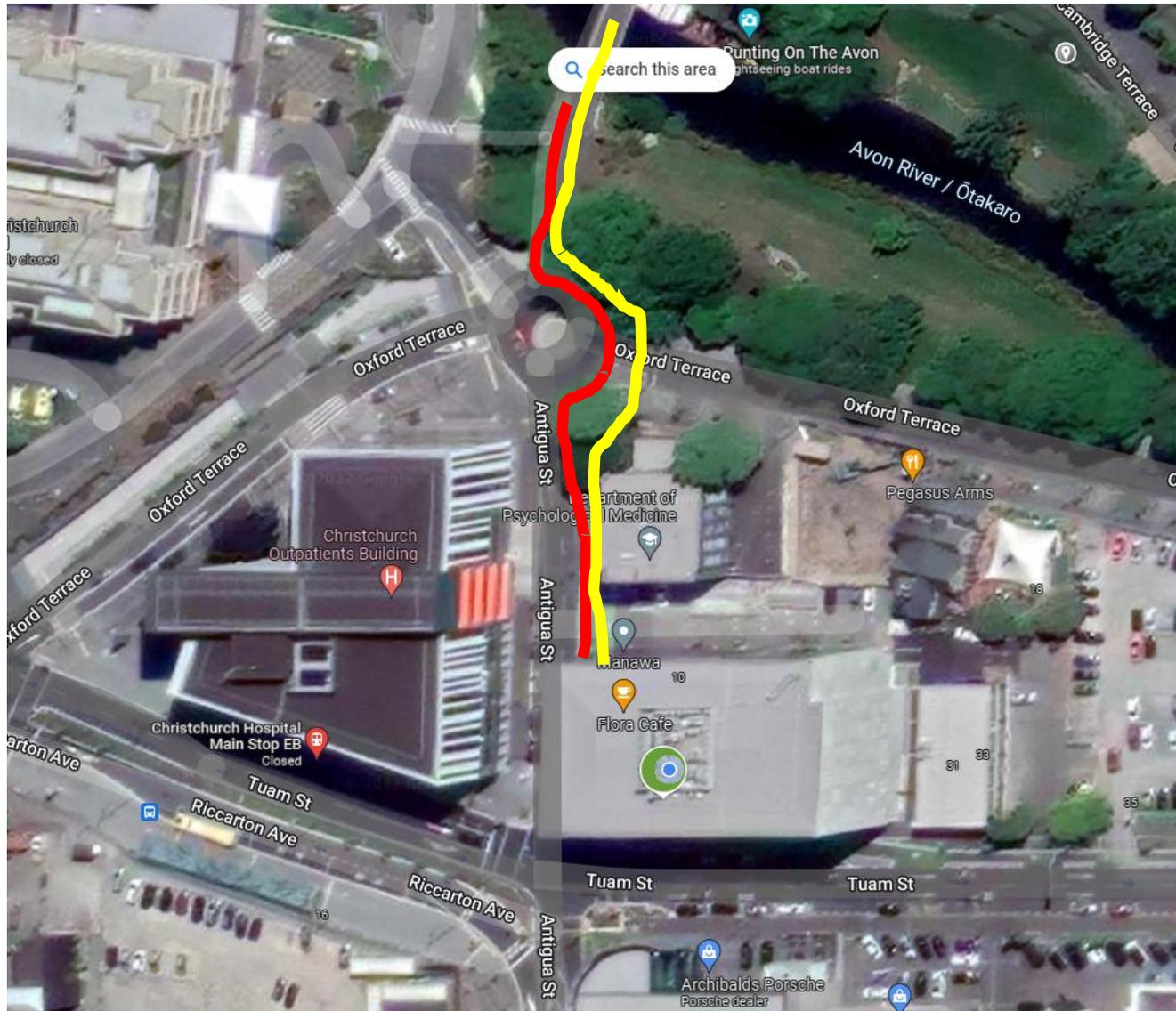


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45005	Support the improved markings and the continued separation of cyclists and pedestrians, which is causing the most accidents and injuries.	Neil Hellewell	Christchurch Central
45004	I cycle down this everyday. It is desperately needed. Thanks goodness the cycle lane has priority over the side roads (at last, some terrible examples in other parts of the city) Overall looks good. If anything 2.2 metre is a bit too narrow. Ideally should be 2.5m. Please no narrower.	Simon Kingham	Beckenham
45003	This looks good	Gareth Wright	Addington
45000	Looks good - having pedestrians separated from cyclists is very good and the waiting areas at lights looks roomy. One way cycle lanes is also much safer for such a busy cycle traffic area. I like that the sports centre traffic gives way to cyclists but can you put in a speed hump to get them to actually slow down and look properly, or even better put in those flashing lights like the bus exchange has. I can see something in the picture but it isn't clear enough to get the detail of what the signaling is for exiting drivers. When I commute through there at about 5pm there is more cyclists than the St Asaph intersection can cope with and the light phase is very short to get so many people mobilised and across the intersection. Longer phases at peak hour would be helpful.	F Fraser	Halswell
44998	Great plan. Yes please, let's do it. Connecting this leg of the route and promoting its advantages will encourage and enable more people to choose cycling over driving and reduce car numbers and emissions. The new sports centre can't be far off completion. Way better to get there by bike.	Katy Clook	Beckenham
44997	I cycle and drive this route regularly. Reducing traffic speed to 30km/h is good. The separation by kerb is good. The Southbound design on the Eastern side is generally good. The trees along the westside of Antigua will be hazardous because they will reduce visual connection between road and cycleway. Regular car drivers on this route (including me) will get used to the presence of a concealed cycle lane, but there will be huge risks because the metro facility will attract many visitors who are not familiar with the road layout and will not know about the cycle lane and will cut across the lane when turning into the carpark/service lane for the facility and cyclists WILL BE INJURED OR KILLED. This cannot be allowed to proceed. Even with better visibility, the signs for vehicles leaving the facility should be compulsory stops, not giveaway. I have to say that as a regular user of this route (for several decades) I would choose to ride Northbound on the road, not the cycleway because of this risk - and with a 30km/h speed limit, I would not slow down traffic much. A better option would be to put the cycleway two-way and 3-4m wide on the East side of Antigua all the way down to Disraeli St and put the diagonal crossing at that intersection. It is a much quieter intersection than St Asaph/Antigua or Moorhouse/St Asaph. This would also eliminate the INCREDIBLY DANGEROUS service station entry/exit points on the West side of Antigua between railway line and Moorhouse Ave. I have had many near misses at these and witnessed collisions, with cars, vans and trucks turning across the cycle lane without stopping.	R M	Huntsbury
44996	I agree with all the proposals. It looks very good	Katrina McCallum	Beckenham
44995	I totally support completing this connection. I hope that the proposal can fix a current safety issue, where many cyclists heading northbound on Antigua approaching St Asaph street will cross through oncoming traffic onto the footpath on the eastern side of the road before reaching the lights at St Asaph. They do this because the light sequencing then allows them to cross St Asaph much sooner. Suggest your designers observe this on site and make sure the proposal addresses it.	Adrian Short	Beckenham
44993	It looks great but I also think the shared path outside the botanic gardens is not fit for purpose, I think there should be a dedicated cycling path along there because there are so many pedestrians and cyclists, the current situation is quite messy.	Peter Steven	Lincoln
44992	Great. But for cyclists travelling east on St asaph, need lights for turning right onto Antigua - not just for the diagonal cross.	Andrew Chappell	Sydenham

Submission #45005

Red line – current
shared cycle
pedestrian
(through the
roundabout
intersection)

Yellow line –
suggested safer
alternate route
for pedestrians to
avoid shared
path on corner of
roundabout



Submission
#45005

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44989	I often want to bike from Opawa and Beckenham to the city centre. We have a cargo bike and I want to use it to get to shops in town, or the park or library. I often end up biking home and getting the car because Morehouse in particular is really scary on my bike. We need more fully sperate lanes away from the traffic.	Marise Richards	Beckenham
44988	I like the street trees between the cycle lane and the road. I ride my bike along antigua st several times a week, and I don't like the green stripes between Disraeli St and Brougham St. When I am going 35km/h the stripes are really uncomfortable. Please could you make the green solid blocks of colour rather than stripes.	Melissa Clease	Cashmere
44985	The trees along the western side of Antigua St outside Parakiore should not be included. The service entrance is going to be used by trucks, I imagine, so the trees may block visibility, causing exiting drivers to edge out into the cycleway in order to see. The same could be true for trucks entering from Antigua St, with the potential for cyclists to be hidden behind the trees. I question the need for 120 minute car parks. All businesses along that section of street have plenty of parking, and I assume a huge car park will be provided at Parakiore. 30 minute would make more sense. Otherwise support. Support the removal or relocation of on-street parking to side streets.	Patrick Kennedy	Spreydon
44981	Thank you - I cycle this route frequently and have been looking forward to this section being finished. I know parking will be a concern for many. I think many hospital workers used to park along here. But separated cycle ways make me feel so much safer. Particularly with the aggressive drivers in Canterbury and sadly some negative attitudes to having to "share the road". I think there needs to be a lot more advertising and education about the need for more cycling and pedestrians vs cars - and a reminder we're not clogging their routes and parking to the same degree if we were all in a car. The merging of cyclists and pedestrians around the Antigua St Asaph corner has at times felt like a potential hazard - and I do tend to cross from the left of Antigua to the right to cross because the diagonal crossing didn't used to be reliable plus I can usually make the most of the straight across green light. I realise this may not be possible with the separated cycleway. I also think there may need to be occasional reminders for cyclists to keep left to allow faster riders to pass. I also think signage and education will be required for people crossing the cycleways on foot or by car. Speed as always is a factor. I've been trying to get some action on slowing down traffic eg on Tuam St from the hospital precinct towards centre city. I appreciate a 30 sign was erected - but I would ask if a flashing speed reminder sign might be able to be placed here from time to time. One of the Police persons I spoke to also said they were going to try to monitor a bit more. I have seen some ticketing so that's good education I guess. Thanks again	Nikki Elliot	Somerfield
44979	This plan keeps the cyclists riding past the entrance and egress of the CDHB staff car park on Antigua which results in near misses every day. Could they not go on the other side of the road? Thanks	wayne bailey	Riccarton
44975	This is fantastic. Personally speaking, I work in an office off Antigua St. I cycle to work everyday and welcome this planned work. Good job.	Patrick Browne	Merivale
44974	I agree with this. It will make biking from the south to the centre and north of the city so much easier.	Nicholas L	
44972	Love safety for cyclist as I am one , but changing parking to P10 on Halkett st will mean many nurses walking further late at night to their cars . This is not safe now and adding more limitations to parks will increase the risk to nurses and their personal safety.	Claire Scott	Cashmere
44970	I think these changes are great and will make cycling much safer on this heavily-biked street.	Ben Schumacher	Papanui
44967	It is essential to have turning arrows on Moorhouse Ave that last long enough for traffic that has been held up by the cycle lane to get around the corner unlike the majority of the intersections that have cycle lanes that stop turning traffic a prime example is Ferry Road /Fitzgerald and other intersections on Moorhouse Ave when it is impossible to turn on green because it is too short causing traffic to run amber or worse red lights	Rohanne Compton	Phillipstown
44966	I have a comment relating to the Quarrymans trail, but not the Aunties Antigua end. I feel that the other end of the Quarrymans trail, into Halswell, is incomplete. Are there plans for it to connect from the lights on Sparks Rd to the Halswell Junction Rd intersection, Halswell School area, or the Quarry Park? That piece of Sparks Rd, including the intersection with Milns and Sutherlands can be quite hazardous for cyclists.	Becc Scoltock	Halswell
44957	I do not agree to a slow zone, it does not work. I think there should be foot traffic only over the bridge. Cyclists etc should have to get off and walk over.	Carol Ewington	North New Brighton

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44956	<p>Hi</p> <p>As a very regular user of this cycleway, I really appreciate the proposed plan to have separate cycle lanes, and not just shared pedestrian/cyclist ones. It would be worth installing warning signs for cars/motorcycles, like the ones on St Asaph street ("beware cyclists"), at intersections. I find that many drivers do not pay attention to cyclists when they turn into an adjacent street. Trees should not be planted too close to intersections, to increase cyclists' visibility and thereby reduce collision risks.</p>	Sophie Watkins Goossens	Addington
44955	<p>Generally support the proposed Antigua Street cycle improvements.</p> <p>There are potential visibility issues for turning traffic to be able to easily see cyclists at the entrances to Metro Sports facility. Request that no trees are planted on east side of the road for 50 metres south of the main public entrance and and service entrance to Metro sports facility. Also request that planting is kept below 400mm for these areas (no Guara as the flowers get tall and will obstruct visibility).</p> <p>Include signage at the raised platforms both on the ground and at eye height as to who is to give way. It is currently not clear if pedestrians or cyclists have right of way.</p> <p>Allow a longer area for bicycle passing on the northbound lane directly after Moorhouse where cyclists will still be coming up to speed, that is remove the landscaping for the first 30 metres north of Moorhouse Ave on the east side.</p>	Michele Dyer	Addington
44953	<p>This looks amazing! So good to have this for connecting with the sport centre from Moorhouse. I think it is great to keep the limited parking spots as well. There looks to be great spaces for walkers and cyclists, separated. Good stuff, can't wait to use it. Could you consider less tree and low shrubs planting near the intersections with the parking to the Metro centre? Over time the maintenance will be costly and overgrown/large tree will not improve visibility.</p> <p>Can the crossing near Halkett Street be a signalised one? Cyclists coming from the north will want to cross here (or will there be an entrance from St Asaph Street to the new sport centre, parking your bike?). If there is a parking entrance to the sport centre opposite Halkett Street, than this will be busy entrance and exit. Better put the cables in now.</p>	Norma Kloosterman	Spreydon
44952	<p>As a regular cyclist along this route in commuter rush-hour times I am concerned that the vegetation plantings could hide visibility of cyclists from vehicles turning into entranceways from the road.</p> <p>At present there is no safe way at the traffic lights for cyclists coming from the west on St Asaph St from Hagley Park to turn left and head south on Antigua St.</p> <p>There cycle ways need to be as wide as possible to allow for passing - many cyclists on this route already use e-bikes or use the commute cycle as a work-out. These people go very much faster than other cyclists and often use the road for more space.</p> <p>Please make the cycle sensor at traffic lights very sensitive - often they do not work even though they are being used properly.</p> <p>Ensure there are plenty of water drainage routes as cycleways often fill up with water during heavy rain - not a pleasant experience! Falling leaves from tree plantings could also exacerbate this.</p> <p>Also, some cycle signs at traffic lights are very hard to read when the sun shines on them.</p>	Wendy Dudson	Beckenham

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44951	<p>Much needed and visually will make this a very welcoming entrance into this part of town. Well done.</p> <p>Only caveat, for pedestrians and cyclists (more the latter - I cycle into town using this route Monday to Friday), please ensure any landscaping and/or vehicular parking does not obscure pedestrians/cyclists from seeing vehicles pulling into or leaving Metro Sports and vice versa drivers not seeing others. Where the exit from Metro Sports crosses the path/cycle lane it is important both visual and physical means are used to ensure drivers do not block the route (e.g. box junction, medians and kerbs). I regularly use cycle lanes around the city and this is often a bug bear and where driver vs. cyclist grumpiness occurs; a driver may need to pull out to see and then can't move cause of on coming traffic and block the path/cycle lane. Remember these details are close to the busy Moorhouse intersection so there will be 'gluts' of cyclists coming down the road and potential for this snagging is a very real thing. People will complain to you as the designer/owner and to Metro Sports staff (which you'll own too),. A bad situation it'll be good to avoid!</p>	Mark Morley	Beckenham
44950	Planting is ok, but probably not trees - visibility between both cyclists and cars needs to be maintained - especially where there are driveways/intersecting roads. If the speed limit for cars is reduced to 30km/hr it makes more sense to have more connection between the cyclists and cars - and more of a kerb between cyclists and pedestrians. If there are too many places where pedestrians can step easily into the bike path there may be more injuries as cyclists will travel between 20-40km/hr.	Andrea Tuohy	Halswell
44949	<p>Supportive.</p> <p>- adding trees / vegetation to the raised curbs should be a priority.</p>	Quinn Hornblow	Somerfield
44948	I support the project but clear sight lines need to maintained in both directions - the inclusion of street trees and landscaping may compromise visibility especially in low light conditions as this is a prime commuting route into and out of the CBD. Low level planting is essential and regular management to ensure visibility is maintained and no overhanging of the cycle way.	Darran Humpheson	Westmorland
44947	Excellent design - will make a big difference to safety for cyclists and pedestrians	Hayden Bowen	
44946	Overall looks great to have one way separated cycleways on both sides of the road. Only concern is about visibility of cyclists for vehicles turning left into the main and service entrance to the pool with the street trees being planted so close. There is more visibility for right turning vehicles with the truck runover paved areas. I work near the Bridge of Remembrance and live in Halswell so I cycle along the Quarrymans Trail and Antigua Street every day.	Cameron Paintin	Halswell
44945	I like the idea of the shred path and removal of car parking to help fit it in. I strongly dislike the green paint that starts and stops every meter or two. The section of Antigua south of Moorhosue ave is like riding over corrugated iron on a road bike and seems to make no difference to visibility. can you PLEASE make it a continuous block of green for as long as possible.	Steven Muir	
44944	Vehicles turning left off Antigua into the facility may not be able to see cyclists until relatively late in the maneuver. Not being able to spot them from a distance due to planting may cause surprises. Careful selection of what trees/plants are put in, to maintain the visibility of cyclists from the road, should be considered.	Matt Coulthard	
44943	The design looks great from a cycling perspective with the short intersection crossings at St Asaph St, Mountable driveway sections, quite a few trees and speed bumps, especially around Halkett St. Improvements coupled be made at Morehouse ave by extending the cycleway kerb on both sides and footpath kerb on parkmate side further towards intersection to provide an extended barrier.	Mitchell Davies	Redwood
44939	<p>I'm in favour of a separated cycleway along Antigua St. I like the idea of having some trees to provide shade and further separation from cars. However, they should not obstruct the cyclists from the motorists' view.</p> <p>I wonder about the necessity of the car parks on the West side of Antigua St. Surely there is enough car parking available (Parkmate parking on the East side, Parakiore parking, and the proximity of the hospital parking building) to not need those few parks? From experience, people coming out of their parked car and crossing the cycleway often don't look for cyclists early enough and represent a risk of collision.</p> <p>I'd really like the yellow ramps near the traffic lights at the intersection Antigua St/St Asaph St to be modified/removed. They are too constricting for the heavy flow of cyclists going between them at peak time. Often I see cyclists using the pedestrian area because there is just no room for all of them.</p>	Alice Terrien	Sydenham



Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44932	Thank you for continuing with the cycle way plans. It is literally making this city better to live in. I recently came back from a trip to New Plymouth and it made me realize how far Christchurch has come since the EQ. New Plymouth has several and I repeat several main arterial roads going through the centre of their small town! (Including along the waterfront, a completely missed opportunity) It is peak car. You couldn't fit anymore roads on it and get anywhere faster. Whilst there I felt unsafe as a pedestrian and decided not to hire a bike as it would be extremely dangerous to cycle there. I'm happy you have considered visibility of cyclists in this plan. It's hard to see past those parked cars (or tanks) when driving. My only suggestion to this plan is altering the way the cyclists cross the road at the intersection. The cyclists go onto the footpath before joining the cycle lane again. Is it possible to connect straight to that point to avoid any possible collisions with pedestrians? This is not the end of the world as people need to look out for each other in whatever mode of transport, but some people really like to zip through on their bikes! Moorhouse Ave is an ugly road with multiple lanes. It's dangerous to cross as a pedestrian or as a cyclist. Can visibility be improved in any way? Maybe some stanchions or raised area halfway across Moorhouse Ave for added warning to drivers?	Alex van den Broek	Waltham
44929	This is one of the main routes to the hospital from the southern motorway. Can we extend the cycleway further?? Will the cycleway allow people to ride and overtake? I notice that in every cycleway in the city, we forget about the intersections, can we incorporate more protected intersections?	Jig Dhakal	Burnside
44928	Antigua street is a source of parking for hospital staff, you would think the council would be doing its part to create a safer option rather than reducing it. I am sick of paying outrageous prices for parking as it is and you go and take away what little free parking we have left!	Katherine Jones	Halswell
44926	Hi, one of the issues we have encountered when using cycleways is ignorant pedestrians who step out onto the cycle lane without looking. We have had several near-misses. It seems to be more prevalent where the path is flat, ie with no kerb drop to the cycle lane. The other issue we have is with pedestrians who hog shared paths, spreading out across the entire path, especially when there are two or more in a group. More "Keep Left" markings on the paths might help remind them that they are not the only path users.	Sam Brittan	Parklands
44925	This is overdue and not contentious in the least. Should have been done from the beginning. However it is not the last link. The last one is the extension along Strickland to Colombo Street. You say it's not part of the Quarryman's trail? That might be true - but it is part of the NETWORK. There is more work to be done on the 'network' associated with Addington. Connecting The Little River Link to Domain Terrace via Edinburgh Street. How can you talk about 'network' when the net is not built? A net is more grid-like due to cross links between lines. Connecting the cycle routes horizontally activates many more connections. Edinburgh Street only needs painted cycle lane markings, 'cycle present' signs, and crucially a formal cycle crossing at the intersection of Edinburgh and Lyttleton Streets.	David Ivory	Addington
44924	Very pleased to submit with a 'yes please' for this work. Thank you CCC for leading the way with cycle paths.	Remy Barbier	Dallington
44922	I fully support the idea of having cycle lanes on both sides of the road. I use this section of trail and it is very busy.	Johnno Tunnell	Somerfield
44921	I support this concept as 1 way cycleways provide a better connection to the existing cycleways. lower speed limit reflects the changing nature of the area. Changes long overdue.	Tom Williams	Sydenham
44919	this is further loss of onstreet car parking in a busy commercial area for the slight benefit of privileged few who actually use cycles and constitutes a further hindrance to business which ultimately funds and provides the necessary services on which the community exists and thrives.	Anthony McGowan	Westmorland

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44917	Overall I view this set of proposed modifications very favorably, and I think that these changes should work well in my opinion. I just want to raise the following point: Please try and ensure that in places where the cycle way transitions from any asphalt sealed sections to ones with a curb and pavers, that care is taken to ensure a smooth and continuous surface gradient at the junction between them. As an example, please note that there are several sections of the shared path along Manchester St that that don't transition smoothly, and it makes for an unnecessarily jarring ride.	Robert Helps	Richmond
44914	I fully support the proposed changes.	David Grogan	Lyttelton
44913	Hi, I am happy to SHARE the pathways but cycles and scooters are going way too fast and an air of arrogance exists leading to intimidation for pedestrians. Many people commute and visit the Hospital, sometimes stressful circumstances lead to folk not staying left whether walking, cycling or scooting. Often there are elderly, young children and folk with disabilities also are at risk from speed demons. Please think carefully as this shared model is not working for those on foot. We also need to keep gardens, this being the Garden City.	Colleen Ayling	
44909	30 km h too slow i travel faster than that on my bike its just silly	barry cordite	
44906	I support the changes. It will be great to connect the cycleway.	John Carter	Halswell
44904	The turning into the parking area for the metro sport centre is a risk of cyclists and good signage/sight lines will be needed around this area. More importantly though this plan fails to address the utterly poor design of the cycle route between St Asaph street and the footbridge. This is the worst piece of roading I have ever experienced and this plan does very little to address this. One only has to watch for a minute on a week-day morning to observe numerous different approaches to the junction, frequently involving riding on the wrong side of the road, to see that this junction does not work. Further, if you follow the marked route, you are in the path of cyclists travelling along St Asaph St when you're waiting at the crossing lights. The next section forces cyclists and pedestrians together, with cars crossing into the CDHB staff parking building, resulting in numerous actual or near-miss collisions seen on a weekly basis. This design reinforces that motor vehicles are prioritised and forces conflict between pedestrians and cyclists to facilitate drivers. The separated cycle lab should continue straight through this area to the roundabout before the footbridge.	Sam Grummitt	Huntsbury
44903	Will the safety of pedestrians be improved at the Antigua/St Asaph junction? At the moment it is a nightmare because the cycles and the pedestrians cross at the same time. Cyclists don't have any respect for the pedestrians at present. They use the cycle lane and the pedestrian crossing. Pedestrians have to continually look all around them to make sure nothing is going to hit them. Pedestrians also have to stand in the road whilst cycles whiz past before they can get to the opposite footpath	Elaine Bellerby	Bromley
44902	I am still very concerned about the bike traffic crossing in front of hospital car park. As a member of staff and cyclist I now divert down Montreal street to avoid this unsafe stretch. As an occasional driver and user of car park you have to essentially stop across the road to check if cyclists are heading towards the hospital.	Morag Aldridge	Sumner
44900	hi, looks great. love the trees and pedestrian options. unfortunately there will no longer be parking for CH campus staff but this is something the DHB should have addressed many years ago. as a cyclist who lives in Cashmere and works on the CH campus I am thrilled that I can be safer on my way to work. thank you	Margaret Burns	Cashmere
44897	In general looks good and long overdue! The area around the intersection of Antigua and Moorhouse (southbound) is a significant hazard for cyclists and congested for drivers. Could the Parkmate parking area be reconfigured to exit onto Moorhouse Ave instead of Antigua as the cross traffic coming out of the carpark at peak afternoon time is a major cause of bike hazard and road congestion. Entry (largely in the morning so not hazardous) from Antigua could be retained creating a one way flow through the carpark.	Richard Dove	Kennedys Bush
44894	Excellent. It will be great to have a reduced speed and trees down the street. I like the design. My only question would be around how the pedestrian area is separated from the cycle way? And on parts of the st asaph st cycle way by valentinos restaurant the pedestrians often spread out onto the cycle way.	Georgi Lynch	

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44891	<p>I am in support of the cycleway connecting as I use the existing cycleway often.</p> <p>I think the trees will be a great addition to the street. The trees on the little river link provide shade from the sun and light rain so I am pleased to see trees in this area as well. There should be fewer on-street car parks as there will be a lot at Parakiore and already a lot in the area, the space should be used for other things, like bike parking or more trees and gardens. The St Asaph St and Moorhouse Ave intersections should be fully protected intersections. The number of people biking and walking in this area is already high, and will likely only increase. A protected intersection will make it safer for everyone, even people biking on Moorhouse ave with no separated cycle lanes. The St Asaph St intersection could be raised more like Lichfield St and Colombo St. Overall I think the plan is very good but could do more to protect pedestrians and people on bikes at intersections and have more trees.</p>	Josiah O'Neill	Addington
44888	Fully support improvements for cyclists	Colin McGeever	Beckenham
44886	<p>Fully support this design. I use this route often. Having a cycleway would make it much safer. It's the only bit of my ride from Beckenham to the city where I feel vulnerable to car doors. It's so busy during the morning rush hour, often there with so many bikes we barely make it across Moorhouse before the light changes.</p> <p>It will allay be a great connection into the Metrosport facility.</p>	Sylvia Maclaren	Beckenham
44885	Excellent.....please do it!	Hamish Gray	St Albans
44884	I support the changes for better cycle connectivity. As a Hospital worker where car parking notoriously short many of us depend on cycling. Could you also please support the dhh to plan for more and safer bike parking such as in the Waipapa undercroft! This will enable many more of us to utilize the new cycling paths!	Julia Singhal	Merivale
44883	I support the prioritisation of walking and cycling as we need to head to more sustainable travel modes. I ask that cycle lanes are wide enough to be able to over take another cyclist comfortably as with micro-mobility and ebikes vs bikes there are many differing speeds. I also look at the proposal and ask for the sections that cross the road, to be more obvious that cars are to give way to cyclists and those road bumps without zebra crossings cause confusion to who gives way.	Emily Ward	Burnside
44881	<p>The Antigua Street cycleway connection looks awesome, and is an important connection in the network. However it is rather over designed - especially as there is only one driveway on the western side.</p> <p>Two - One way cycle tracks are safer at intersections and driveways so this supported. A lot of on street parking is being removed and there is opportunity to provide more.</p> <p>At the entrance to the car park for Parakiore Recreation and Sport Centre, there is wide separation between roadway and path. Separation is shown by international research to be 3 times more hazardous at intersections and busy driveways, than when the cyclists are positioned close to the roadway. This why the Danes do not separate their Copenhagen cycle tracks at intersections. I recommend that the path be moved close to the through lane for a distance of at least 30 metres prior to the driveway.</p>	Tim Hughes	Bishopdale
44880	Looks amazing and much needed for cyclist safety	Regan Small	Spreydon
44879	<p>This looks great, thanks team. I cycle here every day on my commute and it's well overdue for an upgrade. Really appreciate the removal of parking near the car entrance to Parakiore to limit the blind spots for drivers.</p> <p>Not sure if this can be included in this scope of work, but there's a problem with busses turning right from st asaph into Antigua. Car traffic in the northbound Antigua lane often stops busses from being able to turn during peak hours. Needs a "no stopping" marking or similar for bud turn radius.</p>	Blake Quartly	Addington
44878	I'd like to see that money put towards getting the streets fixed and ready for any possibility flooding instead of widening cycle lanes. Future isn't by bicycle	Noeloa Baquero	Wigram
44877	<p>Agree with road layout changes. Can the plants be native?</p> <p>Have more bike racks, especially around Hagley College & the hospital.</p>	Gretchen Boyd	Edgeware

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44876	<p>Cycle it twice a day, the diamonds can sometimes not activate which can be frustrating, but otherwise very positive.</p> <p>Green cycle lane on the colombo/strickland/somerfield intersection would improve safety on that corner heading North.</p> <p>Bikes dont activate lights on tennyson/colombo intersection, sig issue given the cycleway</p> <p>The mounting of the footpath on the st asaph/antigua corner ought to be more streamlined (which i imagine it will)</p>	Jennifer Rouse	Sydenham
44875	I'm *so* excited about the possibilities of this design - having a safe connection all the way into the sports complex from my parents place (where I bike to regularly with my children) will be so nice and it looks beautiful. I work nearby and look forward to using the pool and biking home! I also love the look of the trees and green making it clear that it's meant to be a space for people, not (or at least, not *just*) cars. I accept that some on street parking will be good for businesses on the east side, but hope that they are metered to encourage people to move on regularly and not park there all day while using city amenities.	Angela Brett	Riccarton
44874	Approve of the intended improvements. The reduced speed and removed parking will greatly improve safety.	Catherine Warren	Ilam
44873	I support the proposal, it will make travelling through this area much safer than it currently is	Steve Arker	Cracroft
44872	It'd be fantastic if there was a cyclist/pedestrian overpass over Moorhouse Avenue. Moorhouse is far too busy and wait times are too long for lights, and cyclists/pedestrians impede the flow of traffic. Start/end it well before Moorhouse Ave so the gradient isn't too steep. Go on, be bold! It'll be great!	Steve Rogers	Sumner
44871	Fully support the Antigua Street cycle way being built, the more cycle ways to encourage biking the better.	A Scott	Hillmorton
44870	I object to the removal of the on street car parks from Antigua Street. There has already been a reduction of hundreds of on street car parks from the vicinity of the hospital. Hospital staff, patients and visitors already experience stress in locating available on street carparks that are of long duration and free.	Tina Bailey	Somerfield
44869	<p>I really appreciate this idea as this is a way for me to connect from my work place to after work activities, let's me reduce my carbon footprints and work on my fitness at the same time. I see it as a big upgrade in the city's appeal and a step in the right direction as Christchurch's population grows.</p> <p>Based on the comments I see on facebook, change is often hard to accept, but I love this plan and most of my colleagues are already using bicycles to commute, so there must be a growing interest in this mobility option.</p>	Fabian Froehlich	Papanui
44868	I am in support of making cycling and other forms of active transport in Chch safer for users	Aaron Campbell	Bishopdale
44867	<p>I am a cyclist, a pedestrian and also drive a car. I ride my bike from Sydenham to the hospital (where I work) most days. I am a big fan of cycleways. They seem a lot safer, and they also appeal to me as a parent as a safe space for my child to get confident in their cycling skills.</p> <p>I am in favour of the extension of the cycleway between Moorhouse and St Asaph Streets. The trees are nice, but I would suggest perhaps fewer trees and more carparks on Antigua Street as I know it is very difficult for patients and staff to park near the hospital. You would also encounter less resistance from local businesses if you increased the parking. If you made the footpaths narrower, you could fit both carparks and trees in the space created! I personally park South of Moorhouse to avoid paying for parking, then walk to work from there, on the days that I drive. I am in favour of the reduced speed zone, as I suspect it will become a high(er) foot traffic area once the Metro Sports Facility opens.</p>	Polly Hart	Sydenham
44864	I support these plans. Increasing cycle infrastructure, including providing safe cycle lanes, plays an important role in encouraging the use of activite transport. This is essential to both improve public health and reduce our carbon emissions. Climate change is the biggest issue of our time and it is crucial that we take steps to reduce transport emissions by encouraging cycling.	Jessica Gunby	St Albans
44863	Separated cycleway - good for safety	Peter Galbraith	Hillmorton
44859	I fully support the development of this separated cycle way connection. It is incredibly important to expand the network of dedicated cycle ways across the city that are separated from other traffic, safe and accessible for all users/ages/abilities, to reduce car dependency and reduce our emissions. I especially like the use of trees and planting in this streetscape, for aesthetic and environmental reasons. We need more of this!	Andrew DC	St Albans

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44858	Great trees and connectivity. Needs better flush pedestrian/bike priority over side roads.	Thomas Blakie	Redwood
44857	<p>Great to see this happening!</p> <p>It looks great overall, I totally support the 30kmh speed, the speed platforms, the additional street trees, and most definitely the 1-way cycleways on each side of the road. I also support the fact that all onstreet car parking is on one side of the road only, and is offset from driveway accesses to avoid parked cars blocking visibility between people driving and people cycling.</p> <p>My only concern is the angle of entry for northbound traffic on Antigua into the Parakiore car park. I would prefer the angle to be sharper for drivers, so they drive in at closer to a right angle, in order to make them slow down to take that corner. This will make drivers more likely to see cyclists as they don't have to turn their heads left almost 180 degrees to see a cyclist approaching on the the cycleway. Slowing turning vehicles down will also give people cycling more time to see a vehicle crossing their path and take evasive action if necessary. This is particularly important as the traffic lane approaching that vehicle entrance is very narrow, so drivers will feel pressured by traffic behind which cannot pass until the driver has completed their turn into Parakiore, carpark, meaning drivers are likely to drive across the cycleway at higher speed. This is one of the factors which makes St Asaph St so dangerous and should be avoided here at all costs.</p> <p>Potentially adding a speed bump on the road side of the cycleway at this location would be wise too? I see there are several speed humps there for drivers exiting Parakiore, but no speed bumps for vehicles entering?</p> <p>I have similar concerns for the Parakiore Service Entrance further north - how many vehicles are expected to cross the cycleway here, and will it primarily be the same drivers using it? If it will be mostly the same drivers day in, day out, it's probably less crucial than at the public vehicle entrance.</p>	Anne Heins	Woolston

Organisations: Antigua St Footbridge

Submission ID	Antigua Street footbridge comments - Please be as specific as possible to help us understand your views	Name	Name of organisation	Your role
45189	Please see details in attached submission document.	Rosa Verkasalo	Canterbury District Health Board	Policy Analyst
45080	Please see the attached submission.	Edward Griffiths	Canterbury District Health Board	Acting Programme Director Construction & Property
44881	These changes look sensible. The bollards are a serious hazard and national policy is to only use them where necessary as demonstrated by a proven risk of abuse by motor vehicles. Serious consideration should be given to removing them. If they are to be retained they should be much taller so they can be seen above head height in congested conditions.	Tim Hughes	Safe n Sussed	Principal Safety Engineer. Until recently subject matter expert for cycling and walking at Waka Kotahi -NZTA.

Individuals: Antigua St Foodbridge

Submission ID	Antigua Street footbridge comments - Please be as specific as possible to help us understand your views	Name
45077	Ideally some road marking on the bridge to separate walkers from cyclists / scooters would be good here. If you indicate clearly that one part of the bridge should be for pedestrians it would likely reduce potential conflict - it's not that cyclists should not slow down. They should. But perhaps make the sides pedestrian only - and the central portion shared pedestrian & cyclist.	David Ivory
44993	It looks great but I also think the shared path outside the botanic gardens is not fit for purpose, I think there should be a dedicated cycling path along there because there are so many pedestrians and cyclists, the current situation is quite messy.	Peter Steven
44956	I agree with the proposed plan.	Sophie Watkins Goossens
44908	Reducing the number of bollards at each end to one would potentially help as the gaps between them are a bit narrow now. It would also make a clearer separation between people traveling in opposite directions. Reducing the size of the raised garden and widening the shared path is a good idea. A "slow zone" seems like a good idea for this area but not sure if it will be effective at getting riders to go slower.	Jono de Wit
44889	This footbridge can be a nightmare to use . Cyclists are going way to fast . No respect for people walking - the mothers with young children , older persons walking to the Hospital Outpatients Department. It's a very dangerous area that way it is designed at the moment .	Julie Bamber
45218	The Antigua Street bridge is a tough one, and realistically the improvements highlighted only buy time. Never the less they are necessary and will help. In considering the bollards, could they be moved or perhaps only have one on either side of the bridge? Maybe on the north side the bollards could be closer to access points near the road? The thing is bollards are only needed because of motor vehicles, but they have to be placed in locations that disadvantage people walking, biking or other similar transports. My feeling is in the future we will need an alternative option that takes the load off the Antigua Street bridge. Possibly another bridge midway between the current Antigua Street bridge and the Montreal Street bridge or alternatively introducing a wider bridge at Montreal Street (however it would also need to cater for south bound cyclists looking to get on to the Antigua Street cycleway). We should be looking at more options to disperse the micromobility traffic away from hospital corner (I would imagine it is being thought about). Hopefully there will also be a further project looking at the north side, improving the shared path and expanding options up to say the museum or further.	Allan Taunt
45210	I fully support the proposal. I agree with the paint markings for slow shared zone. I support the reduction in size of the planter/seating box. I support the relocation of the cycle counter - although perhaps the other side of the bridge would capture more, as some split off to ride down Cambridge Tce? I would love to see the bridge painted in rainbow colours to show solidarity with our Rainbow/LGBTQIA+ Community while making the shared space slower and safer.	Fiona Bennetts
45209	The changes will improve the current situation and the interaction between pedestrians, cyclists and scooters. Coming towards Antigua St from Rolleston Ave the view is currently obscured and while this proposal will help it does not fully solve the problem. It will make it easier for patients from the hospital doing their small walking lap often at lunchtime. The numbers of cyclists will continue to grow and longer term you will need a second bridge (or use the hospital bridge for cyclists only) and to move from a shared path to a separated cycleway on Rolleston Ave from the Boatshed to the Armagh Street Bridge. When the tourists come back they wobble, stop unexpectedly, and move to the right when startled, so they do not mix well with NZ cyclists who in the last two years have become used to being able to bike through this area without having to stop all the time. The bike stands also need to be increased in this area, and the ones outside the Pegasus Arms put back in place.	Anne Scott
45204	Looks good, but I'd like to see some "keep left" markings or signs included just so people clearly know the etiquette.	Finn Jackson
45202	I support anything development that will help to connect communities and enable them to do so safely.	Jill Borland

Submission ID	Antigua Street footbridge comments - Please be as specific as possible to help us understand your views	Name
45194	I feel there needs to be traffic-calming infrastructure and/or signage around the Antigua Street bridge. This is a very high active transport user area of a wide range of modes which travel at a wide range of speeds as well as hospital traffic (staff, visitors and patients) with it's own attendant needs. Therefore, I suggest that this be made a slow zone for all users.	Meg Christie
45172	It would be good if the shared path improvements could extend further north to provide better access for bikes from and to Rolleston Avenue. I would like to see simple and unobtrusive signage indicating that the shared path is a slow travel zone. Keep left markings on the path surface would also be appreciated. These improvements are sorely needed. Thank you.	Robert Fleming
45162	I think this also looks like a sensible piece of work - I know from experience it can be very congested as an area where two busy cycleways cross and with a high volume of pedestrians. I believe it would also be beneficial to enlarge the cycle/pedestrian part of the intersection with the Oxford Tce/Antigua St roundabout - I think the roundabout could be made smaller/reconfigured to allow more space for pedestrians and cyclists to manoeuvre around each other given pedestrians and cyclists make up such a large proportion of the traffic in this location.	Cameron Bradley
45131	Support improvements. I avoid this bridge whenever possible as it is very busy with cyclists and pedestrian. A key part of improving safety on this footbridge is good quality alternative cycling routes in the immediate area.	Peter Dobbs
45126	Strongly support, it can be dangerous for pedestrians and cyclists alike currently	William Miller
45100	Please stop of local cafe from putting tables near the shared path - it reduces the amount of room considerably	Tessa Zant
45085	Seems reasonable	Julien Gutknecht
45033	Sounds like a good idea.	Justin Rogers
45030	Agree with the proposed changes, ideally it would be good to widen the bridge so to provide one for cyclists and another for pedestrians - at peak hours it is very congested; it is often dangerous and there have been times when I have almost hit a pedestrian, even at slow speeds. However, appreciate funding for the widening of the bridge may be out of the budget. The proposed changes should alleviate some of the current concerns.	Georgia Brown
45009	I agree with the slow zone and amending the size/shape of that raised garden. Currently the garden can squeeze cyclists and pedestrians together a bit.	Andrew Brown
45005	Support reducing the size of the raised garden outside Boat Shed Café and widening the shared path to improve safety and congestion issues Refreshing markings on the path to highlight the shared path and a new 'slow zone' Relocating the garden edge seating and cycle counter away from the shared path. I would also request the following to be considered. Relocation of the bolted cycle racks on the corner of Antigua and Oxford terrace to the next bay down the road. This bay to be marked for pedestrian use and the very small shared cycle and pedestrian path (where collisions and near misses happen most days) is cycle only. e.g. standing just South of the roundabout, cyclists heading towards the boatsheds would go on the left side of the large tree, and pedestrians would go on the right side of the tree. Advantages - improved safety at minor cost (unbolting 4 bike stands and then rebolting them 4 metres away). May need colouring of markings to indicate where cyclist and pedestrians are to go May need to extend crossing area on 10km/hr slow road	Neil Hellewell
45004	Ok. Best of an unideal situation.	Simon Kingham
45003	This is a start, but this is still a messy area where pedestrians and cyclist do not comfortably coexist. The new plan still does not recognize one of the biggest issues in the area: the fact that the majority of cyclists do not continue down the shared path down Rolleston Avenue, but enter and exit the Rolleston Ave carriageway at the hospital bridge cutdown/s. Consequently they cut across the path of approaching cyclists and pedestrians (and conflict with hospital bridge traffic) when exiting onto Rolleston Ave, and conflict with approaching Rolleston Ave traffic (because of the curve in Cambridge Tce) when turning off Rolleston. An island on Rolleston might be useful for turning in; better still, a dedicated entry and exit point for cycles - preferably directly in line with the Antigua bridge - would reduce much of the conflict.	Gareth Wright
45000	Thank you for doing something about the footbridge area, it really is a mess to use - I have had quite a few near misses there. The main hazard has been tourists trying to get nice photos and not understanding that they are in the middle of a 'motorway', and family groups with children zooming around haphazardly. The hospital often bring patients out in their beds which adds to the congestion but is a nice idea, an area where they can safely put those people would be really good. The hospital side is not too bad. On the Boatshed side do you think	F Fraser

Submission ID	Antigua Street footbridge comments - Please be as specific as possible to help us understand your views	Name
	it would be better to separate a safe pedestrian zone on the river side - maybe reduce the size of the main raised garden and put the seating over on the river side garden and bollards to make it less attractive to cyclists but more attractive as a place to congregate? The current seating doesn't have a very nice outlook. There is often a guy sitting in the through way in the mornings with a piece of cardboard asking for money, perhaps it would give him somewhere safer to sit as well. The markings for the slow zone is a waste of time, it hasn't slowed anyone down up near the museum. The mixed use markings are good so everyone is clear that all users have a right to be there and deserve some respect.	
44997	<p>This design fails to address the key issue with this area which is that many pedestrians appear to not realise that it is a shared area that connects several busy cycleways - a lot of meandering back and forth, stopping to take photos, stopping in the middle of the lane, walking in groups stretching 3 or 4 people wide across the path. It is also very close to the hospital, so there are a lot of people using the area who are unfamiliar with the layout, and may be unwell/distracted, have limited mobility or be in distress associated with their visits to the hospital. Honestly, it appears set up to fail. The safe ways for pedestrians need to be clearly marked, and this needs to be done in a way that does not create the impression that cyclists will slow down to a walking speed. Most will not. In some ways I think that widening the area makes things worse, not better. In the narrower places I note that most cyclists slow down, and are cautious around pedestrians, but the bridge, where it is wider, is more dangerous for everybody. To make this zone safer, a better idea would be to make some delineation between the sides (eg alongside the edges of the bridge), reserved for pedestrians, and a clearly marked cycle lane painted green down the middle. Perhaps move some of the carparks opposite the bridge and just make it easier for confident cyclists to go straight out onto Cambridge Tce/Rolleston Ave.</p> <p>Just telling cyclists to go "slow" will not work - without a legal definition of "slow" on a shared path, it doesn't give guidance. My observation over the last few years is that this area has got more dangerous, with the bigger risks coming from electric scooters travelling fast (not cycle-pedestrian interactions), and the crossing from the bridge that comes out of the hospital complex onto Rolleston Ave opposite Cashel St - what is the plan there? In fact, the whole stretch from Oxford Terrace, across the river, up Rolleston Avenue as far as Armagh St needs a rethink. This is a quite significant distance of constant potential conflict between pedestrians, cyclists and electric scooters. With a "boulevard like feel" - the distance between the fence of the gardens and the buildings on the East side of Rolleston Ave is REALLY WIDE. Plenty of room for attractive green space, a safe footpath, a safe separated cycleway, car parking and motorised traffic. How about redesigning this whole stretch? As it is, there is a lot of "waste" space beyond the shared path - two strips of grass, two footpaths (virtually no-one uses the one on the West side of the road), car parking, and a reasonably wide two-way road for a generally low speed area that is surrounded by streets with a restricted traffic flow.</p>	R M
44996	I agree with all the proposals	Katrina McCallum
44995	The southern end of this bridge is hectic, as cyclists merge and cross each other from 3 directions and it isnt clear who should give way.	Adrian Short
44989	Please make it suitable for cargo bikes and long tails. We need to get more families on bikes and they are far more common in areas where bikes are not squeezed in with fast moving traffic.	Marise Richards
44993	It looks great but I also think the shared path outside the botanic gardens is not fit for purpose, I think there should be a dedicated cycling path along there because there are so many pedestrians and cyclists, the current situation is quite messy.	Peter Steven
44988	Reducing the size of the flower bed and signs showing that it is a shared path are good ideas, as it is often difficult to get past pedestrians.	Melissa Cleave
44985	Fully support. That area is extremely tight. More space would help to make flow easier.	Patrick Kennedy
44984	<p>It'd be great if possible to have a "Fast Lane" so pedestrians & bikes/scooters etc can be separated. Perhaps a left & right lane through the centre painted in bright green as at other sections of the cycleway, with lanes for pedestrians (& maybe slow bikes etc) on either side.</p> <p>It'd be great to be able to use the cycleway all the way through (& not have to find an alternative route just to keep the commute time low).</p>	Ben Warwick
44981	<p>Thanks for improving this. It can be a bit tricky to negotiate - but I expect this and slow down. Sadly not everyone does.</p> <p>The Boat shed end is a bit of a bottleneck so opening this a bit is sensible. I like the counter being quite visible as it's a good "counter" excuse the pun to the people saying there aren't that many people using cycleways. I've heard a lot of negativity about the cost of building cycling infrastructure and then not seeing it used. Again - more education about the health benefits, future-proofing etc is required. Thanks</p>	Nikki Elliot
44975	This is a busy area. I cycle over it every day. I don't think its necessary for cyclists to be able to go quickly over this bridge. But there certainly is a lot of people/cycles crossing paths. I have no specific views, but I'm happy to hear that the council is looking at ideas here. Good job.	Patrick Browne
44974	I agree with the intention behind this however it seems like this will increase the speed of the bikes going through here. Often when biking through here, pedestrians and cyclists mix and with this change the 'corner' at the north of the bridge will be less severe and therefore cyclists will increase their speed. I think more could be done to separate cyclists and pedestrians especially given the Antigua Street cycle lane will increase the number of cyclists using the bridge.	Nicholas L
44970	I think these changes will help, but I think the bridge itself is still a bit too narrow. Pedestrians on the bridge are often walking 2-3 people across and seemingly oblivious that it is a bridge with such heavy bike traffic. Cyclists are often impatient, riding too fast and without regard for multi-directional traffic. I realise that a wider bridge probably isn't in the budget, but I think something like painted markings on the bridge to remind people about their surroundings could be helpful. Ideally, such a large amount of bike traffic wouldn't be routed through a choke point like this along with heavy foot traffic.	Ben Schumacher

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44967	the cycle lanes around the bridge and the hospital are dangerous for pedestrians as they are shared spaces and cyclists using them don't seem to know how to slow down or to give way to another user. cyclists should have to reduce speed on a shared path	Rohanne Compton
44957	Many people use this footbridge. Many hospital patients and visitors, general population, holidaymakers. I believe that it should not be available to cycle on, scooter on or any other form of transport other than walking. Some cyclists are very good and do not want to tar them all with the same brush. However, there are also many that are not, they are going much too fast, paying no heed to pedestrians, some who cannot hear a bike bell. I strongly recommend this remain a FOOT bridge. It is not a road and is being utilised at the peril of pedestrians by cycles.	Carol Ewington
44955	Support the improvements	Michele Dyer
44953	Good changes, but very minimal. What about widening the bridge itself? A clip-on walkway to the north-west of the existing bridge, so the original bridge can be used for faster traffic: e-scooters and cyclists?	Norma Kloosterman
44952	I only use this bridge as a pedestrian but it can be very busy and a lot of people wander all over it - please keep cyclists separate from walkers.	Wendy Dudson
44951	Proposed changes, enhancements are great. One note though, from travelling across the bridge throughout the year for +5 years a simple improvement - better lighting on the bridge and its approaches please. In winter months its currently rubbish.	Mark Morley
44950	Antigua Street footbridge - have a separated (small raised bumps or something) one way section for cyclists on the outer edges of the bridge and a middle open part for pedestrians with clear markings. There is already sufficient space on the bridge - but not when pedestrians are ambling along at the edges and in the middle causing cyclists to weave around them.	Andrea Tuohy
44949	Supportive. - I cycle across this bridge most mornings and most of my close interactions have occurred on the bridge itself not near the raised garden. I note that there are not any upgrades proposed to the bridge but appreciate that this would require a lot more work.	Quinn Hornblow
44948	I support the improvements proposed especially signage to warn all path users. No further comments.	Darran Humpheson
44947	Excellent - I expect will make a positive impact. One concern would be the new design may increase cyclist speeds through this busy area. One positive of the status quo meant that cyclists were forced to slow down to deal with the congestion. Hopefully the new design can address this somehow.	Hayden Bowen
44946	Great idea to widen the shared path and to have seating on opposite side so that those who are sitting don't have crutches or walking sticks or legs in the shared path	Cameron Paintin
44945	I would also like to see the central planter box removed completely from the antigua st bridge - it would help a lot with congestion there	Steven Muir
44941	They look like worthwhile improvements to an often congested bridge. I bike over it occasionally and I am concerned at the speed of some of the other cyclists. People walk all over the place, apparently unaware that there are frequently bikes using the bridge too. It seems to me that some cyclists are not making allowances for the random behaviour of some of the pedestrians, especially children and dogs. I think that ultimately a segregated crossing will be required, which would best be provided by a separate bridge for bikes, but that's pretty expensive. Or allow bikes to use the nearby hospital road bridge. The northern approach to the shared bridge is not very good for cycles as you have to cycle quite a long way along the footpath before you can get down onto the road. It would be better to replace one or two carparks with a more direct access to the bridge for bikes. Using the hospital road bridge would solve this too.	Dave Evans
44939	I support the reduction in size of the raised garden outside Boat Shed Café and widening the shared path. I'd like some markings indicating that pedestrians should keep left when crossing the bridge, and looking out for bikes.	Alice Terrien
44932	It would be nice if the bridge was wider. But otherwise its fine.	Alex van den Broek
44929	This footbridge is very busy and narrow. It doesn't feel like a good facility for a shared path. Can we make it wider? Or build a secondary one neighbouring for cyclelist? Just reduces congestion of the bridge which happens a lot now, which will probably get worse in future.	Jig Dhakal
44926	Hi, I would really like the bridge to be divided into cycle and pedestrian lanes as us cyclists always have to weave around inconsiderate pedestrians who spread out on the bridge with no consideration for anyone else. With luck it might even stop them from suddenly changing direction to the other side of the bridge without looking behind them. Have had several near-misses with inconsiderate pedestrians doing this.	Sam Brittan
44925	Formal separation of cyclists and pedestrians would be ideal. But your proposal sounds like a necessary improvement.	David Ivory
44922	I fully support changes in this area to improve safety for cyclists and pedestrians. The area is heavily congested at times. Moving the cycle counter is a good idea.	Johno Tunnell
44921	I support this design as it is long overdue. Painted marking around the bollards are not necessary and distract from the surrounding environment	Tom Williams
44906	I support the planned change, great to have more space for walking, scooters and cycles.	John Carter
44904	This plan does nothing to improve the capacity of the bridge. It is identified as a high use commuting route, and this is not going to diminish any time soon; surely an alternative or a separate crossing over the Avon should be created to separate cyclists and pedestrians and increase capacity - it will obviously be needed soon.	Sam Grummitt

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44901	I work at ChCh Hospital and regularly use the footbridge. I have twice been hit by a cyclist and had several other near misses. With bikes and scooters it has become an absolute hazard. It is my opinion that the riders should dismount OR have a separate lane for pedestrians only. I would hate to think what sort of mess a young child or elderly person would be in when hit by a speeding bike.	Loren Robinson
44900	what about a fence down the middle to separate the walkers from the cyclists? also the same clear signage on the ground as from Tuam St/Antigua intersection, across Oxford Tce to boatshed. thank you	Margaret Burns
44897	Westmorland	Richard Dove
44894	There may be some reduction in cycle traffic on the Antigua st bridge once the dnb allows the other bridge over the Avon to be opened to cycle traffic again.	Georgi Lynch
44891	I support the changes being made to the foot footbridge, this area is very busy even off-peak times. I think making the transition to and from the bridge wider and clear will make a big difference to safety and comfort for all users.	Josiah O'Neill
44888	Fully support improvements for cyclists	Colin McGeever
44886	I bike across here often and it is a problem for both pedestrians and cyclists. I support the changes to make it safer.	Sylvia Maclaren
44884	Good changes!	Julia Singhal
44883	The footbridge gets very congested during peak times and can be hard for cyclists to navigate courteously around pedestrians. I ask that you explore options to reduce group of pedestrians spreading across the whole width of the bridge. This could be a white stripe or something more.	Emily Ward
44880	Improving safety is vital along with nature	Regan Small
44879	Looks good. As a biker through here I do feel as if I'm getting in the way of pedestrians quite a lot. I wonder if there's scope to paint some walkways either side & cycle down the middle? Probably not wide enough I assume	Blake Quartly
44878	Same as before	Noeloa Baquero
44877	Divide down the middle for pedestrian & bikes.	Gretchen Boyd
44876	Is there a way to improve visibility as you approach either side? Possibly raise the paths? Coloured ground would hopefully grab the attention of phone absorbed pedestrians	Jennifer Rouse
44875	I love that this is being considered - I bike across here regularly and it does get very busy at times. I would just like to make a plea for consideration for all of the people who cross the bridge every day while the work is being completed! Please make sure that it is still possible to cross it for at least most of the work time - it's a major route! Also - I love the cycle counter there and think it helps people to be aware of the number of cyclists using the area - I hope that it does get placed back into the area, although I understand wanting to widen the travel paths.	Angela Brett
44874	I bike this area regularly and it is a frustrating area to negotiate at the moment. Widening areas and removing some of the gardens will definitely help.	Catherine Warren
44873	it would be great to have more space in this area, I find the worst part is at the northern approach, as it is narrower. I'm sure any improvements made would be beneficial to all	Steve Arker
44870	I support the changes for the Antigua foot bridge but would like to know who is going to monitor the 'slow zone' as cyclists have no consideration for pedestrians using the FOOT bridge.	Tina Bailey
44868	In support of making the area safer for all pedestrians and cyclists	Aaron Campbell
44867	I have not experienced congestion personally and walk over this bridge most days on my walk. I would query how essential these changes are. Painting around the bollards seems cost effective as does painting a slow zone. The other changes I am less in favour of.	Polly Hart
44864	I support these plans. I have cycled over the bridge at peak times several times and it becomes congested and, at times, unsafe as there is just not enough space for people to move over and make space for each other even. The plans to widen the shared path and move seating should be helpful in reducing these issues.	Jessica Gunby
44863	Looks good, always a bottleneck for cyclists	Peter Galbraith
44861	Is there any option to adjust the planters on the west side of the shared path as well? Increasing the width to the east side of the shared path will definately help with bike and pedestrian flow in this area. I often ride through this area (a few times per week) at what I assume to be peak times (between 7:30 and 8:30 am and between 5 and 6pm). I will sometimes see this area being blocked by either an exceptionally slow moving pedestrian (ie. parent with child/pram, or person with additional accessibility requirements) or blocked by people who have run into each other and have stopped to have a yarn. The first group will be easily accommodated by a wider shared path. I think that the people who stop to have a chat will still be a problem in this second layout and I think it might be of use to also reduce the width of the planter boxes on the west side of the path as well. hope that is clear and specific enough. please feel free to reach out if you require further clarity. Overall I think that the idea of widening the path is an excellent decision and will allow for better pedestrian and cycle movement in this area.	Cindy Nelles
44860	This area forms a key connection on major cycle routes, but is often full of pedestrians milling around without sufficient awareness of surrounding hazards, including cycle traffic. I cycle over this bridge on my daily commute, and despite slowing to a safe speed, am regularly required to divert my path to take evasive action relating to pedestrian hazards on an almost daily basis (Due to pedestrians rapidly & erratically changing direction, stopping in the middle of bottlenecks, not keeping left etc). I would strongly support any upgrades to improve pedestrian and cycle awareness on the shared path, including additional markings and lane/direction indicators. I do not think the proposed markings go far enough to drive the necessary change in behaviour.	Josh Blackmore
44859	It may only somewhat alleviate the congestion around this popular bottleneck for path users, however I support the changes to the footbridge area.	Andrew DC

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44858	Made it clear and easy for everyone	Thomas Blakie
44857	Agree with everything proposed, this all sounds very sensible. I wonder if some of those pigeon spikes could be added to the Cycle Counter to stop birds pooping on it?!	Anne Heins

7. Hearing of Submissions Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found at the beginning of the Volume of “*Heard Submissions*”.

8. Consideration and Deliberations Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

9. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the Worcester Street and Antigua Street Central City Cycleway Connections to the Council.