

Hearings Panel MINUTES ATTACHMENTS

Date: Monday 11 April 2022
Time: 9am
Venue: Major Cycleway Route Connections and Speed Review,
Via Audio/Visual link

TABLE OF CONTENTS	PAGE
10. Staff Presentation	
A. Staff presentation on Worcester Street and Antigua Street Footbridge.....	3
B. Staff presentation Antigua Street.....	12
7. Hearing of Submission / Ngā Tāpaetanga	
A. Presentation submitter 45915: Erin Todd	18
B. Presentation submitter 44916: Chris Freea.....	28
C. Presentation submitter 44994; Shane Binder.....	29
D. Submitter 45616: Chris Abbott (Spokes Canterbury)	32
8. Consideration and Deliberation / Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero	
A. Panel Written Questions and Staff Responses 13 April 2022.....	34

Cycleway connection projects - central city Worcester Street and Antigua Street north of the footbridge

Central City cycling accessibility and parking projects

These two projects are as per the formal report to Council for all twenty projects (cncl/2019/00156)

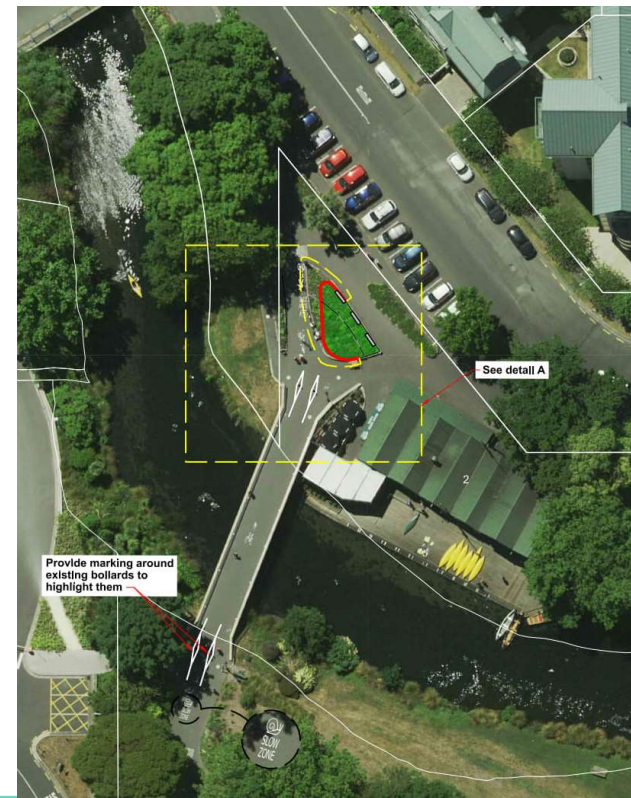
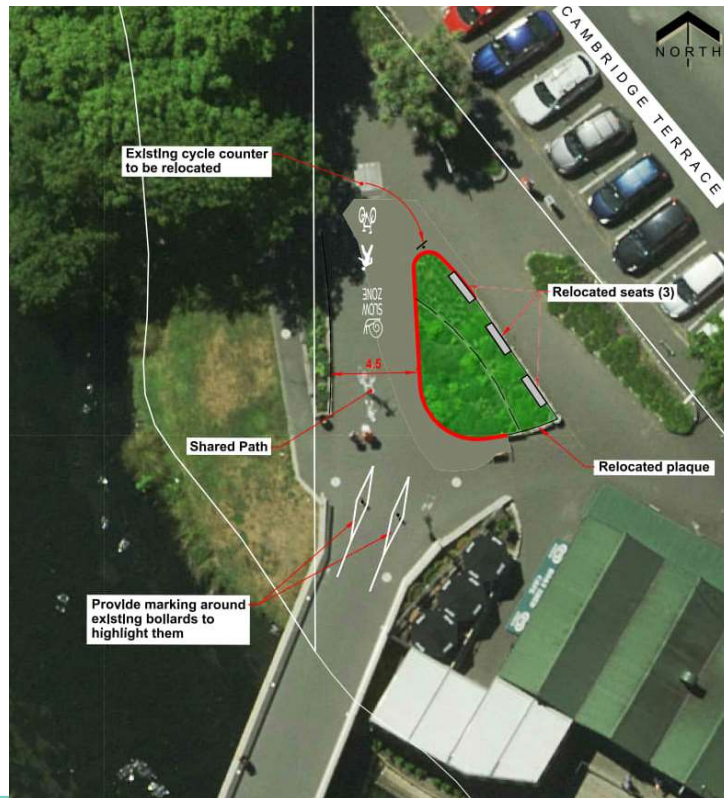
Project ID	Project Name
1	Rapanui MCR Connectivity from Fitzgerald Ave to the Central City
7	Review shared path by Antigua Boat Sheds

Central City cycling accessibility and parking projects

- These two projects were approved to improve the accessibility into the Central Business District for cyclists.
- Worcester Street aims to provide a safer connection from Fitzgerald Avenue to Manchester Street and visa versa. This is an interim, lower cost, solution pending a longer term Streets and Spaces project. There is provision for that project in the LTP, with construction funding in FY26 and FY27 - Project ID 60236 Central City Projects - Worcester Street (Fitzgerald Ave to Madras Street).
- St Asaph Street aims to enhance the safety, for both pedestrians and cyclists, in the area to the north of the Avon River Bridge by the Boat sheds.



Antigua Street north of the footbridge



Consultation

Worcester Street – Fitzgerald Avenue to Manchester Street

Feedback

- We received 29 submissions between 16 February 2022 and 15 March 2022
- The majority of submitters supported the changes

Top themes

- More traffic calming measures such as, build-outs and speed humps
- Request for more planting and trees to enhance the street environment
- 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

Consultation - Antigua Street north of the footbridge

Feedback

- 95 comments on the footbridge (majority commented on both)
- 62 submissions clearly supported the project

Top themes

- Volume of cyclists and pedestrians on the bridge can cause congestion
 - Cyclists and pedestrians should be separated with a painted line
- 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'
- The bridge is not wide enough for pedestrians and cyclists - there should be a new second bridge, or the current bridge should be widened



Feedback on submission themes

- The staff responses to fifteen key themes across the two projects are detailed in section 5.1 of the formal report.
- No design changes have been made as many concerns had been addressed during the creation of the scheme design, this has been noted within the responses.
- Some items will be addressed by the long term solution e.g. possible separated cycle lanes, these are also noted within the responses.
- Several items will be considered during the detail design phase eg increase the green phase for a set of traffic signals and again are noted.

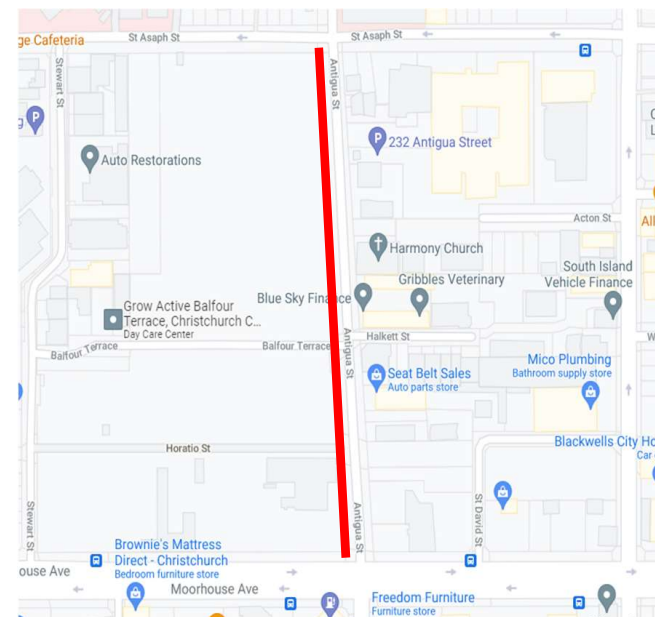
Questions

Antigua Street cycleway connection

Hearings Panel
11 April 2021

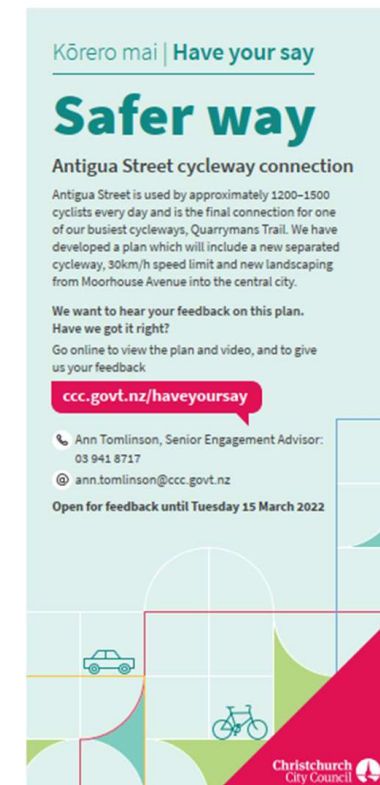
Project

- Final connection to the central city from the Quarryman's Trail Major Cycle Route
- The new connection will focus on safety and accessibility for users of the cycleway, pedestrians, local businesses, visitors to Metro Sport, and public
- We aim to reduce the impact on the network by working with other utilities and CCC asset owners to co-ordinate with other works at the same time
- <https://www.youtube.com/watch?v=jtSAbXS6iCc&t=8s>



Consultation

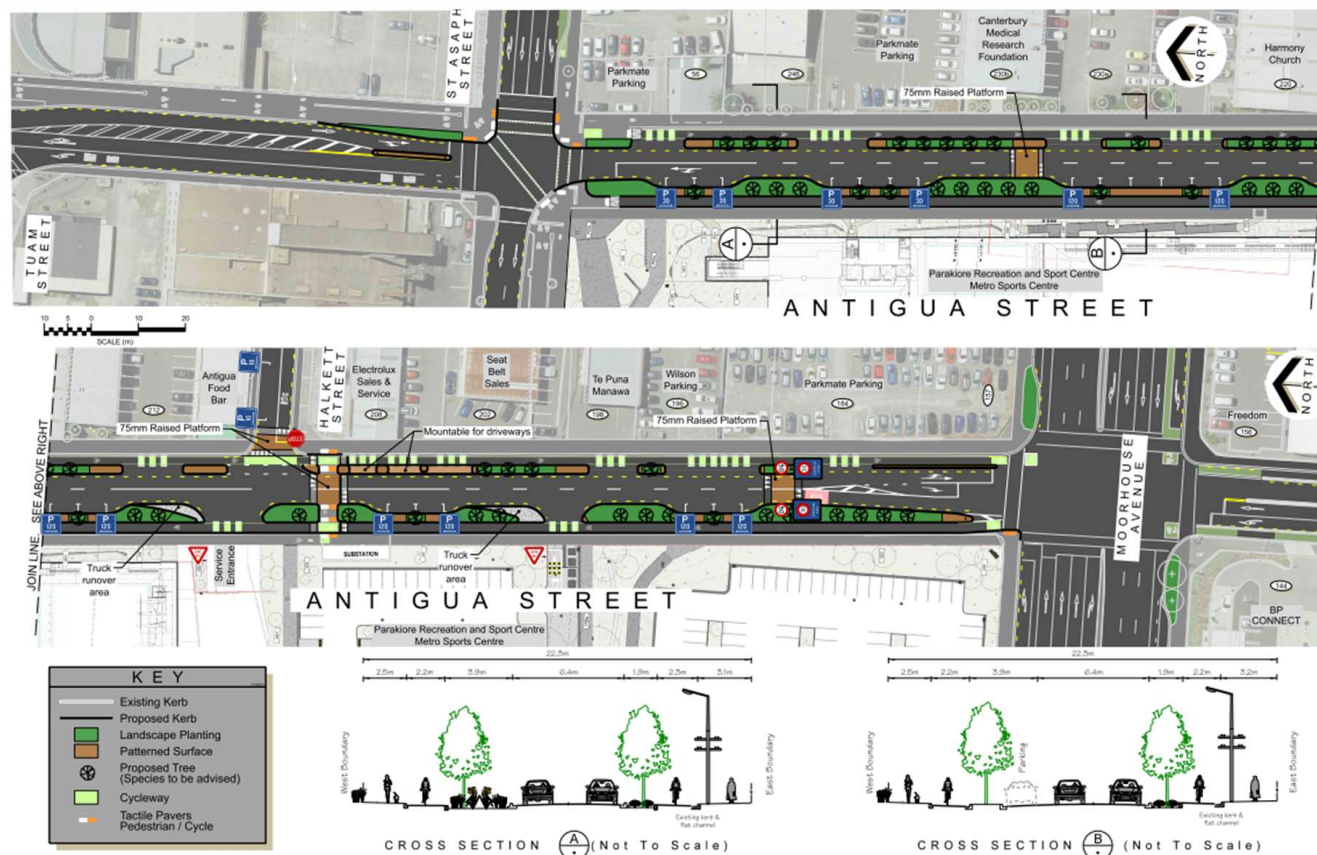
- Consultation – 15 February 2022 to 15 March 2022
- Door knocked businesses prior to formal consultation
- Flier delivered and shared through social media and CDHB staff email
- Joint consultation with Antigua Street footbridge
- 125 submissions – 117 cycleway, 95 footbridge (majority commented on both)
- 84 submissions clearly supported the project



Feedback themes

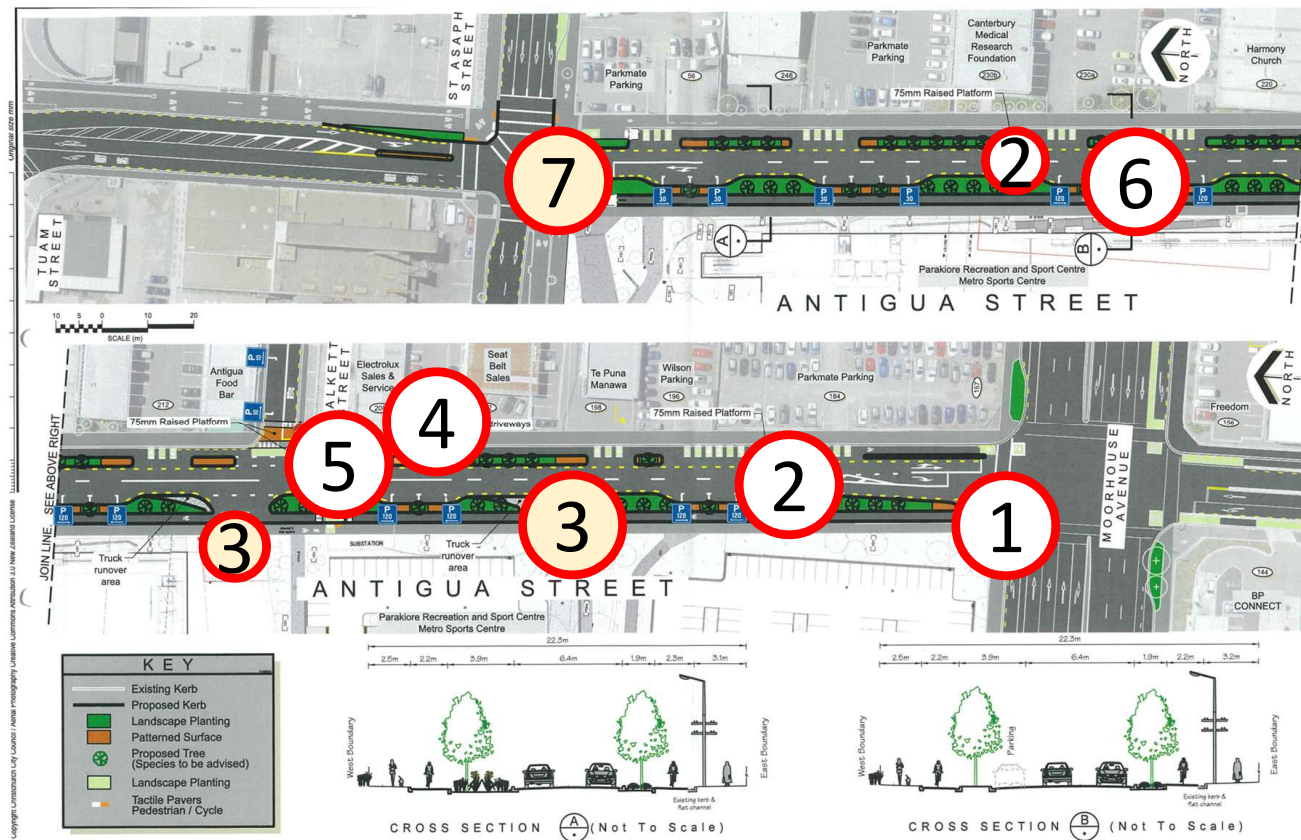
- Parakiore Recreation and Sport Centre access onto Antigua Street – safety and visibility (19)
- Antigua Street/St Asaph Street intersection – conflict point for pedestrians and cyclists and how we can make this safer and more efficient, phasing of traffic signals for further efficiencies (18)
- Too 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)
- Support the speed reduction to 30km/h (12)
- Comments regarding pedestrian safety with cyclists currently using the footpath in some places (11)
- Would like the proposed cycleway wider than 2.2m (10)
- Concern at the loss of parking and the remaining parking being time restricted (10)
- Support the new street trees (11)
- Pedestrian and cyclist conflict north of St Asaph Street including safety concerns at the entrance to the CDHB parking building (10)

Changes made – final plan for approval





Thank you for promoting bike infrastructure!



Antigua Street Cycleway

- 1: Cyclist focussed left-turns to link cyclist infrastructures
 - Easy left turn (off-roadway) from Eastbound cycle lane on Moorhouse on to Northbound Antigua St. cycleway.
 - Same for Southbound Antigua St. cycleway to Eastbound Moorhouse
 - Requires thought about where cyclists queue to cross Moorhouse
- 2: Raised platforms
 - Convert into marked (zebra) crossing
 - This block is very long and there should be multiple mid-block crossings for pedestrians
 - Helps to make it clear to northbound drivers that they are driving into a space where drivers are not the dominant roadway user



Antigua Street Cycleway

- 3: Entrances to Parakiore
 - Clear signage for right-of-way
 - Pedestrians first, cyclists second, drivers third
 - Change give-way signs to stop signs
 - Helps to make it clear that drivers are not the dominant roadway user
 - Improved visibility of cyclists and pedestrians for turning drivers
 - Ensure parked vehicles, plants, or trees at entrances don't obscure cyclists and pedestrians
 - Further speed reduction for drivers around the entrance may help improve visibility
 - Speed bump for drivers turning into Parakiore
 - We need more trees in the CBD, so other traffic calming measures should be employed before reducing planned greenery
- Where is the bike entrance and bike parking for Parakiore?
 - Clear signs and pavement markings linking the cycleway to bike-parking infrastructure at Parakiore
 - How do southbound cyclist get to the entrance and bike parking for Parakiore?



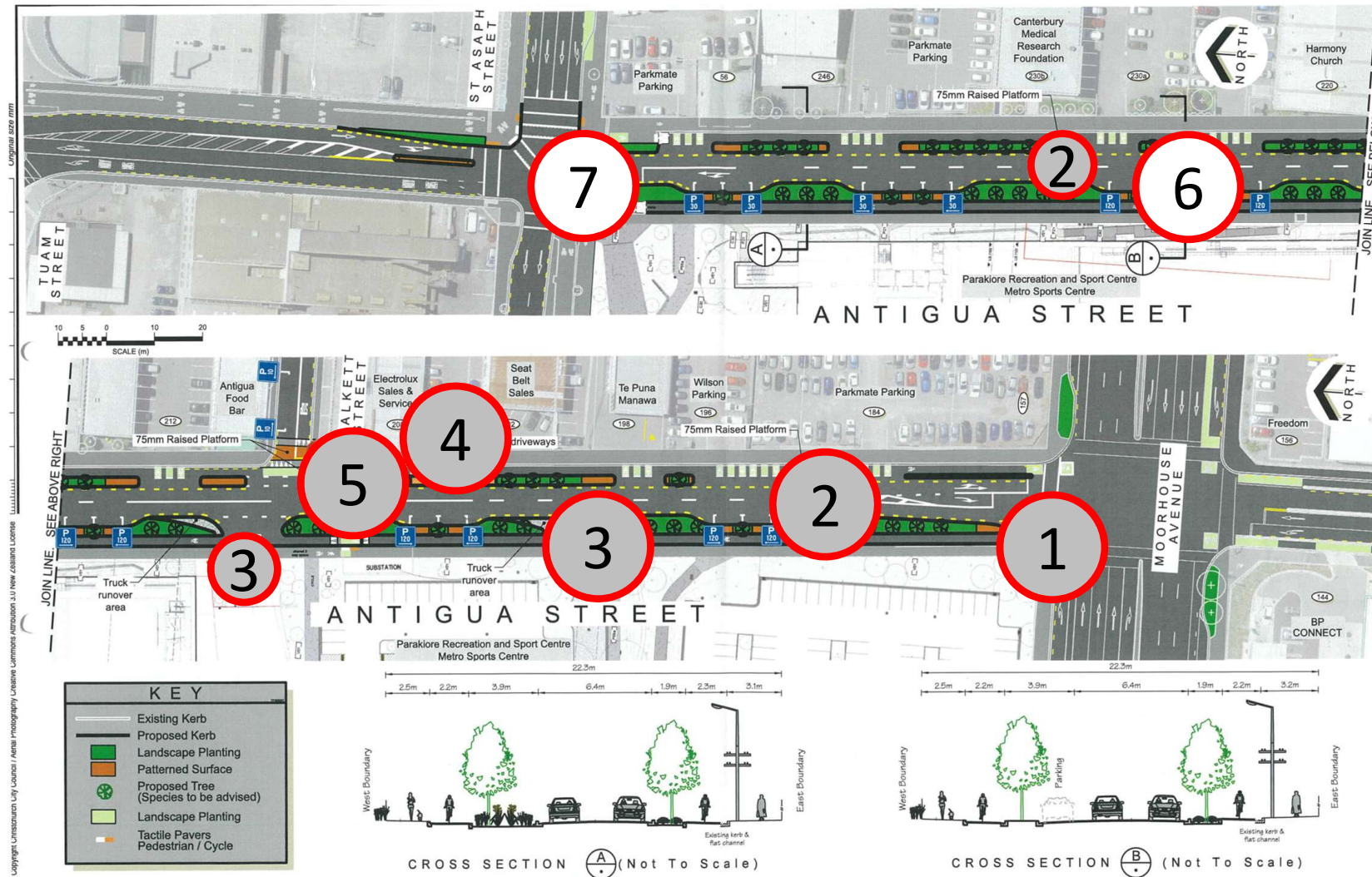
Antigua Street Cycleway

- 4: Paint on cycleways

- Solid paint in cycleway when needed across driveways
 - Stippled paint on cycleway is uncomfortable to ride on and may be hazardous for some cycleway users (e.g., eScooter riders, younger riders)
 - Current plan for southbound cycleway is nearly all stippled. This will feel like riding over judder bars.

- 5: Raised pedestrian crossing

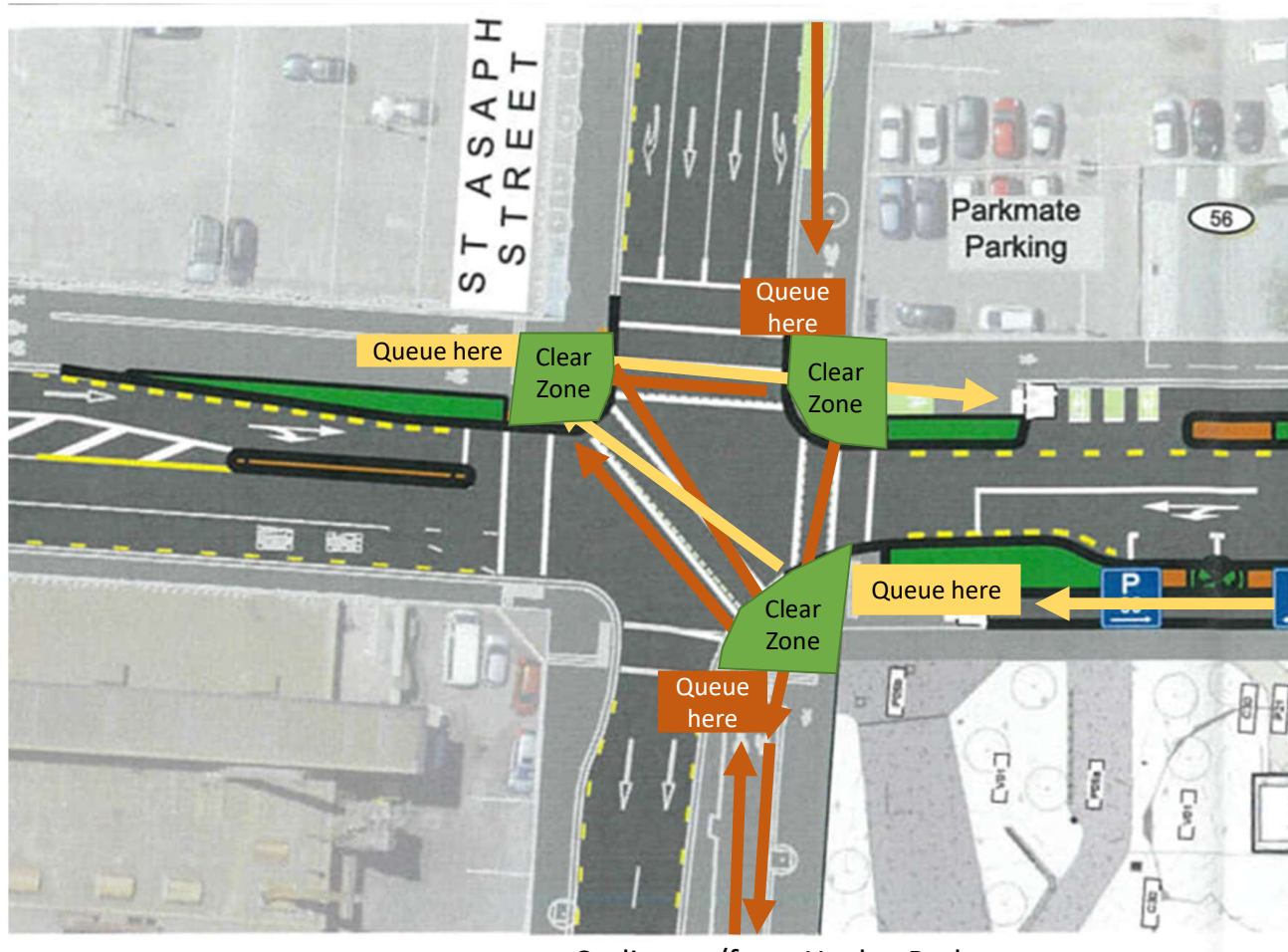
- Convert into marked (zebra) crossing
 - Courtesy crossings still prioritise drivers and are not safe for pedestrians
 - Extend crossing across cycleway
- Improved visibility for pedestrians and cyclists at crossing
- Clear signage for right-of-way
 - Pedestrians first, cyclists second, drivers third



Antigua Street Cycleway

- 6: Signage for drivers parking along Antigua St.
 - Clear signage for right-of-way
 - Drivers crossing cycleway from their parked cars should yield to cyclists in cycleway
- 7: Link between St. Asaph Cycleway and Antigua Cycleway
 - A: Expand space for cyclists northeast, southeast, and southwest corners of intersection to allow more space for through-going and turning cyclists
 - Currently they are all too narrow and create unsafe bottlenecks
 - Remove some planting at SW corner to allow safe space for northbound cyclists to queue
 - Currently, queueing northbound cyclists are in the way of westbound cyclists from St. Asaph St.
 - This is a complex and important intersection of cycling infrastructure
 - Model traffic patterns and flows with the same level of consideration as driving infrastructure
 - There are similar issues at the Antigua & Tuam Street intersection as well!

7



St. Asaph

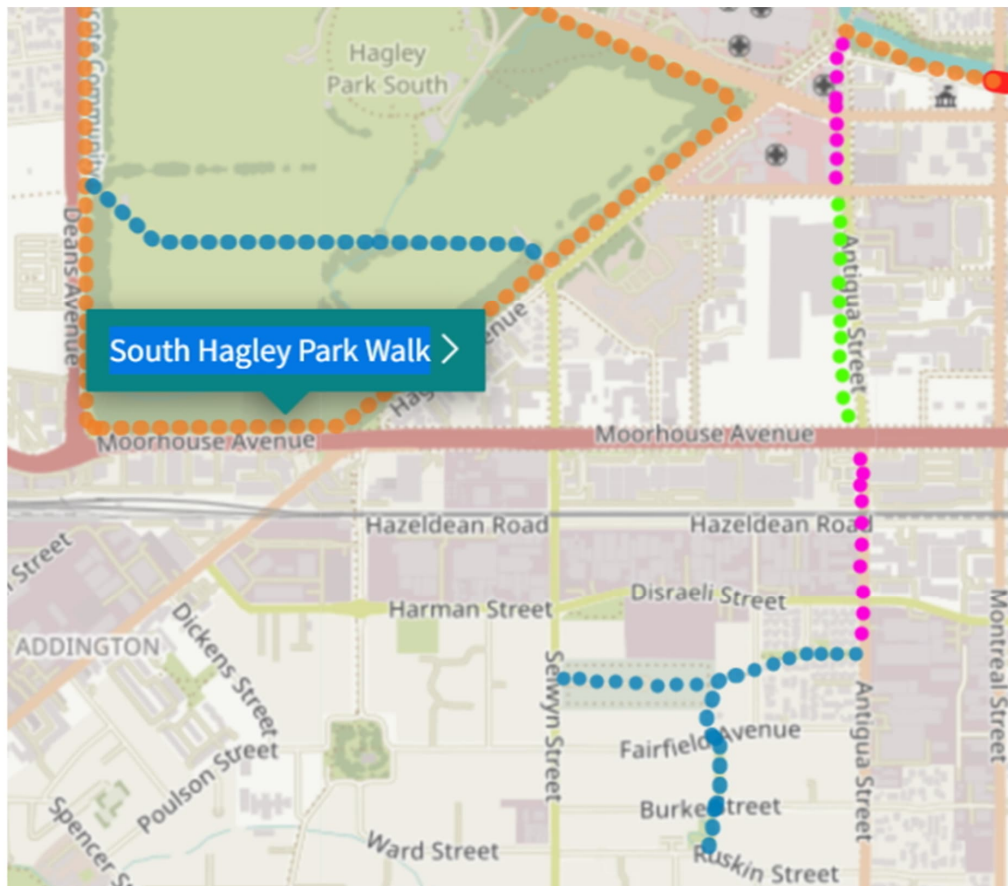
Antigua

Cyclists to/from Hagley Park,
Riccarton, Lincoln Road, etc.

Thank you for promoting bike infrastructure!

- Cyclists and pedestrians should not be secondary or tertiary!
- Leverage existing cycling infrastructure with well-designed linkages
- Make it easy and safe for people to choose to walk and bike around the city
- Cycle and pedestrian lights should automatically be on at every intersection
- Pedestrian lights should have countdowns.
 - Especially at large streets
- More marked (zebra) pedestrian crossings everywhere!
- More mid-block crossings

Tabled by Submitter 44916 - ChrisFreear



Antigua Street Cross Section

- Vehicle lane width (control motorist speed)
 - 3.0m per [CBD Streets & Spaces Design Guide 2015](#) (local street)
 - [AT Urban Street & Road Design Guide](#) recommends 3.0m
 - Strong evidence from [NACTO](#) (North American context) supporting 10 ft/3m width for ~40-50 km/hr
- Cycle lane width (enable cyclist passing)
 - 2.4m per [CCC Cycle Design Guidelines 2013](#)
 - 2.5m practical experience on Strickland Street

Trees & Streetscape Amenity

- Contributes to climate change resilience
 - Important to note this corridor is used by pedestrians as well as cyclists, both of whom are overly impacted by heat and weather
 - Supported by [National Policy Statement \(UD\)](#) Objective 8
- Promotes side friction when adjacent to the street (between street and cycleway)
- Aligns with guidance [CCC Streets & Spaces Design Guide](#), [Cycle Design Guidelines](#)
- Should prioritise trees/landscaping over car parking provision
- Restore trees from original scheme where ever possible
 - Noting Ableys RSA “minor” comment 3.3 regarding traffic signal visibility, which led to removal of 2 trees from concept, traffic signals are not a Safe System solution; restore trees for side friction and shift speed platform closer to St Asaph St signal to maintain low speeds and reduce need for long-distance visibility

Parakiora Rec Centre Access

- Need to control speed & define priority
 - Tightest possible radius
 - Consider:
 - Active warning of crossing cyclists (a la Tuam St at Emergency Services Precinct service entry, which has lower volume)
 - Raised crossing for footpath and cycleway with relatively severe grades to keep low turning speeds

Speaking Points: Chris Abbott – Spokes Canterbury

Submissions 45213 and 45616

Hi David

Here are my speaking notes from today's hearing.

There are a few points that I did not have time to present.

Please feel welcome to share amongst the panel and publicly.


My presentation

- 1) Thank you for the opportunity to appear today. Sorry for timing earlier this morning. And I'd like to repeat the thanks from Erin and others for considering bike infrastructure in Christchurch
- 2) I'm secretary and submission convenor for Spokes, with an interested following of c.1200 and an aim of "more people cycling everyday" driven in my case by
 - The social good of reducing greenhouse gas omissions and the much lower adverse impact on the environment of cycling compared to driving
 - The social good of combatting New Zealand's poor health (Googling new zealand obesity rank 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."
 - The personal good of trying to stay healthy – physically and mentally
- 3) Spokes is very much in support of the motivation for these changes, but we have some requests and observations.
- 4) Our submission lays out our concerns and suggestions.
- 5) But today I want to stress
 - a. Width of Antigua St cycleway is too narrow – 2.2m is tight!! Try it!! Agree re softer boundaries
 - b. Trees along Antigua St. do nothing to help safety – they restrict vision even in good light, by which I mean slightly overcast and middle of day. At night, in bright sunlight and in rain the trees are a danger. I suggest low-height shrubs, less than say 600mm tall.
 - c. If the roadway to the west of Parakiore is exit-only why is it being shown as two-way? Why build a roadway that is not meant to be used?
 - d. Worcester St between Fitzgerald Ave and Latimer Square should be treated the "same" as Worcester St between Fitzgerald Ave and Stanmore Rd ie frequent humps (with smooth side sections) to slow vehicle traffic on what are very short stretches of road
 - e. What planning and design is being implemented to ensure that the shared path beside Parakiore will not become an ice rink in the depths of a Christchurch winter?
 - f. Finally a minor point – on <https://ccc.govt.nz/the-council/haveyoursay/show/488> the bottom map of three has the 30kph and 50kph signs reversed as you approach Fitzgerald Ave from the CBD.
 - g. And I agree with Erin re
 - i. mid-block crossings for active transport users
 - ii. use of STOP sigs from drivers rather than GIVE WAY signs
 - iii. bike parking
 - iv. stippled paint jars the body

- v. need to reconsider St Asaph Antigua intersection layout and safety
- 6) Outpatients roundabout – make traffic coming south from Oxford give way
- 7) I too was surprised that Worcester St is a temporary solution only – I hadn't seen that mentioned. Having been a professional project manager throughout my career, the accepted wisdom is to do it once, do it right!
- 8) Personally I agree with Dominic that the humps along Worcester St and throughout the city should be much reduced in severity at the edges to smooth the journey for cyclists (and prevent the contents of my bike basket being ejected onto the road)!

Kind Regards, Chris Abbott

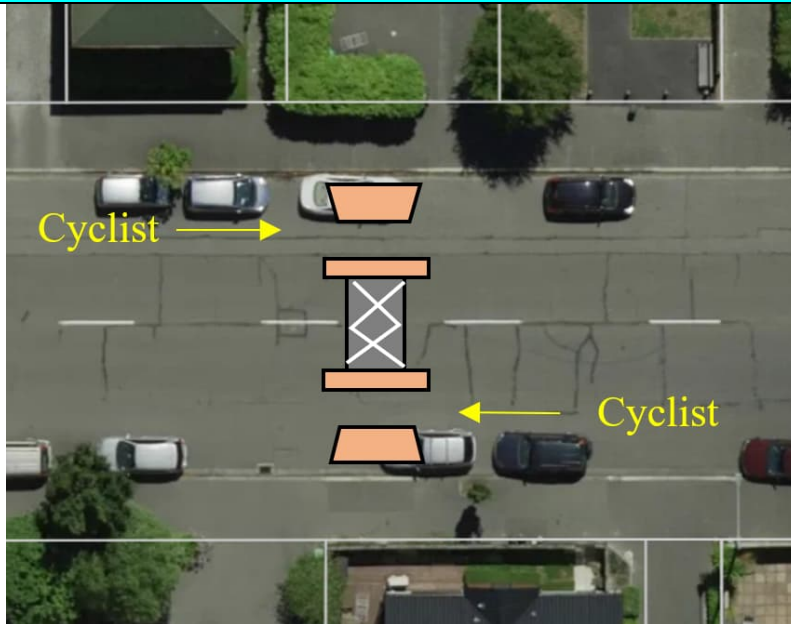
		Question	Staff response
		Worcester Street between Fitzgerald Ave and Manchester Street	
1	Hearing 14.04.22 Melanie Coker	Is a recommendation required regarding increasing the duration of the green cycle light phase at the Madras Street and Worcester Street intersection?	This has been noted by the project team ex the submissions and will be incorporated into the detail design.
2	Hearing 14.04.22 Melanie Coker	Is a recommendation required regarding working with Waka Kotahi and CCC's Travel Demand Management Cycle Team on education for cyclist and motorists about sharrows?	<p>CCC has been doing work to improve awareness around traffic devices such as sharrow markings. See video below. https://www.facebook.com/ChristchurchCityCouncil/videos/1624165220956752/</p> <p>There is also information on the website and on the cycle map that gets published every year which includes reference to sharrows under "neighbourhood greenways"</p>

		Question	Staff response
			<p>How to use the new cycleways</p> <p>Designed to make it easier to get around by bike. The cycleways have special features – here's how to use them.</p>  <p>A recommendation might ask staff to include information about sharrows etc in a leaflet drop to Worcester Street residents once the works are completed to ensure they are aware of the meanings of the markings. Staff will undertake to do this anyway.</p> <p>Cycling tips : Christchurch City Council (ccc.govt.nz)</p>
3	Hearing 14.04.22 Melanie Coker	What are the pros and cons of slip ways for cyclists around speed humps?	<p>Pros</p> <ul style="list-style-type: none"> Avoids discomfort to cyclists from having to ride over humps. <p>Cons</p>

		Question	Staff response
			<ul style="list-style-type: none"> Typically require much more on-street parking removal to accommodate Can require cyclists to move laterally to cycle around speed hump. Can make it easier for vehicles to bypass the hump or travel at higher speed if it ramps down at the sides or does not extend across the parking area / shoulder hence additional works required to prevent this. <p>In the context of Worcester Street it is difficult to accommodate a speed hump with cycle bypass without parking removal.</p>
4	Hearing 14.04.22 Melanie Coker	Can the edges of the road humps be smoother to make it easier for cyclists travelling over them?	Yes, however the smoother it is for cyclists the easier it is for vehicles and therefore the less effective it will be at speed reduction. In the Worcester Street example the speed hump needs to extend across the parking shoulder to avoid motorists attempting to drive around the hump if there are no parked cars present hence it is not possible to ramp down the edges of the hump.
5	Hearing 14.04.22 Melanie Coker	Will there be yellow 'no stopping' lines alongside the speed hump?	This is not necessary from a safety or legal perspective hence is not proposed on the current plans.
6	Hearing 14.04.22 Melanie Coker	Why is there only one speed hump, rather than potentially more as suggested by Chris Abbott from Spokes?	<p>Speed humps can have a detrimental impact for residents (noise) and cyclists (discomfort) therefore are typically opposed by users and not a preferred solution for a cycle route. Guidance indicates speed humps need to be installed at roughly 60m intervals to get operating speeds down to around 30km/h. This can result in a lot of speed humps being required. For example Worcester St between Barbadoes and Fitzgerald is approximately 340m long and therefore 4-5 humps would be required.</p> <p>Only one speed hump is proposed as an interim solution to deter the higher end speeds whilst also minimising the detrimental impacts of speed humps. This does mean operating speeds will likely remain closer to 40km/h than 30km/h particularly given the existing wide carriageway. Safety for cyclists is retained by the existing wide carriageway which allows cyclists to ride outside of the car door zone and be safely passed by traffic on Worcester Street. Overall speed reduction will also come from the change in posted speed limit.</p>
7	Hearing 14.04.22	Would it possible to request that Worcester St be	A request will add strength to the funding application currently being pursued with Waka Kotahi for "Streets and People".

		Question	Staff response
	Melanie Coker	investigated for more transitional improvements, such as planter boxes and bright paint.	
8	Hearing 14.04.22 Melanie Coker	Can the panel add a recommendation that staff consider the “dog leg” entrance into Latimer Square on the east side when the permanent solution is designed?	Yes, recommendations around access to and from Latimer Square were considered and these deliberations will be available for any future works. The reason these were not progressed as part of this project was due to potential risks around works within the Latimer Square heritage setting and the trees along with implications on adjoining roads.
9	Hearing 14.04.22 Melanie Coker	Are there any cheap traffic calming measures that could be implemented – such as just a white paint line on either side of the road, to appear to narrow the width of the road for cars to help encourage them to drive slower?	The challenge with Worcester Street is it very wide with no features to limit forward visibility which would encourage lower speeds. It is difficult to address this with inexpensive traffic calming measures which would not compromise the safety of road users. Introducing measures such as white edge lines (essentially creating cycle lanes) are unlikely to make a significant difference to traffic speeds. Traffic volumes are low and the carriageway width means cyclists and traffic do have a lot of space to share the carriageway which reduces safety risk.
10	Hearing 14.04.22 Jimmy Chen	Worcester Street 600 meters between Manchester Street and Fitzgerald Ave there is only one speed humps, However there are 6 narrow traffic-calming installed between Fitzgerald Ave and Stanmore Rd.	Please refer to the previous answer 6.
11	Hearing 14.04.22 Jimmy Chen	What's the rationale that this section is only one speed humps proposed to be installed?	Please refer to the previous answer 6.

		Question	Staff response
12	Hearing 14.04.22 Jimmy Chen	How to measure drivers to follow 30km/hr to keep cyclist safe.	<p>Based on previous traffic surveys from 2019, Worcester Street operating speeds (taken as 85%ile speed) are as follows:</p> <p>Madras to Barbadoes – 42km/h (both directions)</p> <p>Barbadoes to Fitzgerald – 43km/h (westbound), 47km/h (eastbound).</p> <p>This is lower than expected for a street with wide carriageway, high forward visibility and 50km/h posted speed limit. Combined with the low traffic volumes this suggests that Worcester Street is mainly being used for property access as motorists tend to drive slower on streets nearing their destination point. This is an effect of Worcester Street being blocked off to through traffic and right turns at Fitzgerald Avenue meaning Worcester Street is no longer a through route between Linwood and the City.</p> <p>The above is also likely to result in greater compliance with a reduced posted speed limit of 30km/h. Post-implementation speed monitoring can be carried out to determine the impact of the speed hump on speeds however, operating speeds will likely remain closer to 40km/h than 30km/h. The potential adverse safety implications of this are mitigated by the availability of space for cyclists and traffic to share the road.</p>
13	Hearing 14.04.22 Jimmy Chen	Consider to install more narrow traffic-calming device along this section?	<p>Potentially other traffic calming devices could be considered such as a road narrowing with hump and cycle bypass (see image below). This would have limited benefit over speed humps with the exception of allowing cyclists to bypass the hump. The central narrowing would need to be one-way hence opposing vehicles would need to give-way to each other. This was not progressed as it is a higher cost option and results in increased loss of on-street parking. A single isolated narrowing would also be out of context with the rest of the wide, uninterrupted street hence presents a greater safety risk to general traffic than a speed hump. Placement of these relative to driveways and the impact on property access is also more challenging given the frequency of access ways along the street.</p>

		Question	Staff response
			
14	Hearing 14.04.22 Jimmy Chen	Recommend consider to install a pedestrian crossing for proceeding along Huanui Lane and crossing Worcester Street as requested from 45213 Chris Abbott	While investigating this, staff noted that the posted speed on Worcester Street through the east frame (Manchester St to Latimer Square) is gazetted as 10km/hr but there are pavement markings indicating the posted speed is 30km/h. It is unknown if there is a reason for this but it is recommended that the gazetted speed should match the posted speed on-site. Staff will follow up on this. At 10kph a crossing is not recommended.
		Antigua Street north of the Bridge by the Boatsheds	

		Question	Staff response
15	Hearing 14.04.22 Melanie Coker	Is a recommendation required around referring extending the cycle path on to Rolleston Avenue to the Transport Planning Team.	A recommendation would result in a request being placed with the Transport Planning Team.
16	Hearing 14.04.22 Melanie Coker	Can staff comment on the suggestion by submitter #45005 around moving the cycle racks on the corner of Antigua St and Oxford Tce?	Staff will look into this with the Traffic Operations Team. A recommendation would assist with this process.
17	Hearing 14.04.22 Sara Templeton	Working with CDHB on reopening the bridge for cyclist use	Yes a request here would reinforce staff discussions with CDHB.
18	Hearing 14.04.22 Sara Templeton	Looking for improvements to reduce conflicts in the section between St Asaph and the footbridge.	This area is out of scope for this project but a recommendation would result in a referral to the Transport Planning Team.
19	Hearing 14.04.22 Jimmy Chen	feedback from the consultation footbridge is very busy, recommend to consider widening the footbridge	Widening of the bridge is out of scope for this project and would not fit within the project's budget. The footbridge had major repairs completed post quakes. It is a heritage feature. As responded above, staff will look into the concerns raised and investigate possible solutions given the current setting and the facilities available.
20	Hearing 14.04.22 Jimmy Chen	feedback from the consultation footbridge is very busy, recommend to consider Marking line to separate the pedestrians and cyclists passes	Staff checked with Waka Kotahi and the Traffic Control Devices Guideline Part 5. Marking a line to separate the pedestrians and cyclists is permitted at the discretion of the Road Controlling Authority (RCA). There are parts adjacent to Rolleston Ave which have a centreline on the shared spaces. However, there is the risk that providing the centreline gives cyclists the impression that their space is clear and increases their speed, which we are trying to reduce for this project.

		Question	Staff response
			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 would 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 it is a focal point for visitors and family groups, including young children, wheelchair users, and 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.
21	Hearing 14.04.22 Jimmy Chen	feedback from the consultation footbridge is very busy, recommend to consider Planter boxes at the bridge consider to be reduced in size or removed entirely to reduce potential conflict between pedestrians and cyclists.	<p>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 all those who have donated kidneys to make life possible for others. Full removal of the planters would require further discussion with the Society.</p> <p>The seating at the smaller planter box are often used by hospital patients with wheelchairs accompany by family groups. The planter box provides a good and safe separation from the pedestrians and cyclists on the shared path. Reducing the planter box would reduce the seating available. Cyclists will be travelling closer to the vulnerable users and likely to travel at higher speed from the footbridge.</p> 
22	Hearing 14.04.22	feedback from the consultation footbridge is very busy,	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. There are

		Question	Staff response
	Jimmy Chen	recommend to consider Traffic-calming signage consider to be added around the bridge.	existing bollards to encourage cyclists to travel at lower speed at each end of the footbridge. Additional signage would add more visual clutter in the shared space area.

		Question	Staff response
1.	Hearing 14.04.22 Melanie Coker	Tree selection is very important. Has a representative of bus and/or truck drivers, or companies, been asked about the most suitable trees to provide good visibility for seeing cyclists (which is most relevant for the Service Entrance)?	Input into trees species will be provided by a tree specialist to ensure they are able to thrive in their environment and provide the necessary clearances over the road and cycleway. They will also provide traffic calming to help achieve the lower speed limit of 30kph.
2.	Hearing 14.04.22 Melanie Coker	Will the service entrance have signs to "watch for cyclists"?	CCC to work through final detail for signs with Parakiore during detailed design. Install appropriate signage where needed in consultation with Parakiore.
3.	Hearing 14.04.22 Melanie Coker	Could the exit from Parakiore be a Stop sign, rather than a Give Way sign, as suggested by submitters?	The use of a stop versus give way is determined by the visibility available, which will be assessed in detailed design in consultation with Metro Parakiore.
4.	Hearing 14.04.22 Melanie Coker	Would Stop signs at any other entrances be advisable?	Signs and markings at high-use accessways along the route are proposed to be added at detailed design. These will be detailed in accordance with the latest guidance from Waka Kotahi for the treatment of cycleways at high-use accessways.
5.	Hearing 14.04.22 Melanie Coker	Is Halkett St 30kph?	Yes it is proposed to be changed. As highlighted in the resolutions in the Hearings Panel report.
6	Hearing 14.04.22 Melanie Coker	Can staff comment on whether the design of the cycleway will stop cyclists heading north from crossing to the right hand side of the road early to avoid the Antigua Street/St Asaph Street intersection?	At present, northbound cyclists use an on-street cycle lane and may cross Antigua Street freely, in advance of the limit line. The proposal has a separated cycle lane, which is separated by kerbed landscape areas that would deter cyclists from crossing before the intersection. This will channel all cyclists towards the enlarged shared area, prior to the cycle crossings.

		Question	Staff response
7.	Hearing 14.04.22 Melanie Coker	Is it possible to have longer phases for cyclists at the lights during peak traffic hours?	It is possible to increase the time given to specific phases or crossings at certain times of the day. This can be managed by the Real Time Operations Team as part of their role in operating the traffic signals system. The priority will need to be reviewed at peak traffic times to minimise delays to the network.
8	Hearing 14.04.22 Melanie Coker	Why 120 minute car parks, rather than maybe 60 minutes?	The restrictions are a combination of 30 minutes (7 parks) and 120 minutes (11 parks). The P30s located closer to the main public entrance to Parakiore and considered more appropriate for the time required to escort visitors to the facility and return or stay for a short period. The P120s are consistent with restrictions on other streets at the edge of the central city, being long enough for visitors using Parakiore and other nearby facilities, though deterring all-day parking in accordance with the Central City Parking policy 2021.
9.	Hearing 14.04.22 Melanie Coker	The reports states that the operation of the signal installation in terms of controller functions and configuration has been reviewed. However a number of submitters commented that they would like to see loops in the cycle path installed so that the signals are activated by the movement of cyclists – presumably both at Moorhouse Ave, as well as St Asaph St. Can staff please comment if anything can be done on this?	The intersection of Antigua Street/St Asaph Street is part of the one-way system and has a permanent demand for all signals phases at the intersection. Therefore providing advanced detection loops at this intersection is unnecessary as the cycle crossing phases are already auto-demanded. At the intersection of Moorhouse/Antigua there are currently no advanced loops in the cycleway approaches to the intersection to provide an early call for cyclists. This could be investigated for inclusion as part of these works at detailed design.
10.	Hearing 14.04.22 Melanie Coker	Can staff comment on the concept of a queuing area for cyclists at the footpath areas by the traffic signals traffic at the Antigua Street/St Asaph Street intersection?	The concept indicated an area being allocated in advance of the crossing waiting areas, to be used by cyclists. It is considered that such an area is unlikely to be conformed to, since the cycling demand is consistently high and there would be pressure to ensure cyclists are safely positioned away from moving traffic. It would be expected that pedestrians and cyclists share the waiting space and the proposed layout increases the area available to do so.

		Question	Staff response
11.	Hearing 14.04.22 Melanie Coker	What sights lines are needed for vehicles exiting Parakiore on Antigua? It would be good to avoid the need for exiting cars to drive onto the cycle way to see whether any cars are coming so they can exit onto Antigua safely.	While the full sight distance for a driver to see if any vehicles are approaching is restricted by the presence of parking spaces at each side of the exit, the small number of parking spaces (two cars each) will provide opportunities for drivers to observe approaching vehicles behind the parked cars before they move onto the cycleway and make the final movement into the traffic flow. To provide the full sight distance (which is not usually achieved in urban areas) would require the parking spaces to be removed. Given the distance between the exit and the traffic lanes, some drivers are likely to still pull forward regardless of the presence of parking spaces. With 6.1 m provided in the cycleway and landscaped area, there would be space for a cyclist to pass behind most cars if stopped in the cycleway.
12.	Hearing 14.04.22 Melanie Coker	Can there be additional "look out for cyclists" sign on the exits from Parakiore onto Antigua?	The treatment by is expected to be in accordance with the latest guidance from Waka Kotahi on the treatment of cycleways at high-use accessways, which includes a sign warning drivers of the presence of cyclists. This will be reviewed during detailed design in consultation with Parakiore
13.	Hearing 14.04.22 Melanie Coker	As mentioned verbally by the panel, can staff please offer all the potential options for widening the cycleway lanes to at least 2.4m – including narrowing the road width, changes to the kerb and narrowing the footpath?	<p>Wider cycleways are always desirable; however, this would require trade-offs as the additional width would need to be taken from other parts of the street. It is likely that the footpath outside Parakiore would need to be narrowed and the separation between parked cars and the cycleway reduced to widen the cycleways to 2.4 m.</p> <p>The east side presents more difficult challenges. The kerb line is intended to stay as there are power poles and street lights against the kerb. If we are to use the landscaped area to widen the cycleway</p>

		Question	Staff response
			<p>this would present major issues concerning the necessary space for trees to flourish and to enable the rain gardens to function.</p> <p>It should be noted that the am peak flow 20 to 30% higher than the pm peak flow.</p> <p>The current design shows a width is 2.3m traveling south from St Asaph street and narrowing to 2.2m further down Antigua Street</p>
14.	Hearing 14.04.22 Melanie Coker	Can the panel make a recommendation for staff to investigate safety at the entrance to the CDHB parking building?	Out of Scope. Request to be referred to Network operations team.
15.	Hearing 14.04.22 Melanie Coker	Can staff comment on the idea of speed humps for vehicles entering Parakiore from Antigua at the Service Entrance?	The vehicle accesses off Antigua are expected to be low frequency. The shared path will be raised, relative to Antigua Street and creates a de facto platform for drivers to negotiate as they drive into the Parakiore site. The provision of speed humps or traffic calming within the site should be addressed within the design for Parakiore.
16.	Hearing 14.04.22 Melanie Coker	Can staff comment on why the raised platform at the northern end of Antigua (closest to St Asaph St) is in the location by the CMRF? Would it be possible to have it further north? What would be the effect of moving it?	It is feasible to relocate the platform 5-10m further north, since there are no existing constraints within this area. Further north would affect access to the parking bay and possibly create a crossing point that would not be safe.
17.	Hearing 14.04.22 Melanie Coker	Can staff comment on why the green cycleway marking is in strips, rather than fully covering the cycleway?	This is in accordance with the latest guidance from Waka Kotahi for cycleways crossing high-use accessways, and has been found to be more effective for drawing drivers' attention to the presence of the cycleway than a full covering.

		Question	Staff response
18.	Hearing 14.04.22 Melanie Coker	Has there been a consideration of drainage on the cycleway so that water doesn't pool on it?	Yes, the cycleway will be on a new surface that will be designed to have appropriate crossfalls and sumps to avoid ponding.
19.	Hearing 14.04.22 Melanie Coker	Has there been consideration about the possibility of ice on the cycleway during winter?	Yes, this is essentially mitigated through the cross fall of the cycleway avoiding the ponding of water, with the north-south orientation of Antigua Street meaning that the cycleway will not be permanently shaded through the winter months and ice is unlikely to form.
20.	Hearing 14.04.22 Melanie Coker	Is there any ability to put in cycle parking? This will depend on what cycle parking is tended for Parakiore.	Cycle parking is being addressed in detailed design two location options are at the Café on the corner of Hallket Street and the Church location Parakiore have cycle stands at both Northern and Southern entrances within the site.
21.	Hearing 14.04.22 Melanie Coker	Is it possible to add a left turn from Moorehouse (heading East) for cyclists into Antigua St (as suggested by Erin Todd)?	This is not recommended as the off-roadway left-turns suggested would create a potential safety risk for pedestrians on the relatively narrow paths at these locations.
22.	Hearing 14.04.22 Melanie Coker	During the hearing for bus lanes on Lincoln Road, the width of the car parking was commended on as not being wide enough. Do the proposed parking spaces have enough width for larger vehicles?	The parking bay widths are consistent with those provided on adjacent streets and Traffic Control Devices chapter 4. This is sufficient for cars and medium size vehicles.

		Question	Staff response
23.	Hearing 14.04.22 Melanie Coker	Can staff please comment on the point made in submission #44881 around the entrance to Parakiore and the separation between the roadway and the path?	This will not be used as an entrance. Please refer to question 11 regarding visibility concerns.
25.	Hearing 14.04.22 Melanie Coker	The CDHB note about kerbing potentially having the unintended consequence of tipping cyclists off their bike if their wheel gets caught. Can staff comment on this and if the kerb at Moorhouse Ave could be made low enough to be ridden over, if needed?	We do not consider there to be a risk of a wheel being caught; the maximum kerb height proposed will be 65mm AGL which is well below the bike pedal position. We would not wish to include a low kerb/drop kerb to enable cyclists to short cut the signals, due to risk of colliding with waiting pedestrians.
26.	Hearing 14.04.22 Melanie Coker	Have, or will, staff responded to the CDHB about the number of carparks lost due to the proposed cycleway?	Yes. CCC Project Manager will address the CDHB about the car park concerns.
27.	Hearing 14.04.22 Melanie Coker	Is there a possibility that pedestrians will use the raised platforms to cross the road (even though they are designed to slow down cars? Would speed humps be better?	The raised platforms are located adjacent to landscaped areas, which will form a barrier to the shared path areas. Consequently this is not expected to be an issue.
28.	Hearing 14.04.22 Melanie Coker	Can the panel recommend that the tree species are native trees? I believe the panel, and the LCH Community Board may be interested in being involved in the selection of tree species	There is no preference for native or exotic trees. The priority for tree species is for a tree that will thrive within the site conditions and provide the appropriate clearances.
29.	Hearing 14.04.22 Melanie Coker	Is a countdown possible for the traffic signals at the Antigua St and St Asaph St intersection?	Under the Traffic Control Devices Rule the use of countdown timers for signals is restricted to use at mid-block pedestrian signals or at intersections where there are exclusive pedestrian phases (i.e. Barnes Dances). We do have countdown timers in use at some of the crossings on the major cycle routes, however these sites are part of a Waka Kotahi approved trial looking at the use of shared pedestrian/cycle lanterns.

		Question	Staff response
30.	Hearing 14.04.22 Melanie Coker	I think the panel may be interested in recommending that staff investigate the width of the left hand footpath on Antigua St when travelling north, between St Asaph and Tuam St, and then report back to the relevant Board or Committee.	There is currently a project outlined for this item. A land transfer is required from CDHB and this project will report to Board through normal channels as required. Planned for 2026
31.	Hearing 14.04.22 Melanie Coker	I think the panel may be interested in recommending that staff investigate the intersections of Antigua St with Oxford Tce and Tuam St, as requested by some submitters.	This is outside project scope. We recommend these be deferred for investigation by the Traffic Operations team.
32.	Hearing 14.04.22 Melanie Coker	Maintenance of road markings is important, especially in relation to cycle lanes and sharrows. Can staff comment on the frequency of this and how it will be ensured that these markings are always clearly visible, especially to motorists.	Cycle markings is remarked every year during summer – regular road inspections pick up any extra worn areas that are marked as general Opex maintenance and also tickets from road users advising of maintenance needs to markings.
33.	Hearing 14.04.22 Sara Templeton	I think that most of mine were captured yesterday, but I'd like to add a suggestion about putting the yellow and black speed humps at vehicle accessways to slow them before they cross into the cycleways. This has been done on a couple of other cycleways and experience has shown on St Asaph that they are an area where drivers often feel 'pressure' to turn in quickly to avoid holding up cars behind them, and may not be focused on cyclists.	The latest guidance from Waka Kotahi for cycleways crossing high-use accessways, and has been found to be more effective for drawing drivers' attention to the presence of the cycleway than a full covering. However this can be reviewed during detailed design.
34.	Hearing 14.04.22 Sara Templeton	I'd really like to make sure that at entry and exit points there's no visibility issues for drivers, esp with the trees... whether they actually look is another question entirely!	Refer question 1 and 28
35.	Hearing 14.04.22	Also keen for the width minimum 2.4 (may need to use some of the quite wide garden space... a bit from a few places)	Refer question13

		Question	Staff response
	Sara Templeton		
37.	Hearing 14.04.22 Sara Templeton	Signal phases at Milton/Moorhouse and Brougham with loops	This is outside project scope. We recommend these be deferred for investigation by the Traffic Operations team.
38.	Hearing 14.04.22 Sara Templeton	Looking for improvements to reduce conflicts in the section between St Asaph and the footbridge	This is outside project scope. We recommend these be deferred for investigation by the Traffic Operations team.
39.	Hearing 14.04.22 Jimmy Chen	Recommend to 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 2.2m.	Refer question 13
40.	Hearing 14.04.22 Jimmy Chen	The surface of the paths used for cycling be kept smooth.	The project is intending to resurface the carriage way. The correct specification for the provision of these markings result in a smooth surface for cyclists to use. Note that the green surfacing on the adjacent section of Antigua Street failed following construction and was resurfaced by the contractor, which resulted in two full layers of the surfacing which caused the rougher ride over those accessways. The strips have been used at accesses on routes such as the South Express MCR without adversely affecting the ride quality.
41.	Hearing 14.04.22 Jimmy Chen	Confirm the assumed priority at the roundabout intersection of Oxford Terrace coming from Montreal Street past the Pegasus Arms and Antigua Street (to the NE of the s 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.	This is outside project scope. We recommend these be deferred for investigation by the Traffic Operations team.

		Question	Staff response
42.	Hearing 14.04.22 Jimmy Chen	Landscaping including trees species and planting along Antigua Street will not intrude into the cycle IR road lanes and that will not grow more than 600mm high to improve visibility.	Refer question 1 and 28.
43.	Hearing 14.04.22 Jimmy Chen	Desirable to make the pedestrians corridor more inviting, especially where it comes down passed the 2 blocks of car park Westland from Moorhouse Ave to the Sport & Recreation Centre.	Unsure of the exact location. Antigua Street Project is adding more landscaping to create a more inviting area.
44.	Hearing 14.04.22 Jimmy Chen	Consider to improve system to keep Cycleway and entrance of the business Carpark more visible and safe.	Please refer question 33.