

**Waipapa**  
**Papanui-Innes-Central Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Wednesday 12 July 2023  
**Time:** 10am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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PAPANUI-INNES-CENTRAL COMMUNITY BOARD MEETING / 12 JULY  
2023, REGARDING PARK TERRACE AND ROLLESTON AVENUE

SIRS / MESDAMES

**Park Terrace / Rolleston Ave viz Climate Science**

I wish to point out firstly that my submission is not about the merits of biking, which we all know is a most admirable activity in every respect. My submission is about the hijacking of the democratic process by undoubtedly well meaning but ideological staff planners during the makeover of Canterbury Museum, thus taking away the right of city councilors and citizens to make an informed decision on traffic management on an arterial route which traverses the very heart of the Jewel in the Crown of Christchurch City. They have possibly unwittingly subverted the process by 'consulting' the public after they have imposed their own favoured solution. This in itself should be the subject for a judicial review.

There is no question in my mind they are concerned about the Climate Emergency and fully believe that 'the science is settled'. However I will seek to show in this submission that they are operating under false assumptions, that there is no cause for alarm, and because of that their job description may well need modification.

I bring to this submission process not my own knowledge and wisdom, but that of **some of the world's greatest scientific minds**, and in addition that of some of our own New Zealand scientists and engineers, all of whom profoundly disagree with the very basis of the Climate Emergency narrative. The Park Terrace fiasco etches this anomaly in stark relief for the citizens of Christchurch, and I am gratified to be given the opportunity to present my viewpoint to the assembled.

**Park Terrace and Rolleston Avenue the Jewels in the Crown  
(Includes my own life on Park Terrace)**

I am an eighty year old former resident of Park Terrace, where I lived for twenty years during my youth. I am intimately connected with the road and its environs, as I attended preschool, two high schools and university in and around this precise precinct. During this time I cycled a

lot, as was the custom in the post war era, when it was a rather leisurely affair due to much sparser traffic. It was regarded as very safe for children to cycle on main arterial roads, such as Park Terrace and Rolleston Avenue, as I did on a daily basis, and I remain an enthusiastic proponent for cycling in Christchurch, however not at the price of the bureaucratic 'overreach' which is now evident. The planner have delivered Christchurch a 'shot across the bows' and that is not okay.

Park Terrace has I believe always been regarded as the Jewel in the Crown of Christchurch streets, with its gracious proportions, commanding Hagley Park vistas, and notable buildings, and last but not least the entrancing meanderings of the Avon River and the massive area which became Hagley Park, which was set aside due to the vision of the early founders. As a child, from my family's vantage point next to Bishop's Court I occasionally saw little owls at dusk in the towering pines. I waved a Commonwealth Flag when the Queen's procession passed by along Park Terrace, lined by cheering crowds. My friends and I knew every bike track, particularly in Little Hagley Park, as we raced through it on our way home from Elmwood School.

The city of Christchurch has bestowed upon its citizens a very great gift, which was founded on the illustrious efforts, scholarship and benevolence of the thousands of pioneering immigrants who poured blood, sweat and tears into its infrastructure. Their energy was truly extraordinary, when one sees historic photos of neo-Gothic buildings literally surrounded by swamp shortly after its inception. Christchurch Cathedral represents the pinnacle of their dreams and resolve to found the city on enduring Christian principles, in which vision they undoubtedly succeeded. Founders of Christchurch were heavily involved both in The Oxford Group and the anti slavery Wilberforce Group. My own family have personally been the beneficiaries of the truly heroic provision of higher education by the Victorian intellectual giants who founded our educational institutions, including Canterbury University College. My great uncle Frank Waller, was principal of Christchurch West now Hagley High during its heyday, when the Great Hall was built and inspired thousands of students. My cousin Dr Glynn Jones won the 1851 Exhibition Scholarship to Oxford for solid state physics, which he studied in the old university. I myself have delivered a Latin discourse above Rutherford's Den in the same building. My aunt Betty Waller as a language teacher at Christchurch Girls' High School

inspired countless girls to go on to great careers. I mention these facts purely as examples of what just one family achieved through the largesse of this great city. I also mention Miss Naomi Corder a great English teacher at St Margaret's College who taught us to apply critical analysis to what we read. We owe our prosperity and quality of life to Christchurch, which I believe could lay more claim to the epithet 'The Decent Society' than most.

The critics would have us focus on its imperfections, to which I would say to them: 'Okay then. Show us how you would do it better'.

### **Consultation now a fake process?**

All of us had believed, I feel, that we were on an upward trajectory, that things would automatically improve, that there were enough productive people in our society to ensure that the lives of our most precious children and grandchildren would go on to a future even better than our own.

There is however the perception that 'consultation' with the public is now largely a fake process, and that powerful leaders are bulldozing us in a direction in which we do not want to go, via an avalanche of new regulations and changes to the law. This now applies both at governmental and local body level. 'Wokeness' is the 'new normal'.

New Zealand now has 63,000 core public service bureaucrats, which is the equivalent to the size of the city of Napier. This number has expanded since the year 2000 alone by 230%, and a great proportion of those are in Wellington. Bureaucracies need to be kept in balance, as if they become seriously bloated, which I believe has happened, they are a drain on the productive sector. An increasingly large proportion of current government departments' expenditure is now allocated to public relations 'spin', promoting their own 'image', rather than achieving what should be their core roles. This is not the fault of the employed, but rather of 'the system'. This can be changed.

### **Climate Emergency Narrative Is Driving Regulations**

The rationale for much of the regulation we are now seeing is under the guise of a 'Climate Emergency', which is a new iteration of Global

Warming. We were warned that New York would be underwater by the year 2000. We notice however that billionaires still buy waterfront mansions and fly their private jets in hypocritical contradiction of the official narrative.

Many independent minded people in the 'silent majority' have now become skeptical about the constant bombardment of climate alarmism via institutions and mainstream news, and the draconian taxes which are now being levied on us for daring to live comfortable lives. The boy who cried 'Wolf!' has cried it once too often for us to react any more. Many have reluctantly concluded that we are looking at an enormous money making racket likely hatched at Wall Street level, which makes trillions of dollars from demonizing an invisible, tasteless, odourless gas, which as children we learned was the Gas of Life and upon which all plant life depends.

Because of this, as one of those who has become aware that there are alternate and highly credible views which are not published in mainstream news, the Park Terrace fiasco has driven me to a position where it is clear that 'enough is enough'.

### **Park Terrace Debacle**

For me the Park Terrace debacle is the signal that the climate emergency madness has gone too far, we are in danger of losing the integrity of our beloved Christchurch if well meaning but misguided ideologues are permitted to impose their will on the lifestyle of productive citizens and place an unsightly blight on the Jewel in the Crown of this city. Park Terrace is but a symptom of the overall malaise, but one which presents with the utmost clarity the dilemma we face.

With great urgency I present the alternate viewpoint reflecting the scientific research of **some of the world's most distinguished and eminent scientists and engineers**, in order that we the silent majority may hear the voice of reason, instead of the strident voice of the misguided minority who dominate the discussion. Some of these people could be labeled, in a phrase attributed to Lenin, as 'Useful idiots', who enthusiastically promote a false narrative.

Citizens however need to know the truth of the climate narrative, otherwise our city and country face certain future bankruptcy.

### **'The Emperor's New Clothes' Fairytale**

I am reminded of the Hans Christian Anderson fairy tale, 'The Emperor's New Clothes', in which swindlers persuaded everyone from the vain emperor downwards that the amazing, invisible clothes they pretended to be weaving for him would reveal 'those unfit for office' and also the 'stupid people' who could not see the outfit. They enriched themselves through the swindle, which culminated in a royal procession where the emperor paraded through the streets totally naked. No one dared to tell the truth, for fear of being thought stupid or unfit for office. Only a little child was able to say what everyone knew: 'The Emperor has no clothes on!' At last everyone was brave enough to whisper then shout the truth out, except the Emperor, of whom the swindlers had made a total fool.

Similarly to this fairy tale, due to the continuous Climate Catastrophe drum roll in Western nations, faceless financiers and their global minions tax productive people for trillions of dollars annually for this life giving gas, and manage to convince our children that the planet is going to burn. The 'narrative' then tells us that our entire lifestyles need to be overturned in order to reverse a manufactured problem which has morphed into something resembling a religious cult. Professor Matthias Desmet of Ghent University has formulated a hypothesis labeled 'Mass Formation Psychosis', by which people who hear false information often enough will believe it, especially if it has supposed scientific backing.

### **A Trillion Dollar Industry**

Citizens, if uninformed that there is an alternate view, need to hear from the scientists who bravely tell the truth, so that they can decide for themselves whether the 'Climate Emergency' is real, because enormous amounts of taxpayer money are at stake. The world renowned scientists in general are emeritus professors who will not lose their jobs for questioning the trillion dollar industry which has sprung up. However,

many scientists have lost their jobs for questioning the 'science'. Contrary to the oft repeated, phrase, 97% of scientists do not agree, and the science is far from 'settled'.

To put this in perspective, New Zealand is currently sending \$1.4billion a year to fulfil its 'obligations' to the Paris Accord, which our leaders have signed us up for, and the latest estimate is we will be required to spend \$30 billion over the next eight years buying carbon credits on international carbon markets. This would be laughable if it were not so serious. The billions are needed to educate our children, to run our hospitals and our local government.

Bjorn Lomborg, professor of economics, bewails the futility of countries spending trillions, with less than one degree of climate 'amelioration' by the year 2100.

Our farmers are also under extreme pressure due to the insane regulations which they are forced to obey, with the result that many of them have committed suicide rather than cope with the incessant paperwork and bureaucratic interference. They are the best farmers in the world if left alone to get on with it, and our economic prosperity depends on them. No farmers, no food.

### **Scientist Whistleblowers**

Many of the world's most eminent scientists have publicly stated there is no climate emergency. One of these is retired Professor Freeman Dyson of Princeton University, who is revered as one of the greatest minds on the planet. Another is Dr Patrick Moore, who founded Greenpeace. Lord Nigel Lawson, former British chancellor of the exchequer, founded the Global Warming Policy Foundation due to his grave concerns about the doomsday climate narrative. Closer to home is Australian geologist Professor Ian Plimer, whose book 'Green Murder' shows how billions of the world's poor will never shake off poverty due to the denial of efficient fuels to the underprivileged. There are several eminent New Zealand professors such as Professor Michael Kelly, Professor Geoff Duffy and Brian Leyland who try and alert the New Zealand public to the reality on a regular basis.



I put to you the take-home message from the recent paper by world renowned physicists W. Happer and W. van Wijngaarden, the summary of which states:

**“The CO2 Coalition of climate scientists and energy economists informs the public (1) about the net beneficial impact of carbon dioxide emissions on the atmosphere, land and oceans, and (2) the negative impact on the economy, living standards and life expectancy of reducing these emissions by restricting access to energy.”**

I urge the people at this hearing to investigate these great scientists, because our country cannot afford the billions which are being sent to Paris to support a false narrative.

## **THE OBVIOUS CHOICE**

We realise from the planners' report that **‘retaining road space for car travel’** is what will not be tolerated.

However please imagine if you will what the real choices for Park Terrace and Rolleston Avenue usage are, if presented to practical and fair minded people who are not under an illusion about a Climate Emergency ideology.

Here are the relaxing options they would be free to choose.

The existing path along the eastern bank of the Avon River on a slightly widened track would provide a perfect location for a beautiful ride, which would be approved by any cyclist in their right mind. Any discomfort perceived by walkers would allow them to walk along the western bank, which could also be upgraded for this purpose. The Park Terrace roading remains unchanged in its existing, efficient and free flowing format, which helps the productive ratepayers of Christchurch reach their desired destinations.

### **Chaos results from planners' choice**

Planners instead favoured the highly disruptive slicing in two of Park Terrace with the resultant serious traffic snarlups on Kilmore, Armagh, Montreal and Victoria Streets. Is this what they call 'town planning'?

The normally majestic Rolleston Avenue precinct has thus been turned into a chaotic mess, and Park Terrace has been sliced in two, with a bus stop plonked right in the middle of traffic. The ratepayers of Christchurch are expected to just 'suck it up' and accept that this is the 'new normal'.

This strategy seems similar to that used on the people of Oxford, UK, in the imposition of Fifteen Minute City zones, where citizens were told they were getting them 'Whether they liked it or not'.

### **Interim process for Climate Ideologues**

Those who prefer to adhere to the Climate Emergency narrative should be encouraged to totally eschew all travel by motor car, buses, trains and aeroplanes, because all of these are achieved through the so-called 'evils' of fossil fuels. By giving up all motorized travel they can demonstrate the benefits of leaving behind the advantages of modern society. They should be reminded that bicycles can only be manufactured through the use of the said demonised fuels.

### **CHRISTCHURCH WILL BE THE VOICE OF REASON**

Christchurch, with its foundation in heritage, quality of life, education, ethics and justice can, through adopting the **scientific evidence provided by the world's great scientists**, make a determined stand against the fake Climate Emergency narrative, and instead focus our efforts via that great body, the Christchurch City Council, on the real problems which need solving, as we did in past eras. This route will lead us back to prosperity. We thus continue to make improvements to the outstanding city which we have inherited.

Christchurch, as the superbly founded Victorian city, can draw on the heritage of its own past founders' wisdom and knowledge. Christchurch will be the voice of reason again. Christchurch will be the voice which speaks truth to power.

**'THE EMPEROR HAS NO CLOTHES!'**

**SUSAN THORPE**

**St Albans**

**Glossary:**

## **ALTERNATE GLOBAL CLIMATE SCIENCE**

### **Methane and Climate**

<https://wvanwijngaarden.info.yorku.ca/files/2020/09/Methane-PaperREV1-Jan.-17-2019.pdf>

<https://businessdesk.co.nz/article/policy/we-uncover-nzs-30-billion-carbon-target-hole>

[https://www.fishpond.co.nz/Books/Cool-It-Professor-of-Statistics-Bjorn-Lomborg/9780307741103?utm\\_source=googleps&utm\\_medium=ps&utm\\_campaign=NZ&gclid=EAIaIQobChMI1KjfoOeDgAMVWbeWCh1IkAc4EAQYASABEgJSevD\\_BwE](https://www.fishpond.co.nz/Books/Cool-It-Professor-of-Statistics-Bjorn-Lomborg/9780307741103?utm_source=googleps&utm_medium=ps&utm_campaign=NZ&gclid=EAIaIQobChMI1KjfoOeDgAMVWbeWCh1IkAc4EAQYASABEgJSevD_BwE)

<https://www.youtube.com/watch?v=sXxktLAsBPo&t=2s>  
**Carbon Dioxide is Making the World Greener / Freeman Dyson, Institute for Advanced Studies, Princeton**

<https://www.youtube.com/watch?v=TjlmFr4FMvI> **Part Two**  
**Dr Patrick Moore - A Dearth of Carbon?**

<https://www.brighteon.com/4b964fc5-aea5-4a6c-9ecb-799a63a691fe>

Ian Plimer, a Geologist's View of Climate Change at Heartland Institute Climate Conference, 2023

<https://realitycheck.radio/prof-ian-plimer-on-the-unscientific-consensus-of-climate-change/>

## **NEW ZEALAND SCIENTISTS AND ENGINEERS**

**Prof Michael Kelly**

<https://www.youtube.com/watch?v=xXv-ugeTLlw>

**2019 Annual GWPF Lecture - Prof Michael Kelly: Energy Utopias and Engineering Reality**

<https://www.youtube.com/watch?v=NkImqOxMqvU>

**#31 - Michael Kelly: An engineer shows us what net zero would really mean**

**Prof Geoff Duffy**

<https://realitycheck.radio/prof-geoff-duffy-on-why-water-vapour-is-a-dominating-player-in-our-atmosphere/>

**Brian Leyland, engineer**

<https://www.nzcprr.com/local-government-new-zealand-leads-on-global-warming/>

<https://www.nzcprr.com/why-we-should-scrap-the-emissions-trading-scheme/>

## 15 Minute Cities

<https://www.brighteon.com/3f648d74-69cd-43e5-976d-8f1d30fa0ede>

15 minute City from Sky News

## Stress on Our Farmers

<https://www.rnz.co.nz/news/political/402250/ringing-up-in-tears-canterbury-farmers-doing-it-tough>

By Clare Sergeant and Florence

Florence and Clare would have liked to attend the Community Board meeting to speak to their written submission on the Park Tce temporary cycleway, however couldn't do this in person, so here is their verbal submission. They are Central City residents, cyclists, and supporters of modal shift and safety, healthier streets that slow speed neighbourhoods provide.

Temporary projects are cheaper than civil construction permanent projects and take less time to deliver changes that benefit everyone. They also give the Council great feedback on how to design the permanent without having to spend much money and give public opportunities to see what it might look and feel like - in a fun and colourful way.

It's like getting a few Resene test pots of paint to see which colour works best on the wall before you spend the money on the whole room to paint!

Florence and Clare support the temporary works on Park Tce because it makes it safer to get around the city (their home area) while everyone is in this space - runners, dog walkers, walkers, school kids from Christs College, construction workers from YMCA and the Museum. It has also slowed the traffic down to make it safer to cross the road in this area, and the temporary painted spaces makes it feel safe for Florence to wait in to cross. The temporary black bollards also provide the visual cue for drivers like Clare to 'stay in their lane' and makes it feel safer when both Florence and Clare scooter and cycle through here.

Florence loves the way her city is using these temporary projects (she particularly likes the Ferry Road one with the colourful paint, light up seats and wavy things in the road) to make it safer and calmer for her to be in. Clare merely supports Florence to make sure her voice is heard.

Clare Sergeant



# Spokes Canterbury

## Park Terrace Temporary Cycleway July 2023

Anne Scott, Spokes Submissions Coordinator

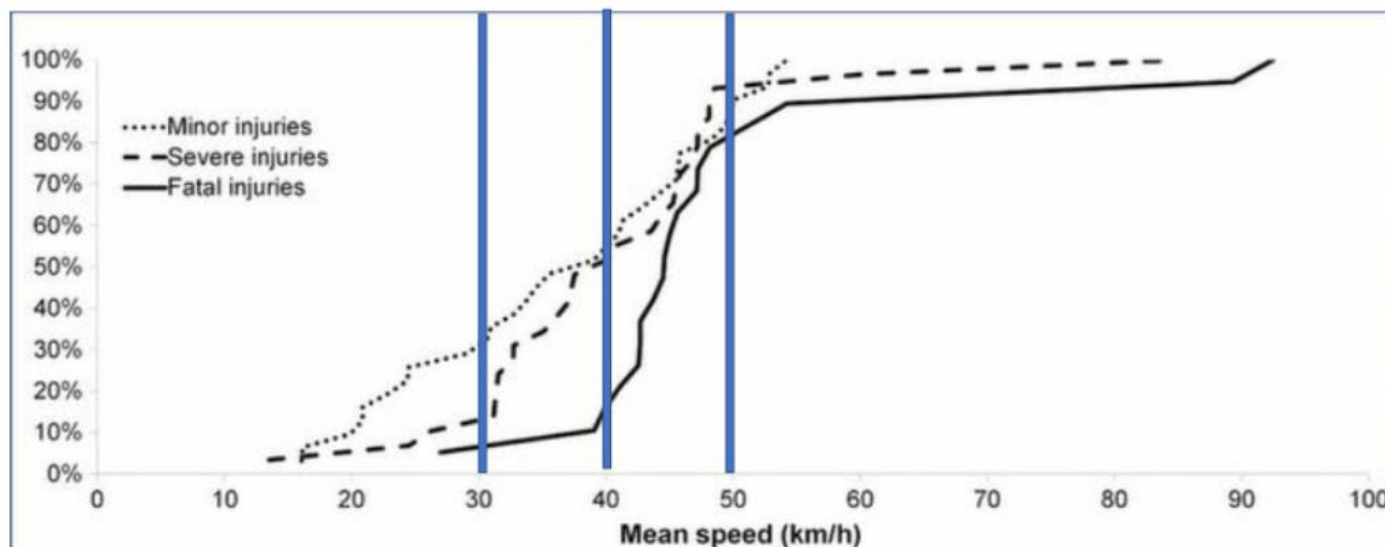


## Why a separated cycleway

- It is safer for a wide variety of cyclists, pedestrians and scooters
- Shared path had too many different types of user, going different speeds for different purposes
- Return of tourists – far less predictable, will they go left, right or freeze - sometimes a group will do all three
- Students and commuters weaving through others at speed on bikes, scooters and skateboards
- The tight turn from shared path onto the Armagh Street Bridge lacks visibility
- The speed of traffic on Park Terrace
- The lack of safe crossings on Park Terrace for the school, at the George and Salisbury St.



## Why Reducing Speed is Important



<https://futuretransport.info/vision-zero/>

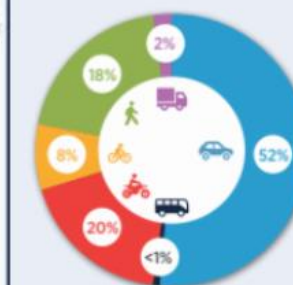


Prof. Simon Kingham, Sept 2022

### Ways to travel

Nearly half of people who die or are seriously injured are either walking, cycling or riding a motorbike

Auckland DSI by mode of injured person (2014 - 2018)



Auckland Transport Report

## Park Terrace speeds reduced

	Park Terrace (50km/h) Feb 23		Park Terrace (50km/h) Jun 23	
Volume& speeds	Northbound	Southbound	Northbound	Southbound
Volume (7-day average)	10,450	5,170	9,137	4,527
Mean speed	52.4 km/h	54 km/h	45.8 km/h	42 km/h
85%ile speed	58.0 km/h	44.9 km/h	51 km/h	51 km/h
% of drivers travelling over the speed limit	63.4%	31.5%	18.7%	16.8%

- Mean speed Northbound has dropped 6.6km/hr
- Drivers travelling over speed limit has dropped 70%
- Safer for cyclists
- Safer for pedestrians to cross



## What is great

- Excellent facility for low cost, feels safer
- Cycle travel times now twice as fast
- Flows nicely, do not have to stop for pedestrians
- Turn on to Armagh St Bridge much safer
- Cyclists are using the Park Terrace section instead of the road increasing safety
- Easier for pedestrians and cyclists to cross Park Terrace with one lane

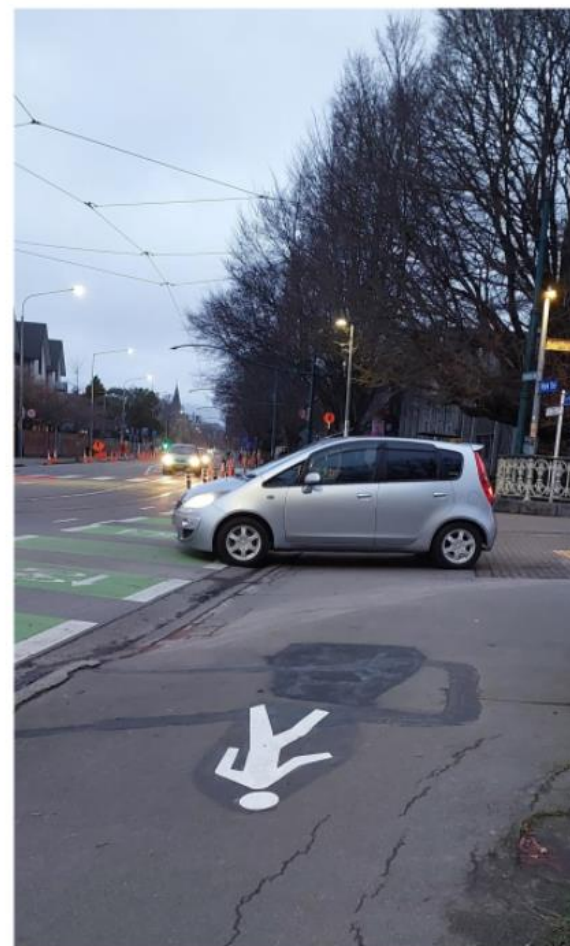
The growing numbers of cyclists show it is working





## What could be better

- Gloucester St temporary lights – cyclists going south cant see them and assume right of way.
- Clearer indication of who has right of way at Armagh St crossing
- Better option to cross at Salisbury St /Park Terrace
- Fewer cones
- For vehicles - signage on Kilmore St showing correct lane to get into early so vehicles not trying to merge at last moment (already flowing better)

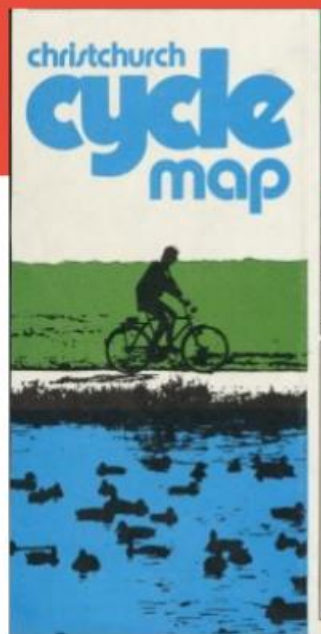


Thank you for your time

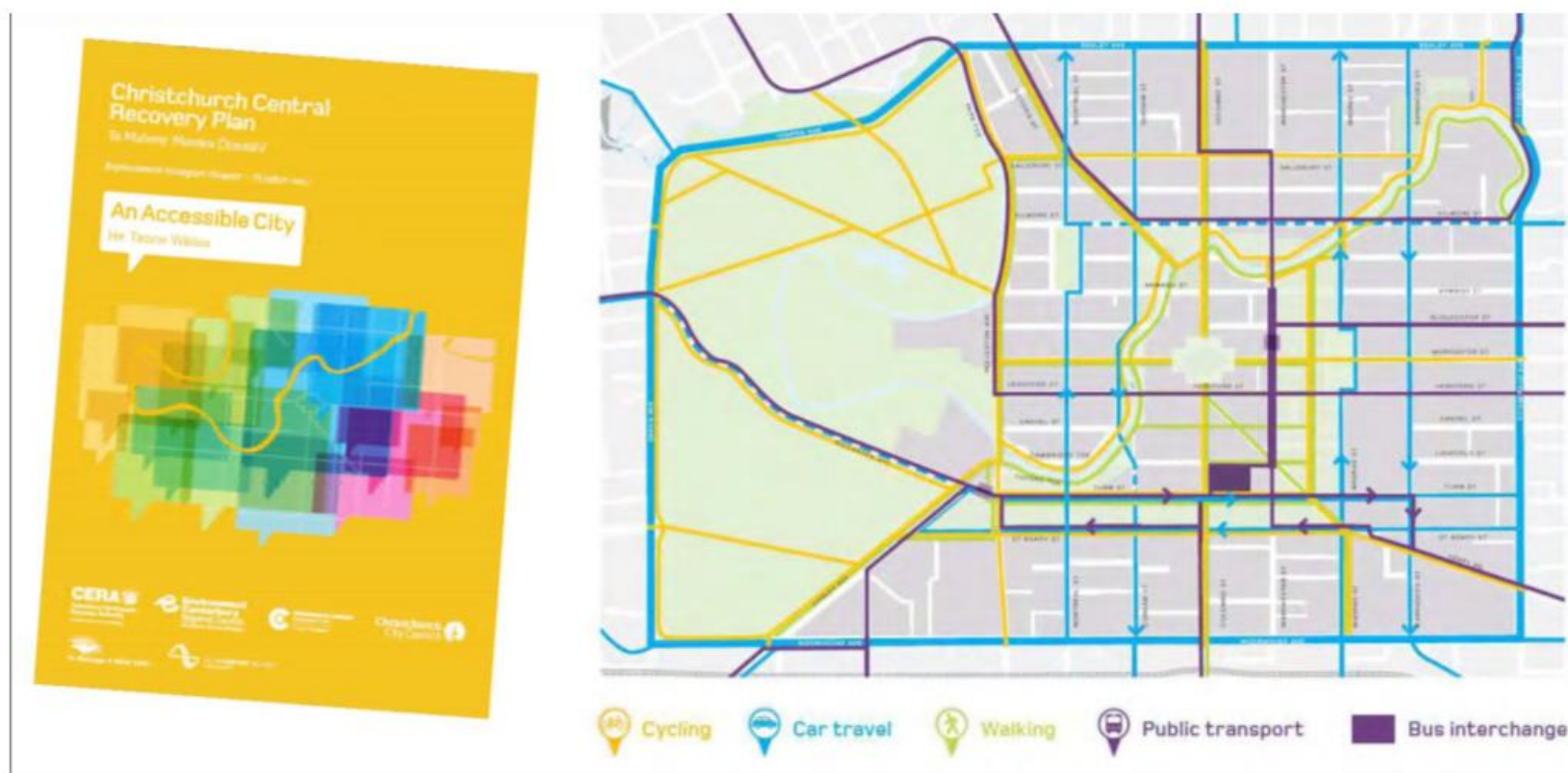
Questions

# Trial cycle lane: Rolleston Avenue & Park Terrace

Presentation to the Waipapa Papanui-Innes-Central Community Board  
Dr Stephen Wood  
12 July 2023



## Different travel modes: how they access the CBD

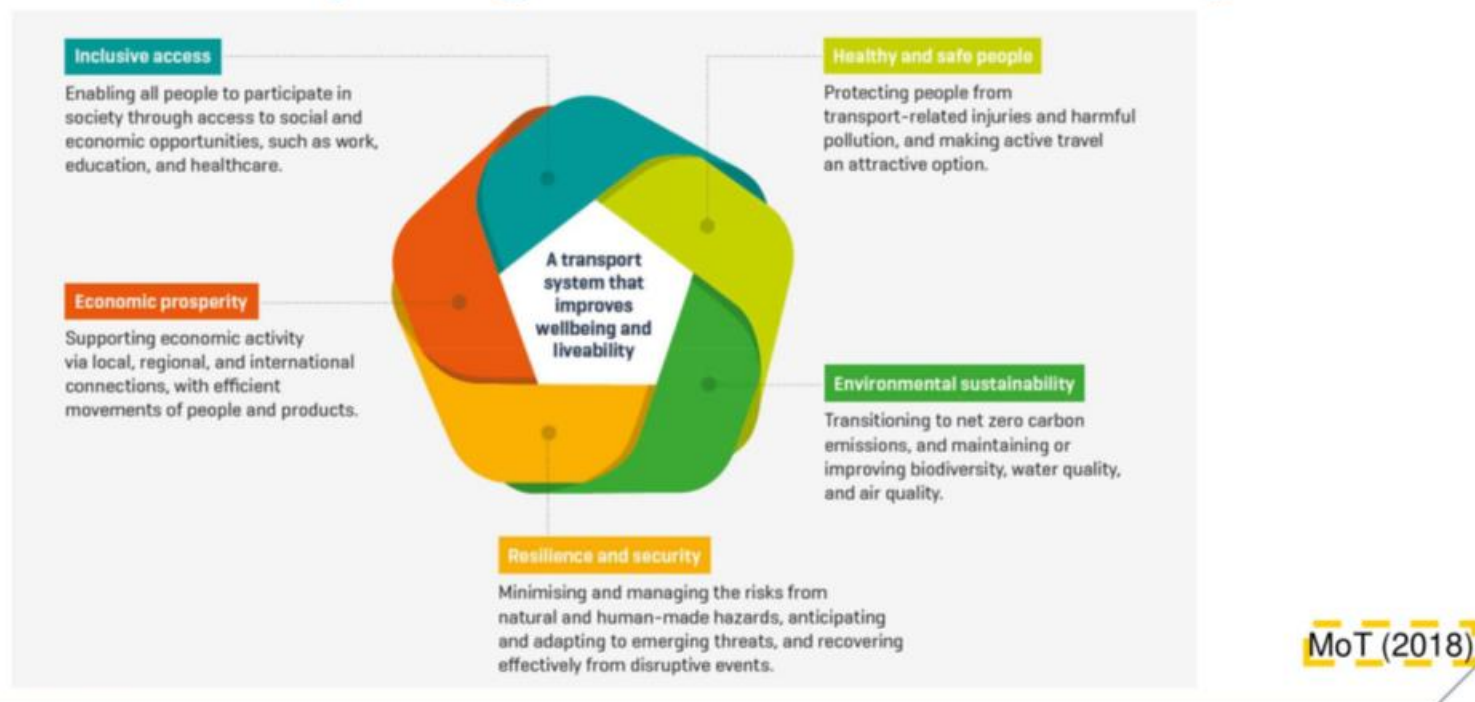


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Also pedestrians? tour buses? trams?



## How does cycling contribute to the system?

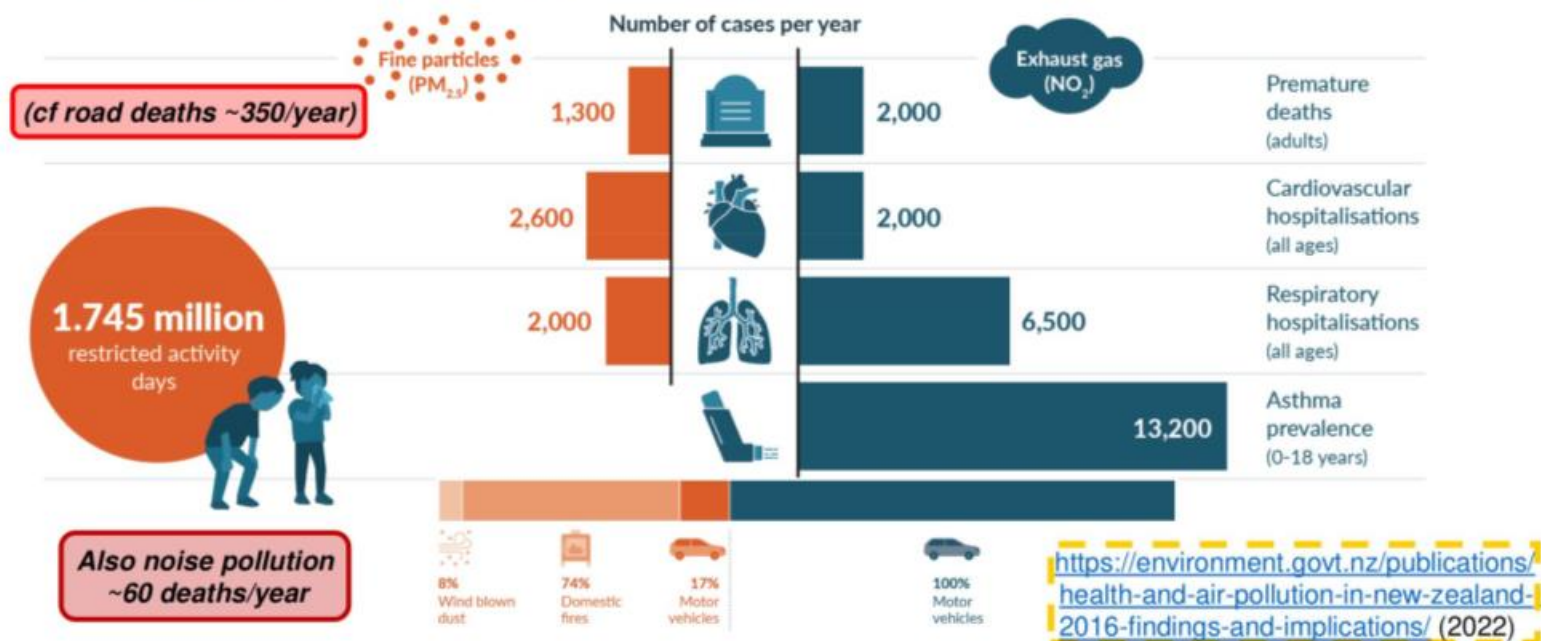


## Emissions and space for various modes



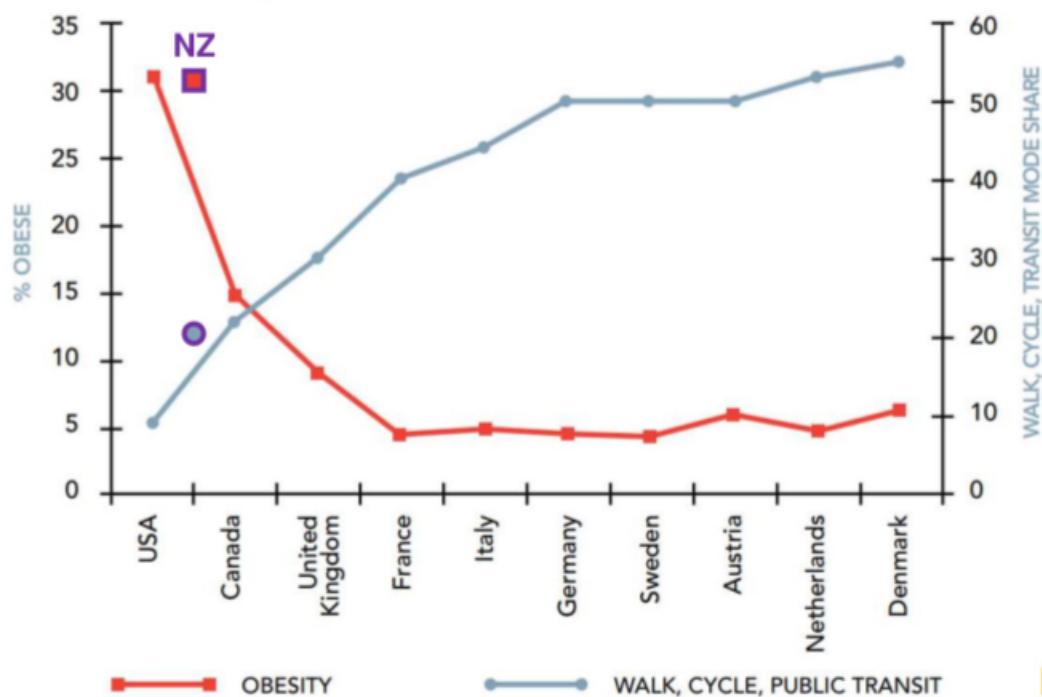
# Health burden of road transport in NZ

Health impacts from human-made air pollution (2016)





## Obesity vs. mode choice



Transport Canada (2011)



# Waka Kotahi Cycle Action Plan (Interim) March 2023

**A pathway to significantly increase the safety and attractiveness of cycling in towns and cities across Aotearoa New Zealand.**

**The vision: In ten years, people of all ages and abilities will be able to get to where they need to go using connected networks of safe and attractive cycleways and quiet streets.**

**To support this vision the focus will be**

- **Helping to deliver quick build cycle networks and building momentum for change in all our main urban centres**
- **Supporting reallocation of existing street space to help complete urban cycling networks**
- **Supporting investment in short trips to key destinations such as schools, town centres and public transport hubs in our investment priorities.**





## Meanwhile, in Wellington experimental (prize-winning) designs



Kia ora and aroha nui - I'm unwell and unable to make it for my speaking slot at 1:15.

Essentially all I wanted to say was how much this cycleway has improved my journeys through the city - as a cyclist and as a pedestrian. I love the additional safe crossings across Rolleston Ave and being more relaxed when walking around Hagley with my tamariki that they won't dart in front of a cyclist on the footpath. And when I'm cycling with my tamariki on the back of my bike, it can be really challenging to navigate paths with lots of mixed use as the bike is heavy and not as maneuverable as a smaller, lighter one.

I support the board's recommendation to continue the cycle way trial for the next 5 years, and hope it can be permanently enshrined in our city's infrastructure for everyone's benefit.

Ngā mihi nui,  
Teresa Allpress

# Rolleston Ave Cycle Lane Presentation

by Matthew Reid

- Background
- Design considerations
- Short term solutions



## I am a daily cyclist

- 10+ years cycling past Museum and Christ's College
  - I have experienced no issues with sharing the pathway
  - Occasionally there is an inconsiderate cyclist, skateboarder, scooter
  - Plenty of room for all parties
  - Good space and ability to maneuver if there are issues
- First two weeks of new design
  - Seen one accident at Armagh Street bridge
  - Seen three near misses.
  - Have continued to view close calls since.

## Statistics – Monday 3<sup>rd</sup> 7:50am – 8:00am

- Armagh Street Bridge
  - 22 Cars crossed bridge
  - 66 Cycles / scooters / pedestrians Rolleston Ave section
  - 32 Cycles / scooters / pedestrians Park Terrace section
    - Estimate ½ of these went across and down Armagh Street
    - About 15 actually used Park Terrace section
- School holidays. No cars dropping boys off.
  - Usually this is very busy because only logically place to drop off
- All the following photos were taken on the 3<sup>rd</sup> between 7.50am and 8.30am.

## Design Consideration – Armagh Street Bridge

- Cycle lane continues north, confusing cars
- New hump north side bridge causes inconvenience to cyclists so they ride on the wrong side of the road,
- Serious bottleneck on southeast corner. Visibility issue (first accident observed)
- You have cut the gutter down in completely the wrong place – Currently causing more issues than it solves. Cyclists are using the pedestrian crossing.
- Ambiguity getting access to cycle lane and who has right of way.



## Design Consideration – Christ's College

- Two near accidents here.
- Pole in the path of least deviation.
- Cyclists coming south tend to ride into the wrong side of the lane (IE where the diamond is)
- Cyclists going north cut the corner and squeeze the south bound cyclist into the pole
- Where does the footpath stop !
- Still cyclists riding on the road (tram track side observed on 3<sup>rd</sup> during review) because it is easier and safer



## Design Consideration – Hereford St

- Turn Right from Hereford street.
  - No mans land,
  - Check left and join the cycle lane going north.
- Complete lack of visibility –
  - Cars obstructing the view of south bound
  - Scooters doing 30K
  - I have a near miss here.
- Previously ample space and visibility to navigate





## Design Consideration – Boat Shed

- Introduced an additional intersection here.
- Oblique angle on ascent
  - Seen scooter slip and near miss pedestrian
  - On 3<sup>rd</sup> cyclist nearly hit a pedestrian. The pedestrian apologized !
- Stupid inconsistent green dot on the pavement !
  - What does it mean
- More confusing and more dangerous than before.



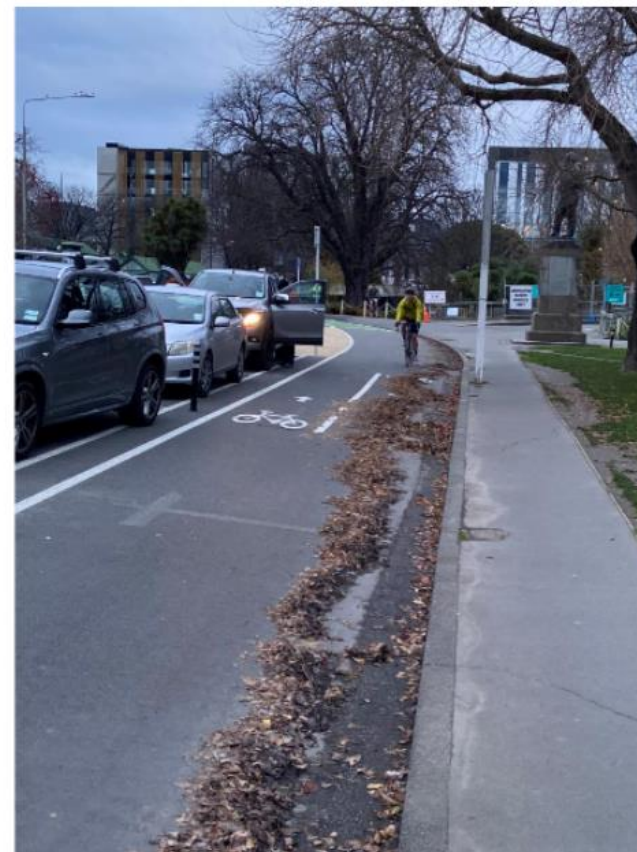
## Design Considerations - Paths being changed

- Width of shared paths changes round the city
  - North Hagley park now about 4 metres in width.
  - South Hagley park – Looks like about 4 metres as well
  - Lake Victoria – 4 metres.
- Why did you not do the same
  - Look at the path next to the boat shed.
  - Just as busy as the other paths



## Design Considerations – Two Way Cycle Lane

- Presentation to CCC previously.
  - No exit strategy
  - Known accidents
- Increase speed of cycles / scooters.
- Potential head on at 60Kph with no exit ability.
- Gutters and Car obstructions.
  - Workers car doors
  - Leaves, Slippery, been there two weeks, pushed onto cycleway to keep cutter clear
  - Observed near miss here shortly after photo





## Design Considerations – Human Factor

- What consideration for human nature was taken into account when the decision to change was made?
- Past 10 years been fine.
- Always be some inconsiderate cyclists
- Always be the outliers who complain



## Recommendation - Immediate

- Remove cycleway from Armagh Street north.
  - Currently very little traffic from Armagh Street
  - There are walkways on BOTH sides of the river.
  - On the 3<sup>rd</sup> only one person on the stretch of road from Armagh to Salisbury (waiting for the bus standing under the napoleon willow tree because the seat you have put there is far to exposed)
- Put back two lanes from Kilmore Street to Park Terrace
- Put back Rolleston Avenue to its previous state.
  - X years of Museum work MORE DANGEROUS for workers moving from pavement to two lane cycle way than what was there before

## Existing Museum – Armagh Street pathway

- Assuming someone has decided 4 metres is a good width.
  - Armagh street – Lake Victoria
  - Boat shed to Montreal Street
  - Changes to North Hagley park
- Observation of existing path.
  - Current worn areas
  - Currently 2+ metres
  - Add 700mm each side nearly at 4 metres



## Going forward. Please Take Responsibility

- Make sure your decisions are **informed**.
- All changes you make should be for the greater good of the city.
- Minority interests should be considered but not at the expense of the efficiency of the city generally
- I believe you have spoilt the look and feel of one of our cities best assets and in doing so designed a more dangerous environment for cyclists, pedestrians and cars and Museum workers.
- I would welcome anyone on the committee challenging me on the facts presented to you.

From: **Fiona Bennetts**  
Date: Fri, 26 May 2023, 10:44  
Subject: Re: Rolleston Ave/Park Tce  
To: <[transportfeedback@ccc.govt.nz](mailto:transportfeedback@ccc.govt.nz)>

Kia ora,

I just wanted to add that, since my email, I've seen surface treatment added to the cycleway at the Armagh St intersection (and some driveway/crossing points), which is great!

I also wanted to say thanks for extending the cycleway along Park Tce to Salisbury St as this is necessary when events are on inside Hagley Park, which sometimes closes the path, or makes it a bit intimidating to ride through. Now we need to widen the path from Salisbury through to the lake past the toilet block, as it is too narrow to share and it floods in heavy rain.

Ngā mihi,  
Fiona Bennetts

On Tue, 23 May 2023, 22:21 Fiona Bennetts, wrote:  
Kia ora,

I'm enjoying the new temporary cycleway along Rolleston Ave and Park Tce. It's so much better than sharing the narrow path with pedestrians or sharing the road with trams and motor vehicles.

I wondered if more will be done to prevent motor vehicles entering the cycleway at the hospital end, near the museum, and at the Armagh St intersection? There are large gaps between metal bollards that could cause confusion (I've seen a photo of a vehicle on the cycleway already).

I wondered if a surface treatment could be applied on the cycleway as it goes through the Armagh St intersection, as this feels very vulnerable and it feels like motor vehicles are expecting cyclists to stop for them. Signage is needed here.

Will signage be installed? It feels like it needs something to inform all road users that this is a cycleway.

I'm glad to see traffic-calming speed bumps installed to remind drivers of the 30 km/h speed limit, which has long been ignored.

Please consider widening the shared path along Park Tce north of Salisbury St (or all of it). Upon arriving at the Salisbury St intersection, cyclists are forced to either cycle on the road (very much not safe), cycle on a shared path that is way too narrow (Park Tce path on true left bank of Avon River), or move into Hagley Park (not ideal after dark for vulnerable people such as women and young people). People riding bicycles after dark have long had to make do with the narrow shared path along Park Terrace. Please improve this infrastructure and provide a safe cycling route all the way to Rossall St (pedestrian crossing on Carlton Mill Rd) for all times of the day and night, not just for those brave enough to cycle through Hagley Park.

Thank you for building this cycleway to keep pedestrians and cyclists separated during the museum rebuild. It has long been needed and it's great to trial new methods of separating road users in this busy environment.

Ngā mihi,  
Fiona Bennetts