

**Waitai Coastal-Burwood-Linwood Community Board
and Waipapa Papanui-Innes-Central Community
Board
MINUTES ATTACHMENTS**

Date: Tuesday 14 May 2024
Time: 4.31pm
Venue: Board Room, Corner Union and Beresford Streets, New Brighton

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
3.1. City to Sea West Safety Improvements - Roding Elements	
A. Jack Gibbons - Greater Ōtautahi Statement.....	3
4. City to Sea West Safety Improvements - Roding Elements	
A. City to Sea West Safety Improvements - Presentation	5

My name is Jack Gibbons. I am here on behalf of Greater Ōtautahi, a non-partisan group of Christchurch residents who want to help create a better city. We advocate for increasing choice and affordability of housing and improving public and active transport.

So overall we want to express our support for this project. These crossings are the among the most critical pain points for use of the Otakaro Avon pathway today. This will itself be one of Christchurch's premier recreation facilities, and links many other facilities. It can only be built over time. We think the commuting or day to day transport value will be fantastic as well, this is important growth infrastructure as cycle commute times help put a cap on motor vehicle travel times.

The proposals are good, anything else we bring to the table are small issues. If any requested changes would mean a delay, we would rather see the project be done faster.

As we understand this project is fully funded through CERF funding. Ring fenced, and so has no impact on future rates.

First up the Stanmore road crossing. I'm sure you're all familiar, but I want to highlight that the reason this is so important is that the main intersection, the Avonside / Stanmore lights) are missing the North pedestrian crossing leg.

This means the intended safe crossing method today is to cross the Avon twice and traverse the intersection 3 times. A 140 meter detour to get 15m across the road, and users have to wait for lights 3 times. Of course almost all path users scurry across in a gap in traffic.

Adding the missing leg isn't an option according to BECA. The new crossing will also be more pleasant than that, as users won't have to walk and wait in the pollution next to traffic.

We request that the lights are phased well. That there is no or minimal delay after someone presses the button to the lights changing, the phase shouldn't depend on the Stanmore / Avonside intersection as there is a lot of queue space provided. We also request that the way finding and legibility of the pathway is good, so as to lead people to the signalised crossing vs along the river as is done today.

Casa Dei Bambini Kindergarten Carpark

In the plans there is a footpath that runs alongside the carpark but does not extend the final 20 meters to Flesher Avenue. It seems like a very low cost upgrade. Feeder connections like these sorts of paths are important to lowering the barrier to use. Making it as convenient as possible.

The Swanns Road crossing is great, clear pedestrian and bike priority. Our question or request is that the crossing seems unnecessarily wide. The lane widths on the bridge are 4.5 meters. The crossing is even wider so much that a painted median is being added. The curb is being relaid anyway, can that median space not be absorbed into the footpath? We see curb buildouts all around the city, we are not sure what the sticking point is here?

The Grayhurst crossing is great, will be especially important after the Dallington Footbridge is built. Our only concern is visibility with the on street parking being allowed right up to the crossing. Extending curb buildout and the yellow lines would be prudent.

We think the raised speed tables are worthwhile and that you should approve them

Stanmore road parallels Fitzgerald Ave, a much more important arterial and the crossing is going to be before drivers enter the neighbourhood center / local centre zoned section in what is becoming a density area. And in the other direction the main Avonside Stanmore intersection which would ideally have lower average entry speeds anyway. As noted in the report little to no modelled impact on vehicle traffic or level of service.

Swanns road is a collector road with very low traffic volumes, not an arterial. The crossings is right before a bridge and T intersection. Average speeds already fairly low. No imposition on driving.

Consistent speeding issues at Gayhurst, raised speed tables improve pedestrian level of service and reduce the chance of accidents. Pedestrians will have and expect priority. It would be a mistake we think to not include the tables here.

That's all We wanted to highlight today. Thanks for your time.

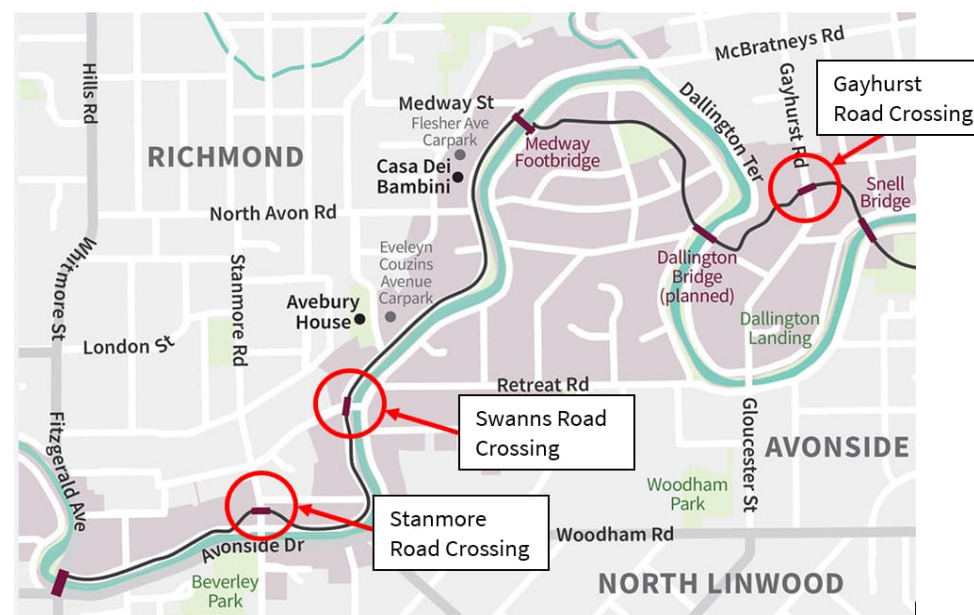
City to Sea West Safety Improvements – Roading Elements

Waitai Coastal-Burwood-Linwood
Community Board
Waipapa Papanui-Innes-Central
Community Board

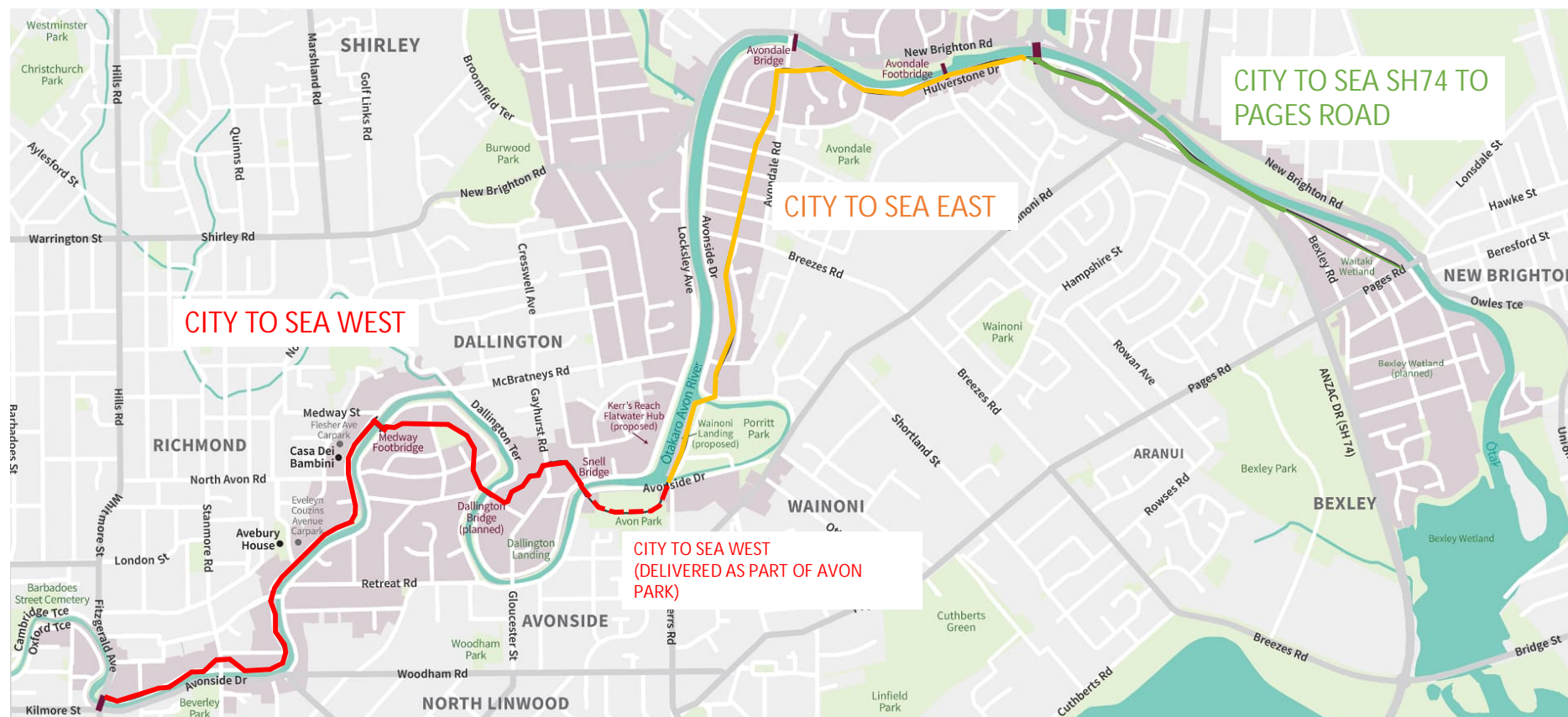
Joint meeting
14 May 2024

Agenda

- Meet the team
- City to Sea overview
- Consultation and feedback
- Preferred options for approval
- Changes to plan post-consultation



City to Sea Pathway



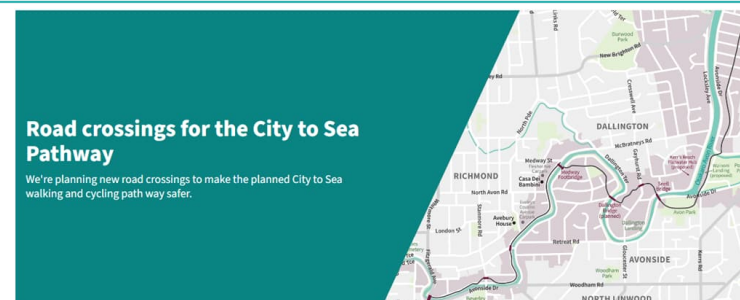
Public consultation 1 - 24 March 2024

Let's Talk webpage

<https://letstalk.ccc.govt.nz/road-crossings-city-sea-pathway>

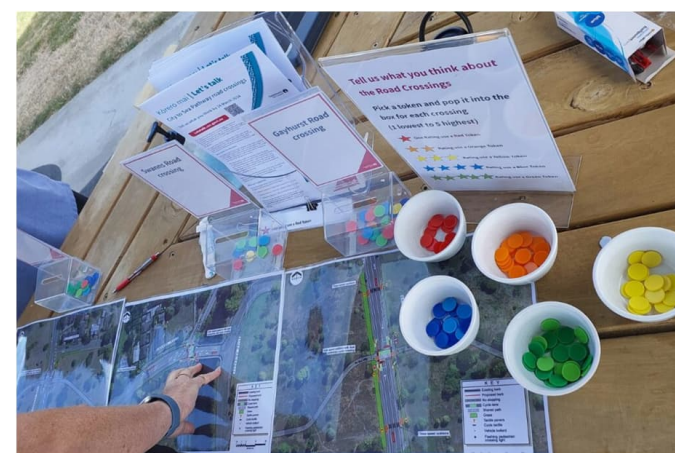
Tactics to promote submissions

- Email to 163 stakeholders
- OARC Newsletter to 488 subscribers
- Consultation leaflet at Riverlution Hub and Shirley Library
- Posters at Richmond Community Garden/Riverlution Hub, New World Stanmore Rd and Shirley Library
- 14 sign boards along current route - QR link to Let's talk webpage
- Two community events - Dallington and Richmond
- Leaflet drop 15 properties - 27 - 47 Swanns Rd
- Newline story - 1,759 views
- Video showing road crossings - 488 views



Consultation – Community Events

- Two community events - Dallington and Richmond
- Shared information about current & upcoming projects including City to Sea Pathway (including crossings), Avon Park, Kerrs Reach Hub and Wainoni Landing



Consultation - Total submissions

65 submissions:

- 55 individuals
- Eight recognised organisations
- Two businesses

Organisation submissions received from:

- Avon Ōtākaro Network Inc
- Hohepa Canterbury
- Greater Ōtautahi
- Spokes Canterbury
- Dallington Residents Association
- Educational Childcare Centre (Dallington)
- We are Richmond and Richmond Community Garden (combined submission)

Business submissions received from:

- Tropicana Outdoor Construction
- Independent Driving School

Consultation – Feedback



Consultation – Feedback

Hohepa Canterbury site meeting

"My disability group, from Hohepa Canterbury observed this spot...and saw the speed with which traffic passes...We tend to cross as a group because of staff ratios to people are supported and we are slower than an average adult walker or cyclist. We like the speed cushions, especially because of the nearby curves in the road, which shorten driver sight-lines."

Stephen Roberts, Support Co-ordinator Hohepa Canterbury

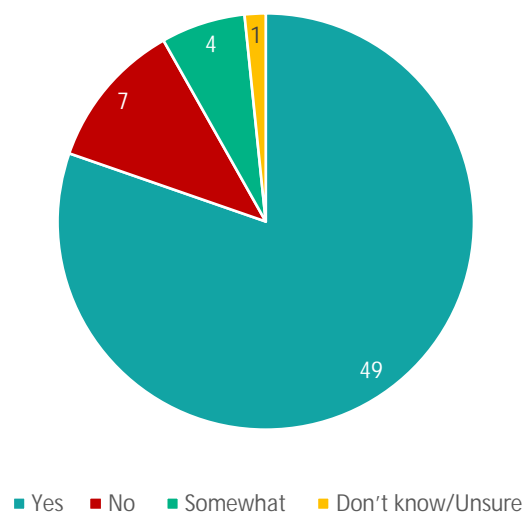
"I work at the preschool on Gayhurst Road and cars are always speeding past making it dangerous for tamariki and whānau to safely cross the road. The proposed crossing would help to slow cars down and provide a safer way for us to access the red zone safely with groups of children."

Sarah McRae, Educational Child Care Centre (located on Gayhurst Road)

Consultation - Feedback on Stanmore Road crossing

61 comments on Stanmore Road crossing.

Support for the Stanmore Road crossing



Those in support included:

- Belief crossing will improve safety (31)
- Support for raised platform (17)
- Support for signalised crossing (14)
- Support for distance of crossing from intersection (10)
- Support for removal of carparking on Stanmore Road (5)

Those in opposition included:

- Suggestion crossing should be closer to bridge and existing path on River Rd (8)
- Concern about angle of pathway joining crossing on Stanmore Rd (6)
- Belief crossings are a waste of money (4)
- Concern about angle of north and south-bound cycle lane, bollards (4)

Feedback on Swanns Road Crossing

59 comments on the Swanns Road crossing.

Those in support included:

- Support for the raised platform (15)
- Belief that the crossing will improve safety (11)
- Support for slowing traffic (9)
- Support for dual cycle and pedestrian crossing (6)

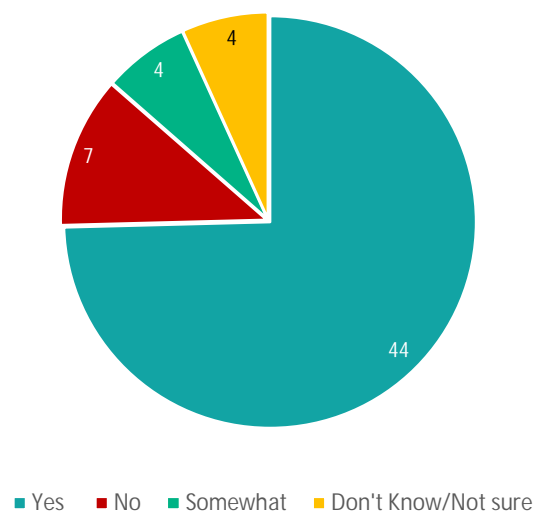
Those in opposition included:

- Belief that the crossing measure is a waste of money (6)
- Belief that the proposed crossing is unnecessary as this is not a busy road (4)
- Not in support of safe speed platform (3)

Requests included:

- Additional measures to slow traffic coming from the east towards the crossing ie Avonside Drive/Retreat Road (8)

Support for the Swanns Road crossing



Feedback on Gayhurst Road Crossing

60 comments on the Gayhurst Road crossing.

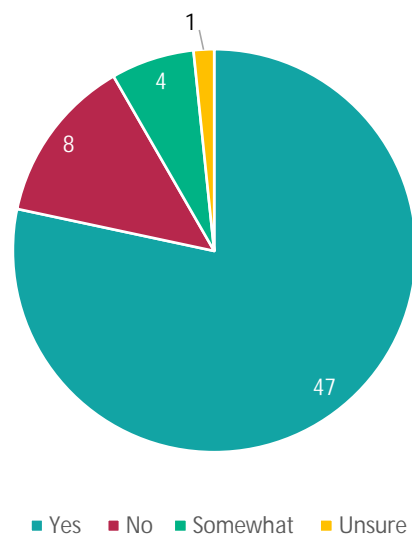
Those in support included:

- Support for the raised platform (15)
- Belief that the crossing will improve safety (11)
- Support for slowing traffic (9)
- Support for a dual cycle and pedestrian crossing (6)

Those in opposition included:

- Suggest the crossing measure is a waste of money (6)
- Suggest the proposed crossing is unnecessary as this is not a busy road (4)
- Not in support of safe speed platform

Support for the Gayhurst Road crossing



Additional information from submitters

- Reiteration of support for the City to Sea Pathway project with the proposed road crossings.
- Support/encouragement to add wayfinding signage from the existing routes along River Road with options to utilise pathways to link to key sites ie Dallington Landing.
- Requests that removal of trees has been minimised through the pathway and crossing plan design.
- Request for additional carparking in key locations to address access barriers to the City to Sea Pathway and other facilities along the OARC, and noting a lack of parking at Dallington Landing.
- Support for the wide sealed pathway which accommodates a range of users
- Particular support of the Stanmore Road crossing, which is seen as the most dangerous to cross due to the traffic volumes, busy intersection and road width.
- Request from submitters to progress with a pedestrian and cycle crossing at Fitzgerald Avenue/Kilmore Street (8) and Pages Road (2).

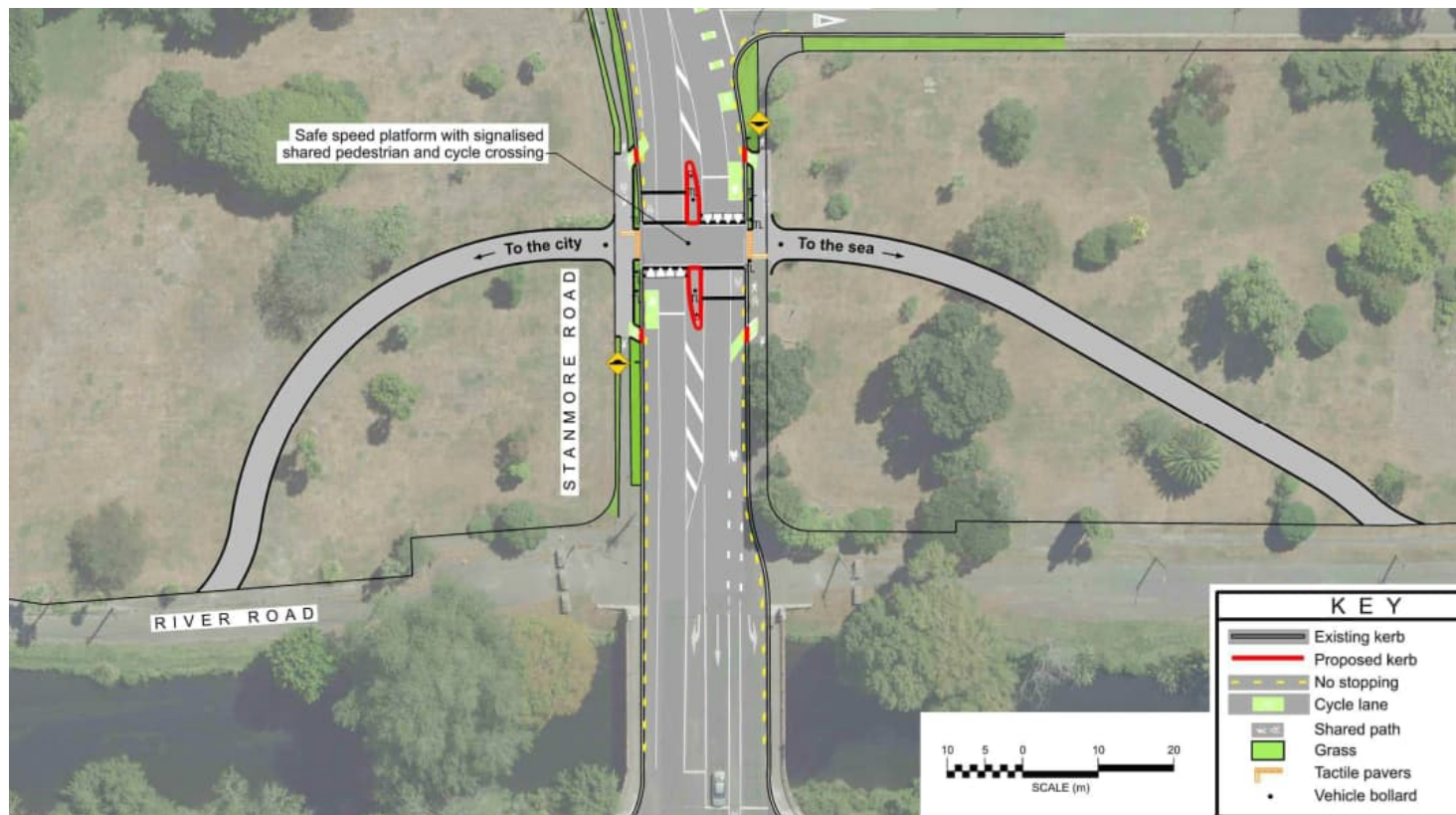
Quick poll - star rating on the Let's Talk page

- An online quick-fire poll set up for those without time to make a submission received 85 responses as shown in the graph below (1 star being lowest, and 5 star highest).
- 32 of the quick poll participants also completed a submission.

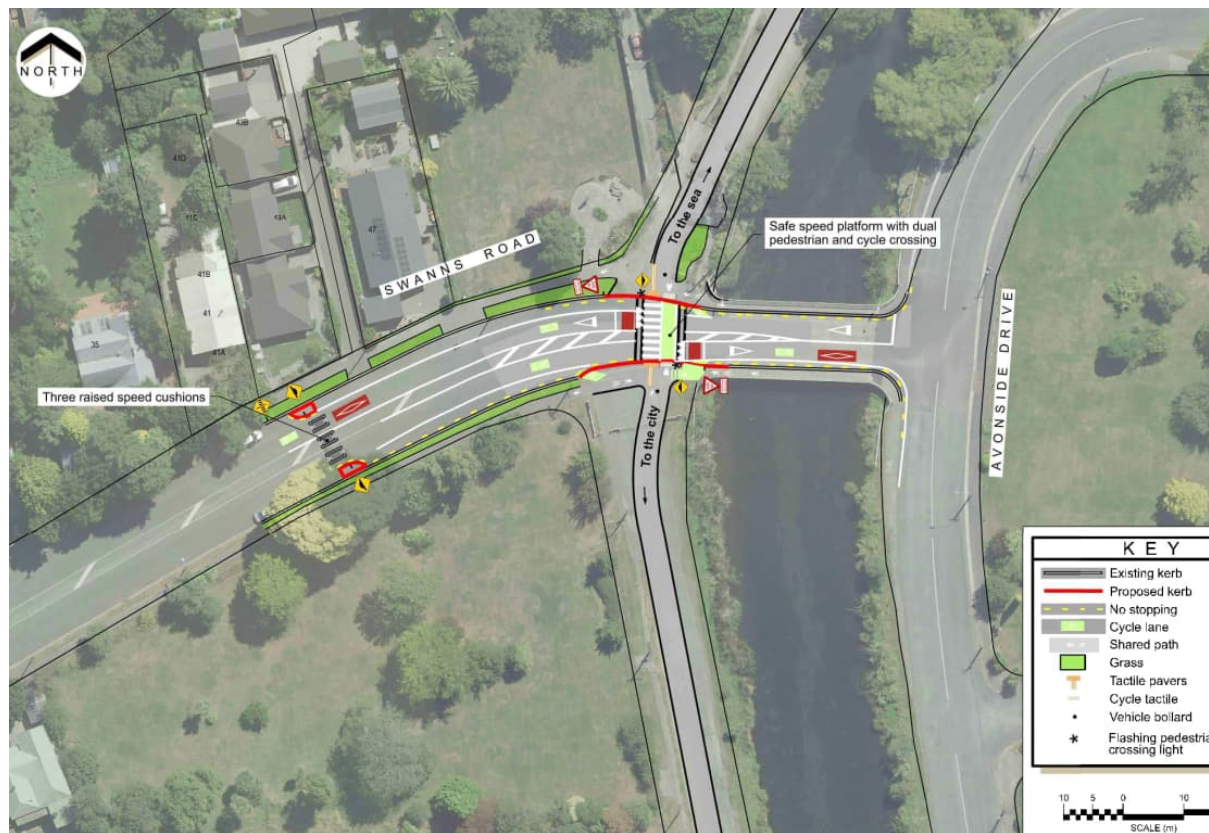
Star ratings of overall project plan (online)



Stanmore Road – Signalised raised crossing



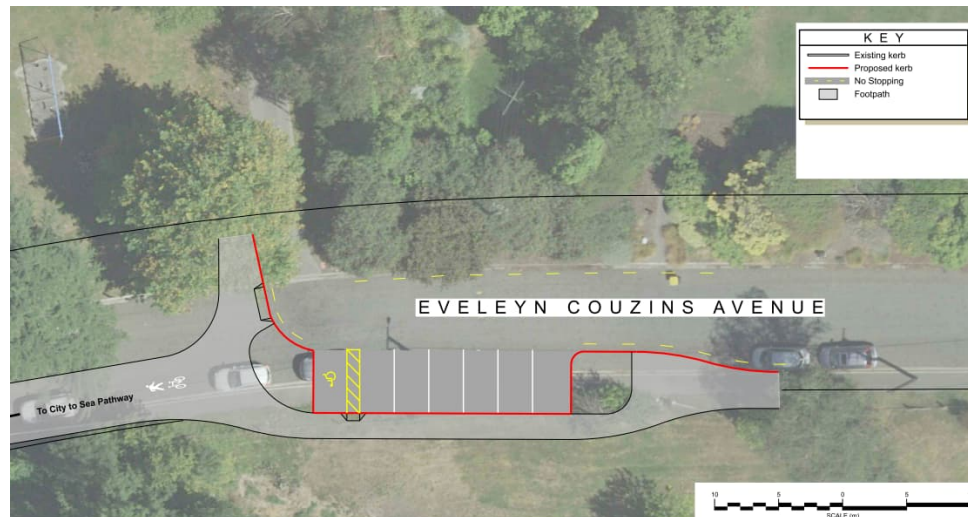
Swanns Road – raised crossing



Gayhurst Road – Raised crossing with Belisha Beacons



Eveleyn Couzins Avenue – carpark



Consultation drawing



Post-consultation drawing

Flesher Avenue– carpark



Changes after consultation

Evelyn Couzins Avenue Carpark

We heard from the local community and Avebury House tenants that on-street parking here is well used especially during events. Original plans to increase on-street parking have been replaced by a larger 20 space (approx.) carpark in red zone area east of Evelyn Couzins Avenue.



Changes after consultation

Speed cushion location on Swanns Road

Feedback was received that the proposed location of the three raised speed cushions was within turning circle of 43 Swanns Road. Their location was moved 1-2m west as requested.



Changes after consultation

Gayhurst Road speed cushions

Feedback was received that the proposed location of the three raised speed cushions was half within the cycle lane. These have been replaced by speed humps to avoid the issue.



Changes after consultation - Additional speed reduction measures at Swanns Rd

Eight submitters sought additional measures to slow eastbound traffic coming from the Swanns Road bridge.

Sightlines were evaluated at this intersection and additional no stopping lines added to the bridge. Transport advice was that vehicles should be sufficiently slowed by the bend before the bridge, in combination with the raised platform.

The recommendation is to monitor and if this remains a concern, additional measures can be considered.



Questions