

**Organisations: Antigua St Cycleway** To be heard

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

Spokes Submission to CCC on Antigua Street cycle improvements

<https://ccc.govt.nz/the-council/haveyoursay/show/487>

## Introduction

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

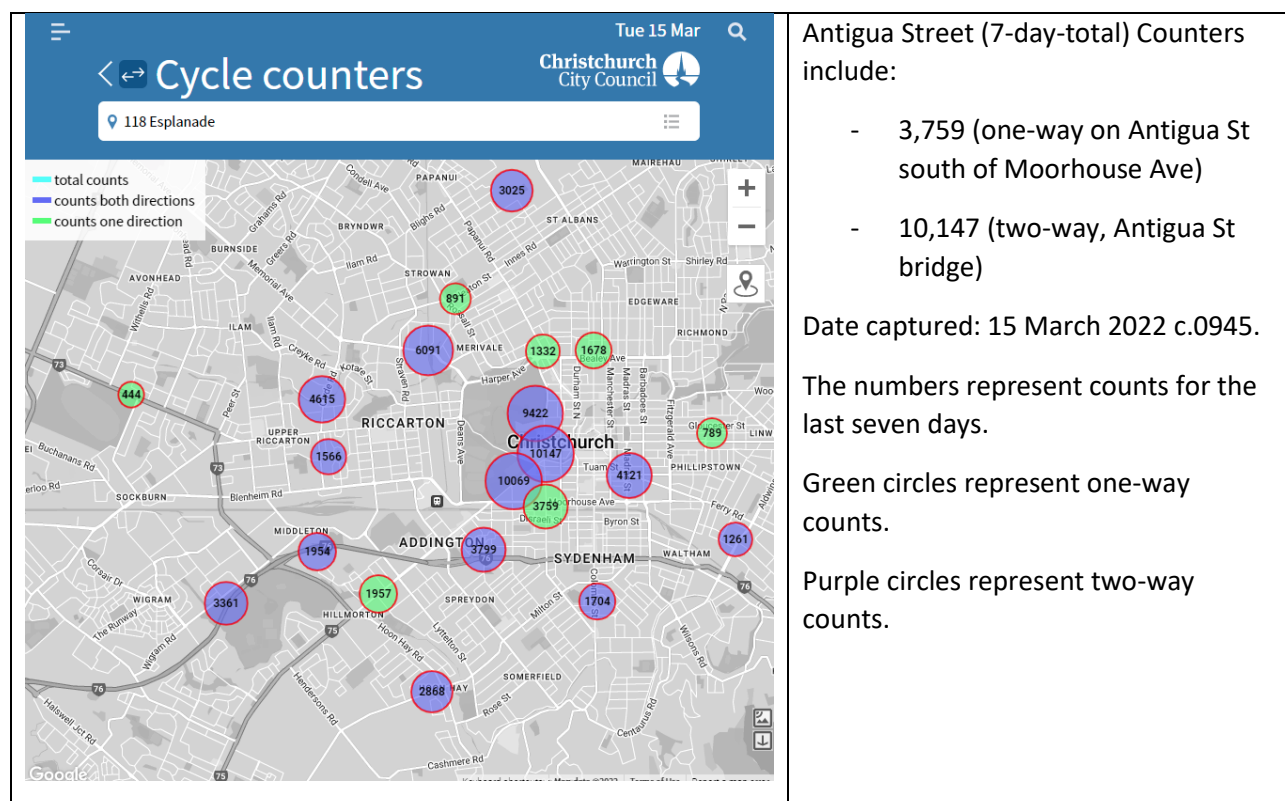
We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

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

## Background

Antigua Street is **ALREADY** one of the busiest cycle routes within Christchurch, as demonstrated by the following screenshot taken at c.0945 on 15 March 2022 of CCC's Cycle Counter website at .

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



Improving the cycle infrastructure with wider cycle lanes and safer intersections can only lead to an increase in usage. It reinforces the rapid growth of cycling in Christchurch seen since the Canterbury Earthquake Sequence of 2010-11 and the subsequent significant growth of cycling infrastructure in Christchurch. It also supports the climate change emergencies declared by both Christchurch City Council and Government with a call to active transport as one of the mitigation strategies to tackle both the climate change crisis and NZ's obesity crisis<sup>1</sup>

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

Spokes asks that

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

- 8) Think ahead for the likely need for a separate Antigua Street bridge for cyclists and link to a separated cycleway on Rolleston Ave. Spokes thinks it probable that when the tourists return there will be too much traffic for a shared path given the increasing number of cyclists and the potential uplift in tourist numbers.
  
- 9) CCC ensure that there is no danger of ice/frost outside the new Recreation Centre in particular, or in general any other large buildings along Antigua Street.

Kind Regards, Chris Abbott

**Secretary & Submissions Convenor, Spokes Canterbury**

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

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

Individuals: Antigua St Cycleway

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

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

## Submission #45093

### Antigua Street cycle improvements – feedback by Paul Mollard

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

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

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

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

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

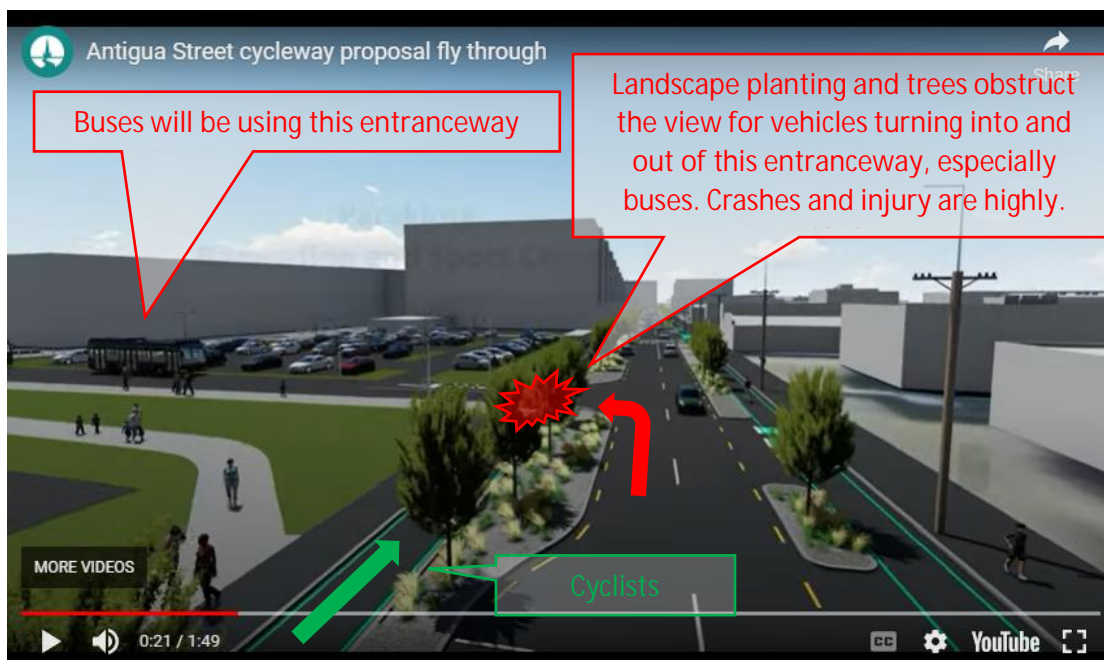
However, the proposed Antigua St cycleway design is fundamentally flawed and unsafe for cyclists.

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

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

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

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





## Submission #45093

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



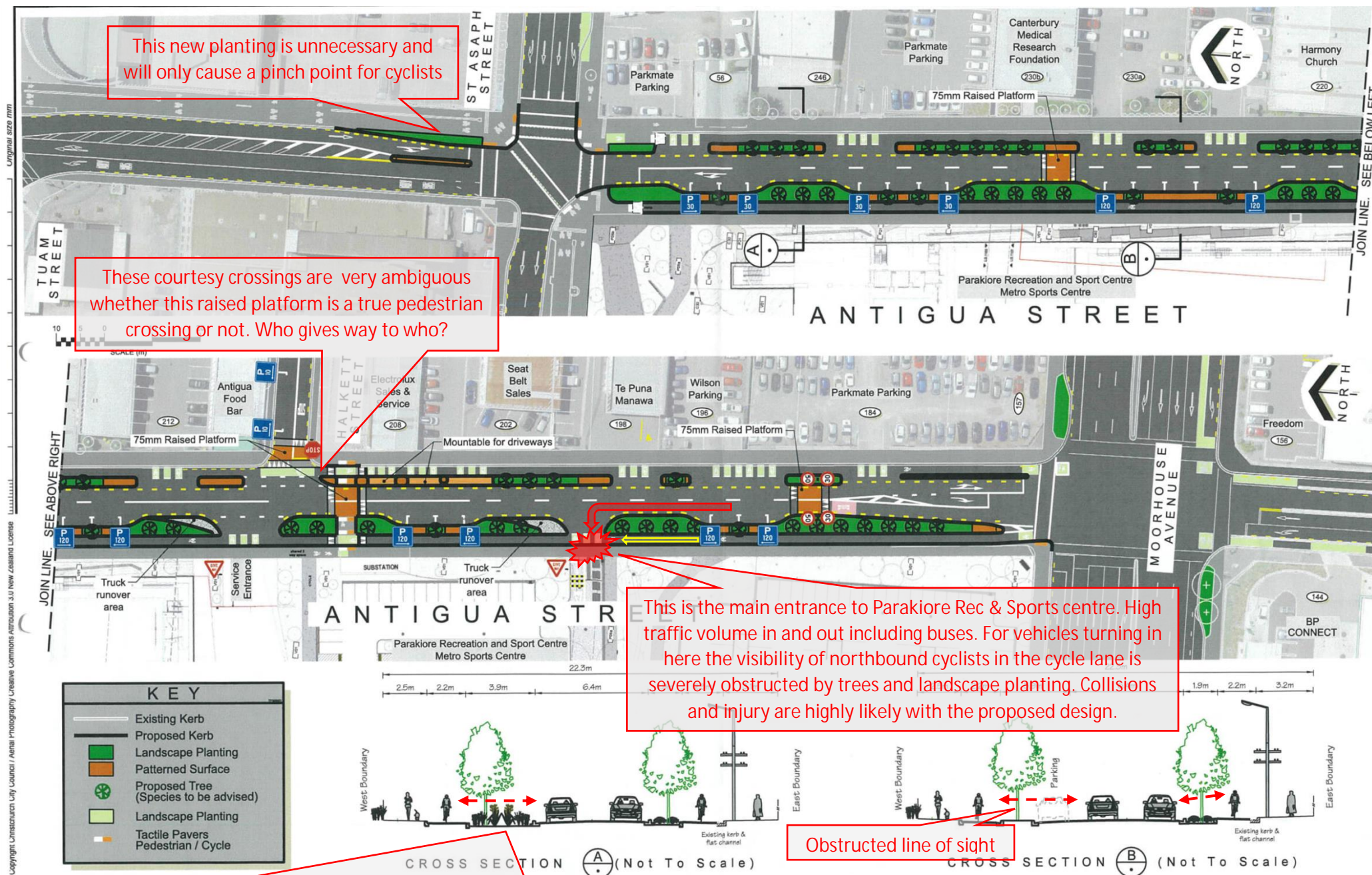
In terms of a better design you don't need to come up with something new. Strickland street is actually a good template to copy since it satisfies both the space and visibility criteria:

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





# Submission #45093



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

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44916	It would be desirable to make the pedestrian corridor more inviting especially where it comes down passed the two blocks of 'carpark wasteland' from Morehouse Ave to the sports complex itself, planter boxes, trees and street art on the side of the building would all help improve the experience for pedestrians walking to and from Addington to the City.	Chris Freear	Addington
44923	<p>This will definitely be an improvement on the existing narrow cycle lanes.</p> <p>1. Currently when northbound some cyclists cross Antigua St (dangerously) just before St Asaph St - rather than using the diagonal crossing. Can you please ensure the design of the the cycle path discourages/stops this. As long as there is a raised kerb between the cycle way and the parking spaces the design appears to mitigate this dangerous manoeuvre.</p> <p>2. At Tuam St (northbound) the cycle path is to the left of pedestrians - - this makes it difficult to turn right onto the Tuam St eastbound cycle path.</p> <p>3. On both southbound and northbound approaches to Moorhouse Ave can you make sure there are loops in the cycle path back from the intersection to reduce the risk of getting a red cycle light if not right on the diamonds at the intersection.</p>	Chrissie Williams	Somerfield
44994	<p>This will be a necessary improvement over the existing roadway. Three considerations:</p> <p>1. Please install advanced cyclist loops ahead of Moorhouse and St Asaph traffic signals.</p> <p>2. Ensure kerb radii on access to aquatic centre are very tight - 4m or less - to keep turning stores low.</p> <p>3. Because northbound cycleway will be shaded between high aquatic centre wall and street trees, ensure adequate drainage now and frequent maintenance upon completion.</p> <p>4. 3.2m lanes are not going to achieve consistent 30 km/h speeds. Assuming Antigua is not an over-dimension route (and why would it be?), you really should drop down to 3.0-3.1m lanes to get low vehicular speeds.</p> <p>The extra space should be added to the west side verge as 3.9m is a bit tight for on-street parking and street trees. Parking needs 2.2m to allow for poorly-disciplined cars off the kerb and street trees need more than 1.5m not including kerbs to grow healthily.</p> <p>Excited to see this completed!</p> <p>In general, changes look to be an improvement. Suggest considering pavement marking or material change to improve delineation of the eastern edge of shared use path from the queuing area for Boatshed customers who may not be cognisant of passing traffic.</p>	Shane Binder	Beckenham
44865	<p>where the cycle lane crosses over at St Asaph St, forcing opposing cyclists and pedestrians onto the same narrow space is ridiculous</p> <p>Turning right into the CDHB car park on Antigua St there are cyclists coming from two directions, plus pedestrians and an accident is waiting to happen</p> <p>Also the speed of some cyclists is dangerous to other cyclists, pedestrians and vehicles. And is getting more dangerous for all</p>	Neil Owens	Opawa



# Pedestrian links from Addington to the City

## Background

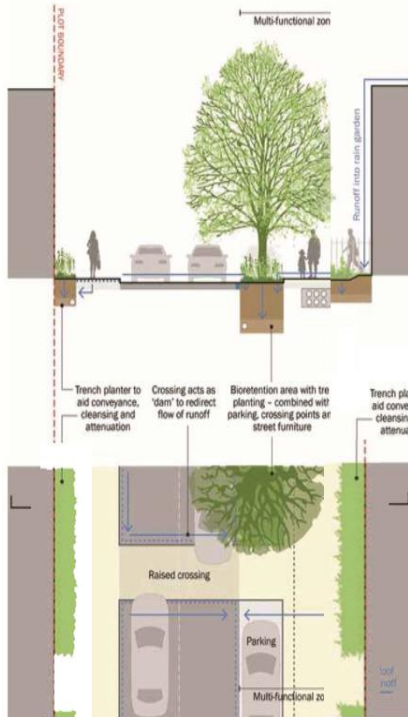
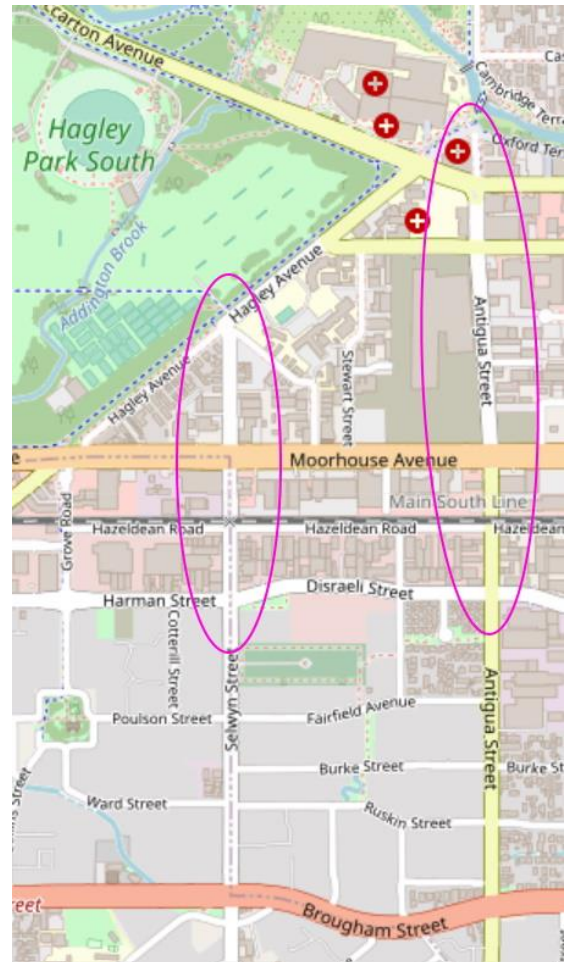
I am a resident of Addington (Crohane Pl) and all around me old houses are coming down and new townhouses are going up, and so too is the population of my neighbourhood. Like me I assume these new people will want to access the services and amenity of the city, but how to get there.... I am a huge proponent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

## The Idea

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



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



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

Many thanks  
Chris Freear  
[chris.freear@epcl.co.nz](mailto:chris.freear@epcl.co.nz)

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