

Organisations

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

Individuals

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45225	<p>Overall, I support the proposal, but have some concerns.</p> <p>Firstly, I would like to see the pedestrian crossing of Halkett Street have a zebra crossing please.</p> <p>Secondly, I would like to see raised tables at each of the vehicle entrances to Parakiore please, to be located between the cycleway and traffic lane.</p> <p>Thirdly, I would like to see the flush median removed on Antigua St (between St Asaph and Tuam) to make space for a widened footpath on the western side. Please see attached drawings. When Parakiore opens, Antigua St will be the primary walking link into the central city via the Ōtākaro Avon Promenade, and I don't believe the existing ~1.5m wide footpath is sufficient. The southbound traffic lanes are already proposed to be combined, so there's an opportunity to greatly improve the walking experience on the western side of Antigua St. This part of the works could initially be done with pop-up materials, then with kerb changes occurring when funding allows. Please see the attached photo of the existing footpath, which is a rather compromised width.</p>	Adam Lines	

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45218	<p>Thank you CCC Staff and Councillors that appreciate how wonderful Ōtautahi can be if it isn't gridlocked with private motor vehicles.</p> <p>In general I feel this new section of cycleway will be functional and pleasant. Being pleasant is actually quite important, the 30 km/h safer speeds and separation reduces noise and reduces pollution. This in turn gives a more enjoyable and healthier experience. I fully support these aspects of the project.</p> <p>Further to that, the 30 km/h speed also reduces pressure on drivers turning into driveways. This means drivers will be less likely to rush a turn across the cycleway. So again fully support the safer 30 km/h speed.</p> <p>It is great to have tree planting included in this project, another positive there.</p> <p>One of my concerns though is the narrow width of the cycleway (2.2m) relative to the high volume of people biking. If there is any opportunity to widen the cycleway, it would be a great benefit.</p> <p>Finally, with the growth in e-bikes and e-scooters there are a large number of people using these micromobility transports travelling at speeds close to 30 km/h as well as cargo bikes (which can be quite large relative to cycleway width), it becomes necessary for those riders to ride on the road. This is expected as there is a wide variety and a high volume of people biking. Unfortunately there are some people that don't understand the reasons why someone may bike on the road when a cycleway exists. Therefore at some point in the future (not necessarily tagged to this project) could you publish information that helps educate the public on this (it would be great if this was a video showing the wide variety people biking and the wide variety of micromobility transports).</p>	Allan Taunt	Redwood
45210	<p>I fully support the proposal.</p> <p>This looks amazing!</p> <p>I fully support the reduced speed limit and reduced on-street parking.</p> <p>The plantings appear to not restrict sight-lines between road-users, cycleway-users, and pedestrians.</p> <p>Please consider installing speed bumps at the entrance/exit to the Parakiore carpark to remind motorists to give way to cyclists and pedestrians, and to not pull too far forward when looking for a gap in traffic.</p>	Fiona Bennetts	Harewood
45209	I am in favour of the changes.	Anne Scott	Burnside

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45204	<p>The plans look great to me. My partner began cycling within a month of us moving to nearby the Quarryman's Trail. Within six because of her I'd started too, and by the end of the year her dad had started cycling to work while my parents both bought e-bikes and my brothers both got keen too. Cycleways work and they cause uptake to snowball - because of one person cycling to work last February, by March this year seven others are now either cycling regularly or keen to get started. Build it, and they will come.</p> <p>In terms of the specific design, I'm a big fan of the trees and plants. If possible a mixture of semi-mature and saplings would be good to bring some immediate shade to the area. I walked down this street regularly in summer and it's one of the hottest places I've been. The trees will be great to offset some the urban heat island effect, and the age mixture would ensure that there will not be a time where all the trees have to be removed at once, keeping constant shade and greenery. Native trees would be preferable to exotics, of course.</p> <p>If possible I'd like to see a button installed at the lights on Moorhouse ave for cyclists to push. In the past my partner and I have met people whose bikes are not made of steel meaning they haven't been detected and the lights haven't turned green for them. It's an inconvenience and a barrier to uptake, so addressing that would be great.</p> <p>I'd also like to see "give way to cyclists" or "cyclists have right of way" signs at the entrance to the Metro Sports and other business car parks and on each side street.</p> <p>Finally, if possible widening the footpath on the left hand side of Antigua between St Asaph and Tuam would be good - perhaps with some plantings as well (preferably on both sides of the road). It's another hot, dry and smelly area in summer, with the footpath so narrow it barely feels safe.</p>	Finn Jackson	Saint Martins
45202	<p>I fully support cycleway developments across the city. They are enabling people to ride more safely and increasing the number of people who choose to use non-fuel using transport. This isn't only cycles, it's electric scooter, skateboards, inline skates etc. - all of which reduces the city's carbon emissions, and get's people thinking in more active ways.</p>	Jill Borland	Hoon Hay
45194	<p>I generally support the planned improvements but request that the CCC consider widening the separated cycle lanes on each side of Antigua Street between Moorhouse Ave and St. Asaph Street as there is such high usage to serve all speeds of wheeled active users.</p> <p>Give Way signs should be installed for all entry points to the hospital roundabout to provide clarity.</p> <p>I suggest that the trees along Antigua Street be replaced with low shrubbery to improve sight lines of all users</p> <p>I request that the surface of all on and off-road paths used for wheeled devices be kept smooth- the current striped green-and-black treatment along Antigua Street near St. Asaph St creates a bumpy and uncomfortable sensation.</p>	Meg Christie	Beckenham
45189	<p>Please see details in attached submission document. Please note the information request under point 13. From the submission: The CDHB has concerns about the loss of parking along Antigua Street which enables access to the nearby health services for both patients and staff. Therefore, the CDHB requests further details around the number of parks lost due to this redevelopment and how and who these parking spaces are currently being utilized by.</p>	Rosa Verkasalo	Christchurch Central

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45172	<p>This street redevelopment project will transform what has been an area of utilitarian appearance into a pleasant gateway to the CBD from the south. Most welcome. The better travel experience for all users will be significant.</p> <p>It is hoped that the cycleway width will make comfortable overtaking possible.</p> <p>Antigua Street cycle number counts are the highest of the current cycleways where there is barrier separation. Already on cycleways such as Strickland St. - Quarrymans Trail and Colombo St - Papanui Parallel traffic flow is sometimes impeded by difficulty overtaking the variable speed bikes, mobility devices and scooters. 2.2 metre widths are barely adequate. It is also hoped that bikes capable of travelling at 30km/h will be welcome to use the vehicle lane to reduce the conflict on the cycle lane. The Give Way impediment the at Oxford Terrace junction with Antigua St (opposite Outpatients Building) needs to be removed as soon as possible. It is an anomaly. Where else in the city does an uncontrolled intersection give priority to the direction with the smallest minority of travellers passing through ? The bike unfriendly message sent is unacceptable. There is confusion at this intersection when confused motorists attempt to give way, then don't.</p> <p>Thanks for the opportunity to make this submission.</p>	Robert Fleming	St Albans
45162	I think this looks like a really good piece of work and would be happy to see this go ahead as someone who works along this route. I would push for the cycleway level to be maintained across driveways/side streets so cyclists do not need to cross curbs - I believe it is better for the cars to need to cross the cycleway as a sort of speed bump and it also signifies they are crossing someone else's route rather than the other way around.	Cameron Bradley	Yaldhurst
45131	<p>Support the separated bike lanes.</p> <p>Please consider giving cyclists right of way at the Oxford Terrace intersection/roundabout.</p>	Peter Dobbs	St Albans
45126	Strongly support, the separated cycleway is essential	William Miller	Upper Riccarton
45100		Tessa Zant	Halswell
45095	<p>The intersection of St Asaph and Antigua ,</p> <p>- typically at peak times leads to cashes between pedestrians and cyclists , can they be separated?</p> <p>- cyclist going straight through the intersection conflict with crossing pedestrians and cyclist, can the movement be separated?</p>	Timothy Allan	Christchurch Central
45085	Can't really fault it, probably should have been built when the rest of Antigua street was done! The street trees are especially nice. Plenty of off-road parking around there so a few on street parks gone won't be missed.	Julien Gutknecht	Sumner
45080	Please see the attached submission.	Edward Griffiths	Christchurch Central
45078	<p>Would prefer a dual direction cycle path, that are more protected from the road. It also allows faster cyclists to overtake insted of meandering out into the road.</p> <p>The 30 km speed zone needs to be larger due to lots of shared users of the space.</p>	Jessica Saul	Upper Riccarton
45072	I support this plan. I think the separated cycle lane will make cycling a lot safer for everyone.	Jenny Buckley	Woolston
45061	I feel that the flow of traffic would be improved if on Moorhouse Ave the cycles where to be given there on traffic light cycle that didn't involve cars. when a car wants to turn left at the lights and cyclists are crossing Moorhouse Ave no motorised traffic can move resulting in frustration by the motorist trapped behind the especialy at the end of a long day	Rachel Hood	Woolston
45033	Good plan. This will finish the connection between the existing cycleway and town, including the new recreational buildings which we hope to bike to often with kids.	Justin Rogers	Somerfield
45030	I use this cycleway every day to travel to/from work. It is excellent, and the upgrades to this section of Antigua St will only make it better!	Georgia Brown	Spreydon

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45009	I support this. This section definitely needs to be completed to ensure the cycleway links properly. I have used this cycleway and also observed the high numbers of cyclists also using it regularly. This will be an important and well used connection. The details of the design look similar to other cycleways nearby, which I think function really well.	Andrew Brown	Parklands
45005	Support the improved markings and the continued separation of cyclists and pedestrians, which is causing the most accidents and injuries.	Neil Hellewell	Christchurch Central
45004	I cycle down this everyday. It is desperately needed. Thanks goodness the cycle lane has priority over the side roads (at last, some terrible examples in other parts of the city) Overall looks good. If anything 2.2 metre is a bit too narrow. Ideally should be 2.5m. Please no narrower.	Simon Kingham	Beckenham
45003	This looks good	Gareth Wright	Addington
45000	Looks good - having pedestrians separated from cyclists is very good and the waiting areas at lights looks roomy. One way cycle lanes is also much safer for such a busy cycle traffic area. I like that the sports centre traffic gives way to cyclists but can you put in a speed hump to get them to actually slow down and look properly, or even better put in those flashing lights like the bus exchange has. I can see something in the picture but it isn't clear enough to get the detail of what the signaling is for exiting drivers. When I commute through there at about 5pm there is more cyclists than the St Asaph intersection can cope with and the light phase is very short to get so many people mobilised and across the intersection. Longer phases at peak hour would be helpful.	F Fraser	Halswell
44998	Great plan. Yes please, let's do it. Connecting this leg of the route and promoting its advantages will encourage and enable more people to choose cycling over driving and reduce car numbers and emissions. The new sports centre can't be far off completion. Way better to get there by bike.	Katy Clook	Beckenham
44997	I cycle and drive this route regularly. Reducing traffic speed to 30km/h is good. The separation by kerb is good. The Southbound design on the Eastern side is generally good. The trees along the westside of Antigua will be hazardous because they will reduce visual connection between road and cycleway. Regular car drivers on this route (including me) will get used to the presence of a concealed cycle lane, but there will be huge risks because the metro facility will attract many visitors who are not familiar with the road layout and will not know about the cycle lane and will cut across the lane when turning into the carpark/service lane for the facility and cyclists WILL BE INJURED OR KILLED. This cannot be allowed to proceed. Even with better visibility, the signs for vehicles leaving the facility should be compulsory stops, not giveaway. I have to say that as a regular user of this route (for several decades) I would choose to ride Northbound on the road, not the cycleway because of this risk - and with a 30km/h speed limit, I would not slow down traffic much. A better option would be to put the cycleway two-way and 3-4m wide on the East side of Antigua all the way down to Disraeli St and put the diagonal crossing at that intersection. It is a much quieter intersection than St Asaph/Antigua or Moorhouse/St Asaph. This would also eliminate the INCREDIBLY DANGEROUS service station entry/exit points on the West side of Antigua between railway line and Moorhouse Ave. I have had many near misses at these and witnessed collisions, with cars, vans and trucks turning across the cycle lane without stopping.	R M	Huntsbury
44996	I agree with all the proposals. It looks very good	Katrina McCallum	Beckenham
44995	I totally support completing this connection. I hope that the proposal can fix a current safety issue, where many cyclists heading northbound on Antigua approaching St Asaph street will cross through oncoming traffic onto the footpath on the eastern side of the road before reaching the lights at St Asaph. They do this because the light sequencing then allows them to cross St Asaph much sooner. Suggest your designers observe this on site and make sure the proposal addresses it.	Adrian Short	Beckenham

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44993	It looks great but I also think the shared path outside the botanic gardens is not fit for purpose, I think there should be a dedicated cycling path along there because there are so many pedestrians and cyclists, the current situation is quite messy.	Peter Steven	Lincoln
44992	Great. But for cyclists travelling east on St asaph, need lights for turning right onto Antigua - not just for the diagonal cross.	Andrew Chappell	Sydenham
44989	I often want to bike from Opawa and Beckenham to the city centre. We have a cargo bike and I want to use it to get to shops in town, or the park or library. I often end up biking home and getting the car because Morehouse in particular is really scary on my bike. We need more fully sperate lanes away from the traffic.	Marise Richards	Beckenham
44988	I like the street trees between the cycle lane and the road. I ride my bike along antigua st several times a week, and I don't like the green stripes between Disraeli St and Brougham St. When I am going 35km/h the stripes are really uncomfortable. Please could you make the green solid blocks of colour rather than stripes.	Melissa Clease	Cashmere
44985	The trees along the western side of Antigua St outside Parakiore should not be included. The service entrance is going to be used by trucks, I imagine, so the trees may block visibility, causing exiting drivers to edge out into the cycleway in order to see. The same could be true for trucks entering from Antigua St, with the potential for cyclists to be hidden behind the trees. I question the need for 120 minute car parks. All businesses along that section of street have plenty of parking, and I assume a huge car park will be provided at Parakiore. 30 minute would make more sense. Otherwise support. Support the removal or relocation of on-street parking to side streets.	Patrick Kennedy	Spreydon
44984		Ben Warwick	
44981	Thank you - I cycle this route frequently and have been looking forward to this section being finished. I know parking will be a concern for many. I think many hospital workers used to park along here. But separated cycle ways make me feel so much safer. Particularly with the aggressive drivers in Canterbury and sadly some negative attitudes to having to "share the road". I think there needs to be a lot more advertising and education about the need for more cycling and pedestrians vs cars - and a reminder we're not clogging their routes and parking to the same degree if we were all in a car. The merging of cyclists and pedestrians around the Antigua St Asaph corner has at times felt like a potential hazard - and I do tend to cross from the left of Antigua to the right to cross because the diagonal crossing didn't used to be reliable plus I can usually make the most of the straight across green light. I realise this may not be possible with the separated cycleway. I also think there may need to be occasional reminders for cyclists to keep left to allow faster riders to pass. I also think signage and education will be required for people crossing the cycleways on foot or by car. Speed as always is a factor. I've been trying to get some action on slowing down traffic eg on Tuam St from the hospital precinct towards centre city. I appreciate a 30 sign was erected - but I would ask if a flashing speed reminder sign might be able to be placed here from time to time. One of the Police persons I spoke to also said they were going to try to monitor a bit more. I have seen some ticketing so that's good education I guess. Thanks again	Nikki Elliot	Somerfield
44979	This plan keeps the cyclists riding past the entrance and egress of the CDHB staff car park on Antigua which results in near misses every day. Could they not go on the other side of the road? Thanks	wayne bailey	Riccarton
44975	This is fantastic. Personally speaking, I work in an office off Antigua St. I cycle to work everyday and welcome this planned work. Good job.	Patrick Browne	Merivale
44974	I agree with this. It will make biking from the south to the centre and north of the city so much easier.	Nicholas L	
44972	Love safety for cyclist as I am one , but changing parking to P10 on Halkett st will mean many nurses walking further late at night to their cars . This is not safe now and adding more limitations to parks will increase the risk to nurses and their personal safety.	Claire Scott	Cashmere
44970	I think these changes are great and will make cycling much safer on this heavily-biked street.	Ben Schumacher	Papanui
44967	It is essential to have turning arrows on Moorhouse Ave that last long enough for traffic that has been held up by the cycle lane to get around the corner unlike the majority of the intersections that have cycle lanes that stop turning traffic a prime example is Ferry Road /Fitzgerald and other intersections on Moorhouse Ave when it is impossible to turn on green because it is too short causing traffic to run amber or worse red lights	Rohanne Compton	Phillipstown

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44966	I have a comment relating to the Quarrymans trail, but not the Aunties Antigua end. I feel that the other end of the Quarrymans trail, into Halswell, is incomplete. Are there plans for it to connect from the lights on Sparks Rd to the Halswell Junction Rd intersection, Halswell School area, or the Quarry Park? That piece of Sparks Rd, including the intersection with Milns and Sutherlands can be quite hazardous for cyclists.	Becs Scoltock	Halswell
44957	I do not agree to a slow zone, it does not work. I think there should be foot traffic only over the bridge. Cyclists etc should have to get off and walk over.	Carol Ewington	North New Brighton
44955	<p>Generally support the proposed Antigua Street cycle improvements.</p> <p>There are potential visibility issues for turning traffic to be able to easily see cyclists at the entrances to Metro Sports facility. Request that no trees are planted on east side of the road for 50 metres south of the main public entrance and and service entrance to Metro sports facility. Also request that planting is kept below 400mm for these areas (no Guara as the flowers get tall and will obstruct visibility).</p> <p>Include signage at the raised platforms both on the ground and at eye height as to who is to give way. It is currently not clear if pedestrians or cyclists have right of way.</p> <p>Allow a longer area for bicycle passing on the northbound lane directly after Moorhouse where cyclists will still be coming up to speed, that is remove the landscaping for the first 30 metres north of Moorhouse Ave on the east side.</p>	Michele Dyer	Addington
44953	<p>This looks amazing! So good to have this for connecting with the sport centre from Moorhouse. I think it is great to keep the limited parking spots as well. There looks to be great spaces for walkers and cyclists, separated. Good stuff, can't wait to use it. Could you consider less tree and low shrubs planting near the intersections with the parking to the Metro centre? Over time the maintenance will be costly and overgrown/large tree will not improve visibility.</p> <p>Can the crossing near Halkett Street be a signalised one? Cyclists coming from the north will want to cross here (or will there be an entrance from St Asaph Street to the new sport centre, parking your bike?). If there is a parking entrance to the sport centre opposite Halkett Street, than this will be busy entrance and exit. Better put the cables in now.</p>	Norma Kloosterman	Spreydon
44952	<p>As a regular cyclist along this route in commuter rush-hour times I am concerned that the vegetation plantings could hide visibility of cyclists from vehicles turning into entranceways from the road.</p> <p>At present there is no safe way at the traffic lights for cyclists coming from the west on St Asaph St from Hagley Park to turn left and head south on Antigua St.</p> <p>There cycle ways need to be as wide as possible to allow for passing - many cyclists on this route already use e-bikes or use the commute cycle as a work-out. These people go very much faster than other cyclists and often use the road for more space.</p> <p>Please make the cycle sensor at traffic lights very sensitive - often they do not work even though they are being used properly.</p> <p>Ensure there are plenty of water drainage routes as cycleways often fill up with water during heavy rain - not a pleasant experience! Falling leaves from tree plantings could also exacerbate this.</p> <p>Also, some cycle signs at traffic lights are very hard to read when the sun shines on them.</p>	Wendy Dudson	Beckenham
44951	<p>Much needed and visually will make this a very welcoming entrance into this part of town. Well done.</p> <p>Only caveat, for pedestrians and cyclists (more the latter - I cycle into town using this route Monday to Friday), please ensure any landscaping and/or vehicular parking does not obscure pedestrians/cyclists from seeing vehicles pulling into or leaving Metro Sports and vice versa drivers not seeing others. Where the exit from Metro Sports crosses the path/cycle lane it is important both visual and physical means are used to ensure drivers do not block the route (e.g. box junction, medians and kerbs). I regularly use cycle lanes around the city and this is often a bug bear and where driver vs. cyclist grumpiness occurs; a driver may need to pull out to see and then can't move cause of on coming traffic and block the path/cycle lane. Remember these details are close to the busy Moorhouse intersection so there will be 'gluts' of cyclists coming down the road and potential for this snagging is a very real thing. People will complain to you as the designer/owner and to Metro Sports staff (which you'll own too),. A bad situation it'll be good to avoid!</p>	Mark Morley	Beckenham

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44950	Planting is ok, but probably not trees - visibility between both cyclists and cars needs to be maintained - especially where there are driveways/intersecting roads. If the speed limit for cars is reduced to 30km/hr it makes more sense to have more connection between the cyclists and cars - and more of a kerb between cyclists and pedestrians. If there are too many places where pedestrians can step easily into the bike path there may be more injuries as cyclists will travel between 20-40km/hr.	Andrea Tuohy	Halswell
44949	Supportive. - adding trees / vegetation to the raised curbs should be a priority.	Quinn Hornblow	Somerfield
44948	I support the project but clear sight lines need to be maintained in both directions - the inclusion of street trees and landscaping may compromise visibility especially in low light conditions as this is a prime commuting route into and out of the CBD. Low level planting is essential and regular management to ensure visibility is maintained and no overhanging of the cycle way.	Darran Humpheson	Westmorland
44947	Excellent design - will make a big difference to safety for cyclists and pedestrians	Hayden Bowen	
44946	Overall looks great to have one way separated cycleways on both sides of the road. Only concern is about visibility of cyclists for vehicles turning left into the main and service entrance to the pool with the street trees being planted so close. There is more visibility for right turning vehicles with the truck runover paved areas. I work near the Bridge of Remembrance and live in Halswell so I cycle along the Quarrymans Trail and Antigua Street every day.	Cameron Paintin	Halswell
44945	I like the idea of the shred path and removal of car parking to help fit it in. I strongly dislike the green paint that starts and stops every meter or two. The section of Antigua south of Moorhosue ave is like riding over corrugated iron on a road bike and seems to make no difference to visibility. can you PLEASE make it a continuous block of green for as long as possible.	Steven Muir	
44944	Vehicles turning left off Antigua into the facility may not be able to see cyclists until relatively late in the maneuver. Not being able to spot them from a distance due to planting may cause surprises. Careful selection of what trees/plants are put in, to maintain the visibility of cyclists from the road, should be considered.	Matt Coulthard	
44943	The design looks great from a cycling perspective with the short intersection crossings at St Asaph St, Mountable driveway sections, quite a few trees and speed bumps, especially around Halkett St. Improvements coupled be made at Morehouse ave by extending the cycleway kerb on both sides and footpath kerb on parkmate side further towards intersection to provide an extended barrier.	Mitchell Davies	Redwood
44941		Dave Evans	Waltham
44939	I'm in favour of a separated cycleway along Antigua St. I like the idea of having some trees to provide shade and further separation from cars. However, they should not obstruct the cyclists from the motorists' view. I wonder about the necessity of the car parks on the West side of Antigua St. Surely there is enough car parking available (Parkmate parking on the East side, Parakiore parking, and the proximity of the hospital parking building) to not need those few parks? From experience, people coming out of their parked car and crossing the cycleway often don't look for cyclists early enough and represent a risk of collision. I'd really like the yellow ramps near the traffic lights at the intersection Antigua St/St Asaph St to be modified/removed. They are too constricting for the heavy flow of cyclists going between them at peak time. Often I see cyclists using the pedestrian area because there is just no room for all of them.	Alice Terrien	Sydenham
44932	Thank you for continuing with the cycle way plans. It is literally making this city better to live in. I recently came back from a trip to New Plymouth and it made me realize how far Christchurch has come since the EQ. New Plymouth has several and I repeat several main arterial roads going through the centre of their small town! (Including along the waterfront, a completely missed opportunity) It is peak car. You couldn't fit anymore roads on it and get anywhere faster. Whilst there I felt unsafe as a pedestrian and decided not to hire a bike as it would be extremely dangerous to cycle there. I'm happy you have considered visibility of cyclists in this plan. Its hard to see past those parked cars (or tanks) when driving. My only suggestion to this plan is altering the way the cyclists cross the road at the intersection. The cyclists go onto the footpath before joining the cycle lane again. Is it possible to connect straight to that point to avoid any possible collisions with pedestrians? This is not the end of the world as people need to look out for each other in what ever mode of transport, but some people really like to zip through on their bikes! Moorhouse Ave is an ugly stroad with multiple lanes. Its dangerous to cross as a pedestrian or as a cyclist. Can visibility be improved in any way? Maybe some stanchions or raised area halfway across Moorhouse ave for added warning to drivers?	Alex van den Broek	Waltham

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44929	<p>This is one of the main routes to the hospital from the southern motorway. Can we extend the cycleway further??</p> <p>Will the cycleway allow people to ride and overtake?</p> <p>I notice that in every cycleway in the city, we forget about the intersections, can we incorporate more protected intersections?</p>	Jig Dhakal	Burnside
44928	Antigua street is a source of parking for hospital staff, you would think the council would be doing its part to create a safer option rather than reducing it. I am sick of paying outrageous prices for parking as it is and you go and take away what little free parking we have left!	Katherine Jones	Halswell
44926	Hi, one of the issues we have encountered when using cycleways is ignorant pedestrians who step out onto the cycle lane without looking. We have had several near-misses. It seems to be more prevalent where the path is flat, ie with no kerb drop to the cycle lane. The other issue we have is with pedestrians who hog shared paths, spreading out across the entire path, especially when there are two or more in a group. More "Keep Left" markings on the paths might help remind them that they are not the only path users.	Sam Brittan	Parklands
44925	<p>This is overdue and not contentious in the least. Should have been done from the beginning.</p> <p>However it is not the last link. The last one is the extension along Strickland to Colombo Street. You say it's not part of the Quarryman's trail? That might be true - but it is part of the NETWORK.</p> <p>There is more work to be done on the 'network' associated with Addington. Connecting The Little River Link to Domain Terrace via Edinburgh Street. How can you talk about 'network' when the net is not built? A net is more grid-like due to cross links between lines.</p> <p>Connecting the cycle routes horizontally activates many more connections. Edinburgh Street only needs painted cycle lane markings, 'cycle present' signs, and crucially a formal cycle crossing at the intersection of Edinburgh and Lyttelton Streets.</p>	David Ivory	Addington
44924	Very pleased to submit with a 'yes please' for this work. Thank you CCC for leading the way with cycle paths.	Remy Barbier	Dallington
44922	I fully support the idea of having cycle lanes on both sides of the road. I use this section of trail and it is very busy.	Johno Tunnell	Somerfield
44921	I support this concept as 1 way cycleways provide a better connection to the existing cycleways. lower speed limit reflects the changing nature of the area. Changes long overdue.	Tom Williams	Sydenham
44919	this is further loss of onstreetcar parking in a busy commercial area for the slight benefit of privileged few who actually use cycles and constitutes a further hindrance to business which ultimately funds and provides the necessary services on which the community exists and thrives.	Anthony McGowan	Westmorland
44917	<p>Overall I view this set of proposed modifications very favorably, and I think that these changes should work well in my opinion. I just want to raise the following point:</p> <p>Please try and ensure that in places where the cycle way transitions from any asphalt sealed sections to ones with a curb and pavers, that care is taken to ensure a smooth and continuous surface gradient at the junction between them. As an example, please note that there are several sections of the shared path along Manchester St that that don't transition smoothly, and it makes for an unnecessarily jarring ride.</p>	Robert Helps	Richmond
44914	I fully support the proposed changes.	David Grogan	Lyttelton
44909	30 km h too slow i travel faster than that on my bike its just silly	barry cordite	
44906	I support the changes. It will be great to connect the cycleway.	John Carter	Halswell

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44904	<p>The turning into the parking area for the metro sport centre is a risk of cyclists and good signage/sight lines will be needed around this area.</p> <p>More importantly though this plan fails to address the utterly poor design of the cycle route between St Asaph street and the footbridge. This is the worst piece of roading I have ever experienced and this plan does very little to address this. One only has to watch for a minute on a week-day morning to observe numerous different approaches to the junction, frequently involving riding on the wrong side of the road, to see that this junction does not work. Further, if you follow the marked route, you are in the path of cyclists travelling along St Asaph St when you're waiting at the crossing lights. The next section forces cyclists and pedestrians together, with cars crossing into the CDHB staff parking building, resulting in numerous actual or near-miss collisions seen on a weekly basis. This design reinforces that motor vehicles are prioritised and forces conflict between pedestrians and cyclists to facilitate drivers. The separated cycle lane should continue straight through this area to the roundabout before the footbridge.</p>	Sam Grummitt	Huntsbury
44903	<p>Will the safety of pedestrians be improved at the Antigua/St Asaph junction?</p> <p>At the moment it is a nightmare because the cycles and the pedestrians cross at the same time. Cyclists don't have any respect for the pedestrians at present. They use the cycle lane and the pedestrian crossing. Pedestrians have to continually look all around them to make sure nothing is going to hit them.</p> <p>Pedestrians also have to stand in the road whilst cycles whiz past before they can get to the opposite footpath</p>	Elaine Bellerby	Bromley
44902	I am still very concerned about the bike traffic crossing in front of hospital car park. As a member of staff and cyclist I now divert down Montreal street to avoid this unsafe stretch. As an occasional driver and user of car park you have to essentially stop across the road to check if cyclists are heading towards the hospital.	Morag Aldridge	Sumner
44901		Loren Robinson	Somerfield
44900	hi, looks great. love the trees and pedestrian options. unfortunately there will no longer be parking for CH campus staff but this is something the DHB should have addressed many years ago. as a cyclist who lives in Cashmere and works on the CH campus I am thrilled that I can be safer on my way to work. thank you	Margaret Burns	Cashmere
44897	<p>In general looks good and long overdue!</p> <p>The area around the intersection of Antigua and Moorhouse (southbound) is a significant hazard for cyclists and congested for drivers. Could the Parkmate parking area be reconfigured to exit onto Moorhouse Ave instead of Antigua as the cross traffic coming out of the carpark at peak afternoon time is a major cause of bike hazard and road congestion. Entry (largely in the morning so not hazardous) from Antigua could be retained creating a one way flow through the carpark.</p>	Richard Dove	Kennedys Bush
44894	Excellent. It will be great to have a reduced speed and trees down the street. I like the design. My only question would be around how the pedestrian area is separated from the cycle way? And on parts of the st asaph st cycle way by valentinos restaurant the pedestrians often spread out onto the cycle way.	Georgi Lynch	
44891	<p>I am in support of the cycleway connecting as I use the existing cycleway often.</p> <p>I think the trees will be a great addition to the street. The trees on the little river link provide shade from the sun and light rain so I am pleased to see trees in this area as well. There should be fewer on-street car parks as there will be a lot at Parakiore and already a lot in the area, the space should be used for other things, like bike parking or more trees and gardens. The St Asaph St and Moorhouse Ave intersections should be fully protected intersections. The number of people biking and walking in this area is already high, and will likely only increase. A protected intersection will make it safer for everyone, even people biking on Moorhouse ave with no separated cycle lanes. The St Asaph St intersection could be raised more like Lichfield St and Colombo St. Overall I think the plan is very good but could do more to protect pedestrians and people on bikes at intersections and have more trees.</p>	Josiah O'Neill	Addington
44888	Fully support improvements for cyclists	Colin McGeever	Beckenham

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44886	<p>Fully support this design. I use this route often. Having a cycleway would make it much safer. It's the only bit of my ride from Beckenham to the city where I feel vulnerable to car doors. It's so busy during the morning rush hour, often there with so many bikes we barely make it across Moorhouse before the light changes.</p> <p>It will allay be a great connection into the Metrosport facility.</p>	Sylvia Maclaren	Beckenham
44885	Excellent.....please do it!	Hamish Gray	St Albans
44884	I support the changes for better cycle connectivity. As a Hospital worker where car parking notoriously short many of us depend on cycling. Could you als please support the dhb to plan for more and safer bike parking such as in the Waipapa undercroft! This will enable many more of us to utilize the new cycling paths!	Julia Singhal	Merivale
44883	I support the prioritisation of walking and cycling as we need to head to more sustainable travel modes. I ask that cycle lanes are wide enough to be able to over take another cyclist comfortably as with micro-mobility and ebikes vs bikes there are many differing speeds. I also look at the proposal and ask for the sections that cross the road, to be more obvious that cars are to give way to cyclists and those road bumps without zebra crossings cause confusion to who gives way.	Emily Ward	Burnside
44881	<p>The Antigua Street cycleway connection looks awesome, and is is an important connection in the network. However it is rather over deigned - especially as there is only one driveway on the western side.</p> <p>Two - One way cycle tracks are safer at intersections and driveways so this supported. A lot of on street parking is being removed and there is opportunity to provide more.</p> <p>At the entrance to the car park for Parakiore Recreation and Sport Centre, there is wide separation between roadway and path. Separation is shown by international research to be 3 times more hazardous at intersections and busy driveways, than when the cyclists are positioned close to the roadway. This why the Danes do not separate their Copenhagen cycle tracks at intersections. I recommend that the path be moved close to the through lane for a distance of at least 30 metres prior to the driveway.</p>	Tim Hughes	Bishopdale
44880	Looks amazing and much needed for cyclist safety	Regan Small	Spreydon
44879	<p>This looks great, thanks team. I cycle here every day on my commute and it's well overdue for an upgrade. Really appreciate the removal of parking near the car entrance to Parakiore to limit the blind spots for drivers.</p> <p>Not sure if this can be included in this scope of work, but there's a problem with busses turning right from st asaph into Antigua. Car traffic in the northbound Antigua lane often stops busses from being able to turn during peak hours. Needs a "no stopping" marking or similar for bud turn radius.</p>	Blake Quartly	Addington
44878	I'd like to see that money put towards getting the streets fixed and ready for any possibility flooding instead of widening cycle lanes. Future isn't by bicycle	Noeloa Baquero	Wigram
44877	<p>Agree with road layout changes. Can the plants be native?</p> <p>Have more bike racks, especially around Hagley College & the hospital.</p>	Gretchen Boyd	Edgeware
44876	<p>Cycle it twice a day, the diamonds can sometimes not activate which can be frustrating, but otherwise very positive.</p> <p>Green cycle lane on the colombo/strickland/somerfield intersection would improve safety on that corner heading North.</p> <p>Bikes dont activate lights on tennyson/colombo intersection, sig issue given the cycleway</p> <p>The mounting of the footpath on the st asaph/antigua corner ought to be more streamlined (which i imagine it will)</p>	Jennifer Rouse	Sydenham
44875	I'm *so* excited about the possibilities of this design - having a safe connection all the way into the sports complex from my parents place (where I bike to regularly with my children) will be so nice and it looks beautiful. I work nearby and look forward to using the pool and biking home! I also love the look of the trees and green making it clear that it's meant to be a space for people, not (or at least, not *just*) cars. I accept that some on street parking will be good for businesses on the east side, but hope that they are metered to encourage people to move on regularly and not park there all day while using city amenities.	Angela Brett	Riccarton

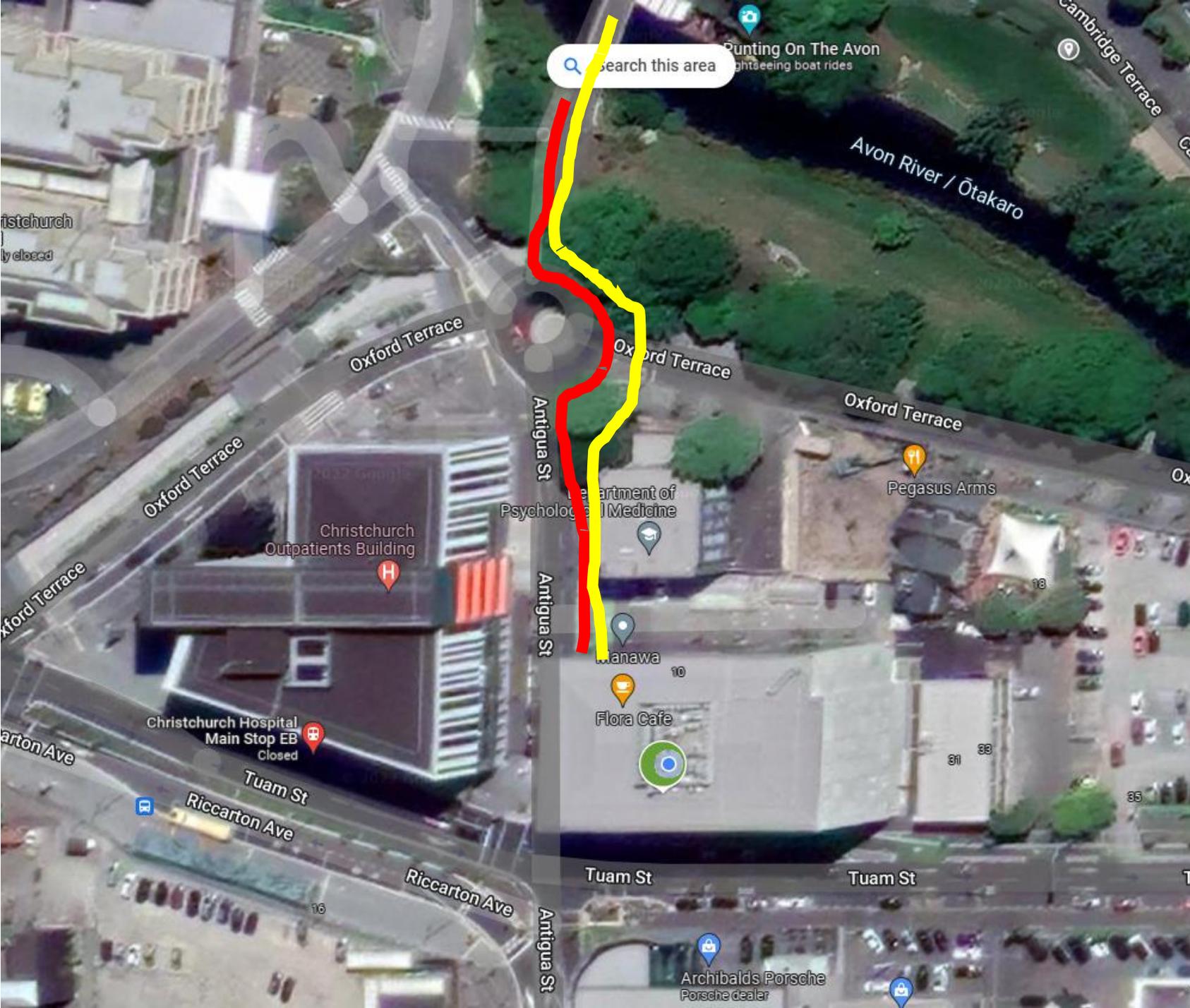
Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44874	Approve of the intended improvements. The reduced speed and removed parking will greatly improve safety.	Catherine Warren	Ilam
44873	I support the proposal, it will make travelling through this area much safer than it currently is	Steve Arker	Cracroft
44872	It'd be fantastic if there was a cyclist/pedestrian overpass over Moorhouse Avenue. Moorhouse is far too busy and wait times are too long for lights, and cyclists/pedestrians impede the flow of traffic. Start/end it well before Moorhouse Ave so the gradient isn't too steep. Go on, be bold! It'll be great!	Steve Rogers	Sumner
44871	Fully support the Antigua Street cycle way being built, the more cycle ways to encourage biking the better.	A Scott	Hillmorton
44870	I object to the removal of the on street car parks from Antigua Street. There has already been a reduction of hundreds of on street car parks from the vicinity of the hospital. Hospital staff, patients and visitors already experience stress in locating available on street carparks that are of long duration and free.	Tina Bailey	Somerfield
44869	I really appreciate this idea as this is a way for me to connect from my work place to after work activities, let's me reduce my carbon footprints and work on my fitness at the same time. I see it as a big upgrade in the city's appeal and a step in the right direction as Christchurch's population grows. Based on the comments I see on facebook, change is often hard to accept, but I love this plan and most of my colleagues are already using bicycles to commute, so there must be a growing interest in this mobility option.	Fabian Froehlich	Papanui
44868	I am in support of making cycling and other forms of active transport in Chch safer for users	Aaron Campbell	Bishopdale
44867	I am a cyclist, a pedestrian and also drive a car. I ride my bike from Sydenham to the hospital (where I work) most days. I am a big fan of cycleways. They seem a lot safer, and they also appeal to me as a parent as a safe space for my child to get confident in their cycling skills. I am in favour of the extension of the cycleway between Moorhouse and St Asaph Streets. The trees are nice, but I would suggest perhaps fewer trees and more carparks on Antigua Street as I know it is very difficult for patients and staff to park near the hospital. You would also encounter less resistance from local businesses if you increased the parking. If you made the footpaths narrower, you could fit both carparks and trees in the space created! I personally park South of Moorhouse to avoid paying for parking, then walk to work from there, on the days that I drive. I am in favour of the reduced speed zone, as I suspect it will become a high(er) foot traffic area once the Metro Sports Facility opens.	Polly Hart	Sydenham
44864	I support these plans. Increasing cycle infrastructure, including providing safe cycle lanes, plays an important role in encouraging the use of activite transport. This is essential to both improve public health and reduce our carbon emissions. Climate change is the biggest issue of our time and it is crucial that we take steps to reduce transport emissions by encouraging cycling.	Jessica Gunby	St Albans
44863	Separated cycleway - good for safety	Peter Galbraith	Hillmorton
44861		Cindy Nelles	Christchurch Central
44860		Josh Blackmore	Mairehau
44859	I fully support the development of this separated cycle way connection. It is incredibly important to expand the network of dedicated cycle ways across the city that are separated from other traffic, safe and accessible for all users/ages/abilities, to reduce car dependency and reduce our emissions. I especially like the use of trees and planting in this streetscape, for aesthetic and environmental reasons. We need more of this!	Andrew DC	St Albans
44858	Great trees and connectivity. Needs better flush pedestrian/bike priority over side roads.	Thomas Blakie	Redwood

Submission ID	Antigua Street cycleway connection comments - Please be as specific as possible to help us understand your views	Name	Suburb
44857	<p data-bbox="388 222 721 258">Great to see this happening!</p> <p data-bbox="388 296 2448 394">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 data-bbox="388 432 2448 636">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 data-bbox="388 674 2448 741">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 data-bbox="388 779 2448 842">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

Submission #44945

Halkett Street





Submission #45005

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

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

CDHB Submission on the proposed Antigua Street Cycleway Connection and Footbridge

1. Antigua Street Cycleway Connection Comments

The CDHB's Activities

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

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

Accessibility and Parking

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

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

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

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

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

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

Antigua Street Cycleway Connection Comments

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

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

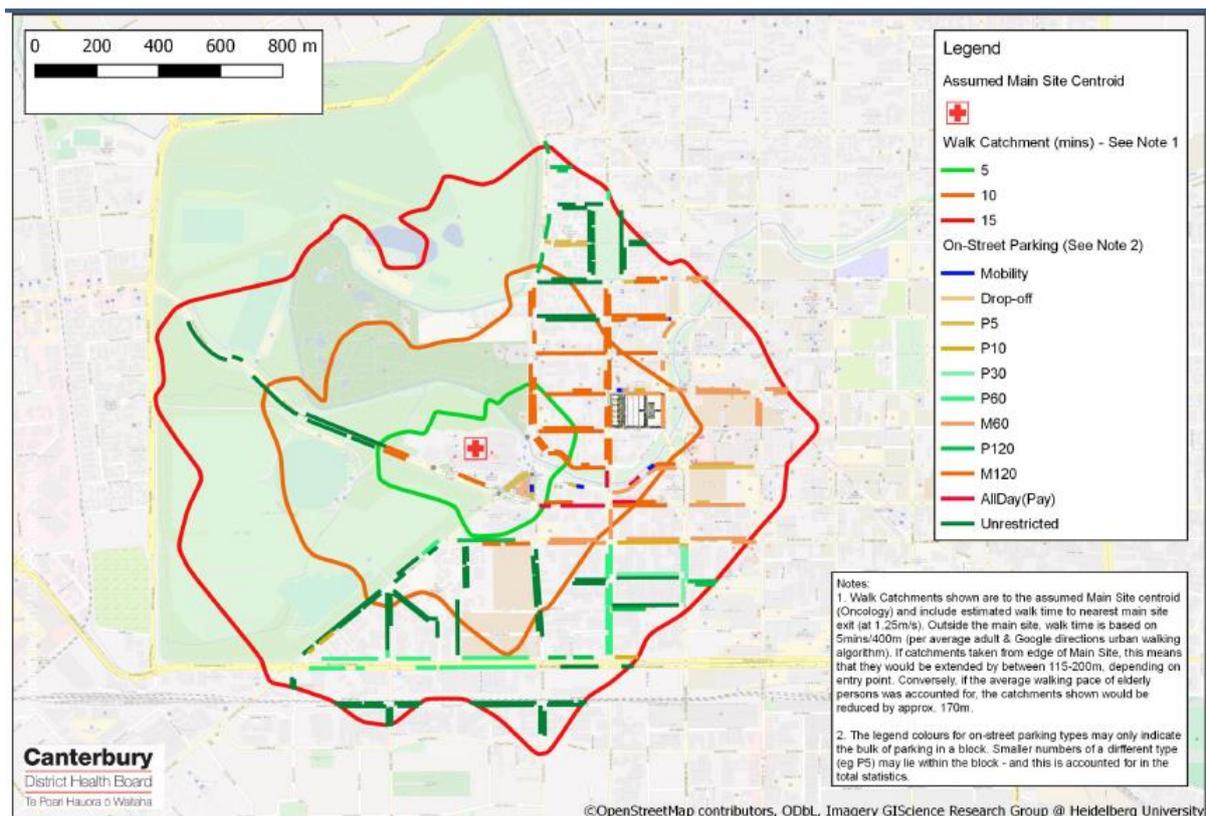


Figure 6-2: Current On-Street Public Parking within 15mins Walk of Hospital

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

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

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

On-street Parking Type	Walk Time from Hospital			
	5mins	10mins	15mins	<=15mins
Mobility ²⁶	7	6	7	20
Drop-Off (P5,P10)	22	21	77	120
Time-Limited (<=3hrs, Free)	0	12	312	324
Time-Limited (<=3 Hrs, Pay)	117	236	226	579
All-Day Pay	0	22	0	22
Unrestricted (Free)	4	286	617	908
Total	150	584	1,239	1,973

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

Speed environment

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

Raised platforms

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

Proposed kerbing

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

Cycle lane width

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

Street trees and landscaping

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

Parking space time limits

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

CDHB Antigua Street Carparking Building

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

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

2. Antigua Street Footbridge Comments

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

Edward Griffiths

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

07 March 2022

Canterbury

District Health Board

Te Poari Hauora o Waitaha

Submission on Antigua Street Cycle Improvements

To: Christchurch City Council

Submitter: Canterbury District Health Board

Attn: Rosa Verkasalo
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140

Proposal: The proposed design of the new cycleway focuses on safety and accessibility for all users along Antigua Street including cyclists, pedestrians, local businesses and the Metro Sport facility.

SUBMISSION ON

Details of submitter

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

Details of submission

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

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

Submission #45189

General comments

7. The CDHB strongly supports the development of good quality active transport infrastructure for cyclists of all levels, which is known to encourage physical activity and be beneficial to population health.
8. The Antigua Street cycleway connection will be valuable to provide a safe link between a busy cycleway, Quarrymans Trail, to the central city. In addition, the developments to the Antigua Street footbridge will improve safety for pedestrians and cyclists.
9. Over 160 000 cyclists used Antigua Street in the past 12 months (January 2021-January 2022)², this being a major route not only to the central city, but also to the central CDHB health services. The CDHB supports the proposed cycleway as it improves access to safe cycleways for staff working at both the Christchurch hospital campus and Te Papa Hauora Health Precinct.
10. As this cycleway will intersect with other major cycleways, the CDHB recommends that there is consistency in wayfinding signage throughout the cycle network. This will help people navigate around the city and encourage use of the cycleways.

Specific comments

11. The CDHB supports use of wide separated one-way cycleways on each side of Antigua Street from Moorhouse Avenue to St Asaph Street, as this allows for a fully separated facility for cycles which maximises safety.
12. The CDHB supports proposed traffic calming measures via use of a speed reduction to 30km/h, road markings and the raised platforms outside 230b Antigua Street and 184 Antigua Street.
13. The CDHB has concerns about the loss of parking along Antigua Street which enables access to the nearby health services for both patients and staff. Therefore, the CDHB requests further details around the number of parks lost due to this redevelopment and how and who these parking spaces are currently being utilized by.

² Christchurch City Council. 2022. Christchurch City Council Counts.

<https://app.powerbi.com/view?r=eyJrIjoIMmVjMTg3MjM0MjMjA0MCO0NWVmLTkxODgtNGM4ZWE2ZWVhNGNmlwidCl6jQ1Yzk3ZTRILWJKOGQtNGRKYy1IZDZILTKNjJkYWEyYTAxMSIsImMlOjEwfwQ%3D%3D>

Submission #45189

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

Conclusion

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

Person making the submission



Dr Anna Stevenson
Public Health Physician
Medical Officer of Health

Date: 15/03/2022

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