

Individuals: Worcester St Cycleway To be heard

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
45107	<p>As a progressive developer in the Linwood Village area, I support making the neighbourhood more cyclable and walkable.</p> <p>Many cyclists are upset by sharing the road at all, but having cycle commuted for 35 years including major world cities (like London for 10), I think you've got it right with this model on this stretch at this time. I strongly believe that when we drop the speed to 30kmph we should be encouraging the mingling of modes. More needs to be done in NZ to protect the vulnerable when sharing space with vehicles, which the UK has recently introduced very successfully using a very smart combination of strategies (https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022), defining rights, rules and expectations. The obscurity and confusion around this in NZ continues to cause a lot of tension, which we're currently seeing following the recent roundabout death. So sharrows by themselves are an inadequate solution (as is any paint on the road), but in this case, and for now, I believe they are the right next step solution, encouraging sharing, and we should all work to introduce better behaviours and legislation to make it more acceptable and safer. Locally and immediately, it's a communication issue that is much bigger than just a cycle issue. It's a healthy and liveable streets issue where some streets must be prioritised for non-vehicles. In these spaces we need to prioritise people over cars. I hope you can move the message beyond being about cyclists - it's killing the conversation. This is about all of us.</p> <p>Honestly my ideal scenario for this stretch would be a paved and entirely shared space, with so much walking and cycling that vehicles just passing through would choose other routes. The eastern headed cycleway then starts as a dedicated "motorway for cycle commuters" at the Village.</p> <p>I'd like to see Worcester St as part of a walkable/cyclable network connecting inner city neighbourhoods. This is the other use case which many don't consider when they think of cycleways in the motorway model with the primary purpose of getting cycle commuters to the outer suburbs. They have a local use too, and importantly connect inner city neighbourhoods to the CBD.</p> <p>I intend to use cargo bikes for supply and delivery with my Linwood Village development, and this will be a primary route. I want to see people walking down this route to the stadium after eating dinner in the Village. Your vision does support my vision. Stanmore Road, is a greater problem.</p> <p>Stupidly I think I failed to tick the hearings box for the Linwood Village submission. I was in a hurry and it was late. So I'm ticking this one. If I did tick the other one, then I don't need to speak for this one, unless you believe there's value. Thanks.</p>	Matthew Talbot	Linwood
44892	<p>Kia ora</p> <p>As a resident on Worcester Street I appreciate the proposal to make the street safer for cyclists. It is a busy cycling street already and it will get much busier in the future.</p> <p>As this is the start of the Rapanui Cycleway I would love to see similar landscaping that has already been applied between Fitzgerald Avenue and Stanmore Road. See photos attached. The islands of plantings for example make the street look and feel safer and give the neighbourhood a nice feeling. My concern is that the current plan is just the bare minimum and the start of the cycleway will not seem as impressive or inviting when coming from the city centre. This is also a neighbourhood with lots of families living in apartments who would really benefit greatly from pedestrian friendly and well planted street.</p>	Tessa Peach	Christchurch Central
45014	<p>This is a crap design if one can call it that. its merely paint markings and doesn't go far enough to ensure the safety and protection of cyclist who use the route. it shows that designer do not understand the existing layout and how cyclists use it at present. The street is wide enough before latimer square to have a separated cycle lane and not significantly impact on street parking. More must and should be done</p>	Dominic McKeown	Linwood

Streets for People

A greater vision for Stanmore Village putting People first.

Prepared by SBLENDED
For the Linwood Village Community Collective
28 Feb 2022

A map of Christchurch, New Zealand, showing the central city area. The map is overlaid with a grid of streets. Several areas are highlighted in orange and yellow, indicating walkable zones. The orange areas are primarily in the central and eastern parts of the city, while the yellow areas are more extensive, covering a larger portion of the central and eastern regions. The text "The CHCH inner city east neighbourhood **should** be highly walkable." is overlaid on the map. The text "It's 5 minutes walk to shops in the inner circle." is overlaid on the orange areas, and "10 minutes from the outer circle." is overlaid on the yellow areas.

The CHCH inner city east neighbourhood **should** be highly walkable.

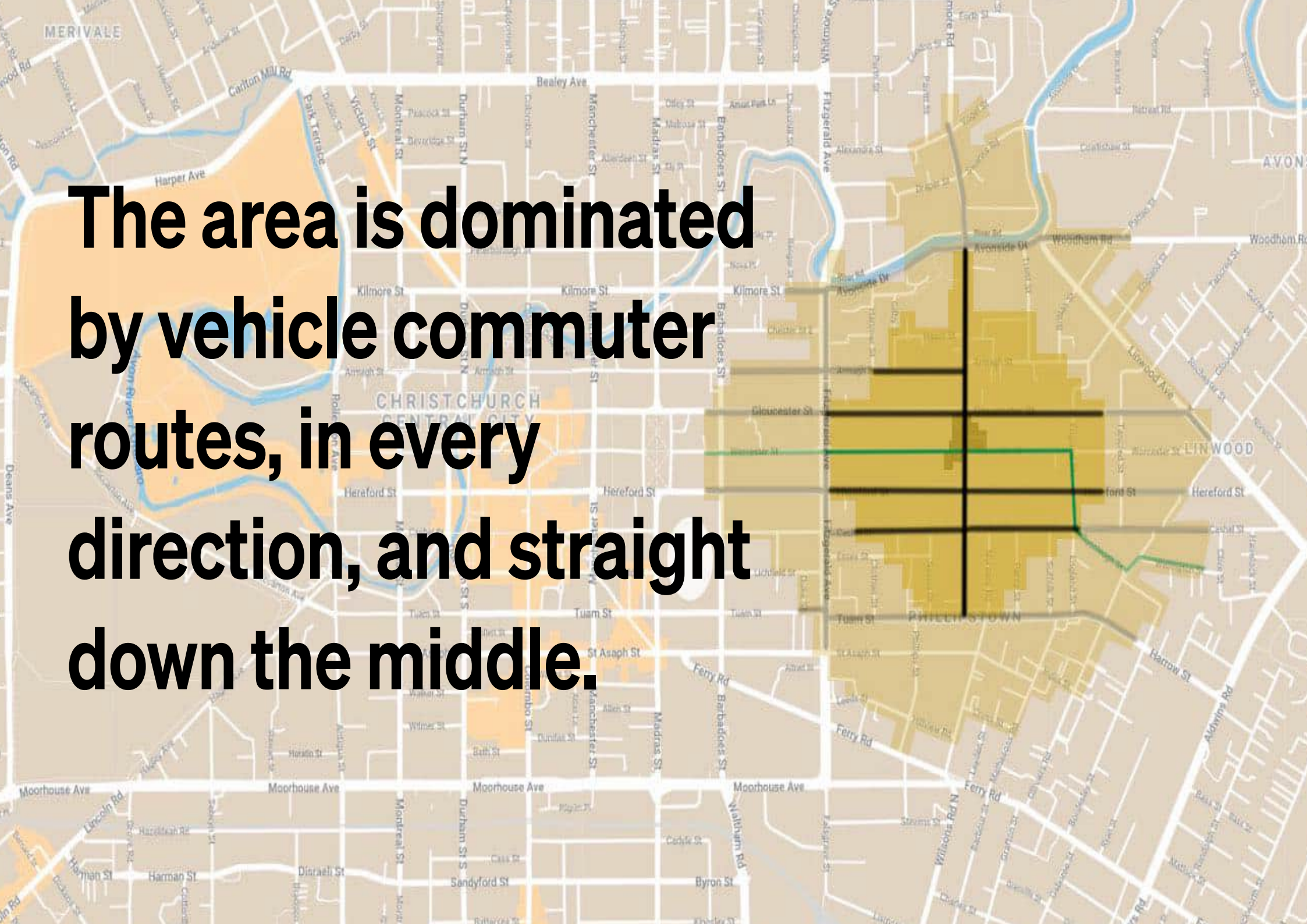
It's 5 minutes walk to shops in the inner circle.

10 minutes from the outer circle.



But locals drive 1-2 blocks for the milk.

Because Stanmore Road has a reputation for crime and intimidation. It's not walkable at all.

A map of Christchurch, New Zealand, showing the central city and surrounding areas like Merivale, Avondale, and Linwood. A yellow shaded region covers the central city and extends eastwards. A thick black line runs vertically through the center, and a green line runs horizontally across the middle of the yellow area. The text 'The area is dominated by vehicle commuter routes, in every direction, and straight down the middle.' is overlaid on the map.

**The area is dominated
by vehicle commuter
routes, in every
direction, and straight
down the middle.**



**Most traffic is passing through.
And driving people away.**



Meanwhile, the rest of the world has caught on to the value of shared streets and walkability in neighbourhood hubs - putting people before cars.

The result: people return.



**The Streetscape Plan
slows traffic to 30, but
‘won’t reduce traffic by
more than 10%’ (according to a
senior traffic engineer I talked to)**

An aerial photograph of a street intersection, likely in a suburban or urban area. The map shows a grid of streets with various labels. A large, bold, black text overlay is centered on the image. The text reads: "The Streetscape design is not a walkable street or a healthy street. It's a drive-thru 'Village'. It's cars before people. It fails to make a desirable space for People. Attracting tenants for quality development becomes next to impossible." The background map shows a street intersection with labels for "Worcester" (vertical), "Stammore" (horizontal), and "Linwood Village" (vertical). There are also labels for "384", "391", "393", "395", "85", "89", "96", "95", "97", "101", "HIPPARD'S BUTCHERY", "LINWOOD VILLAGE PHARMACY", "ASIAN MART", "Paving to Rem", "M/C", "P10", "P60", "P10", "P10", "P10", "STAMMORE FISH & CHIPS", "TAXI STAND", and "KEY". There are also some small icons of cars and trees on the map.

The Streetscape design is not a walkable street or a healthy street. It's a drive-thru "Village". It's cars before people. It fails to make a desirable space for People. Attracting tenants for quality development becomes next to impossible.

A map of Christchurch, New Zealand, showing the central city and surrounding areas. The map is overlaid with a grid of streets. A large orange-shaded area covers the central city, including the area around the harbor. A yellow-shaded area covers the surrounding areas, including the areas around the harbor. A green line runs vertically through the center of the map, passing through the orange-shaded area. A red line runs horizontally across the middle of the map, passing through the orange-shaded area. The text "Stanmore Road should be prioritised for people." is overlaid on the map in a large, black, sans-serif font. Below this, the text "An inner city neighbourhood hub that promotes a village feel demands EPR mode shift targets." is overlaid in a smaller, black, sans-serif font. The map includes labels for various streets and areas, such as "MERIVALE", "CHRISTCHURCH CENTRAL CITY", "LINWOOD", and "PHILIPSTOWN". The harbor is visible on the left side of the map. The overall tone of the map is light brown and tan, with blue lines for the harbor and green lines for the highlighted areas.


Stanmore Road should be prioritised for people.

An inner city neighbourhood hub that promotes a village feel demands EPR mode shift targets.

A map of Christchurch, New Zealand, showing the central city and surrounding areas. The map is overlaid with a grid of streets. A large orange-shaded area covers the central city, including the area around the harbor. A yellow-shaded area covers the surrounding areas, including the areas around the harbor. A green line runs vertically through the center of the map, passing through the orange-shaded area. A red line runs horizontally across the middle of the map, passing through the orange-shaded area. The text "Stanmore Road should be prioritised for people." is overlaid on the map in a large, black, sans-serif font. Below this, the text "An inner city neighbourhood hub that promotes a village feel demands EPR mode shift targets." is overlaid in a smaller, black, sans-serif font. The map includes labels for various streets and areas, such as "MERIVALE", "CHRISTCHURCH CENTRAL CITY", "LINWOOD", and "PHILIPSTOWN". The harbor is visible on the left side of the map. The overall tone of the map is light brown and beige, with blue lines representing the harbor and water. The text is in a clean, modern font, making it easy to read against the map background.

Stanmore Road should be prioritised for people.

An inner city neighbourhood hub that promotes a village feel demands EPR mode shift targets.

A map of a city area, likely in the UK, showing various streets and neighborhoods. The map is overlaid with a grid of streets. A large area in the center-right is highlighted in yellow, indicating a specific urban area. A green line runs horizontally across the middle of the map, and a black line runs vertically through the center. A small orange line segment is visible on the vertical black line. The map includes labels for various streets such as Bealey Ave, Kilmore St, Hereford St, Moorhouse Ave, and others. Neighborhoods like Merivale, Avonside, Linwood, and Phyllis Town are also labeled. The River Don is visible on the left side of the map.

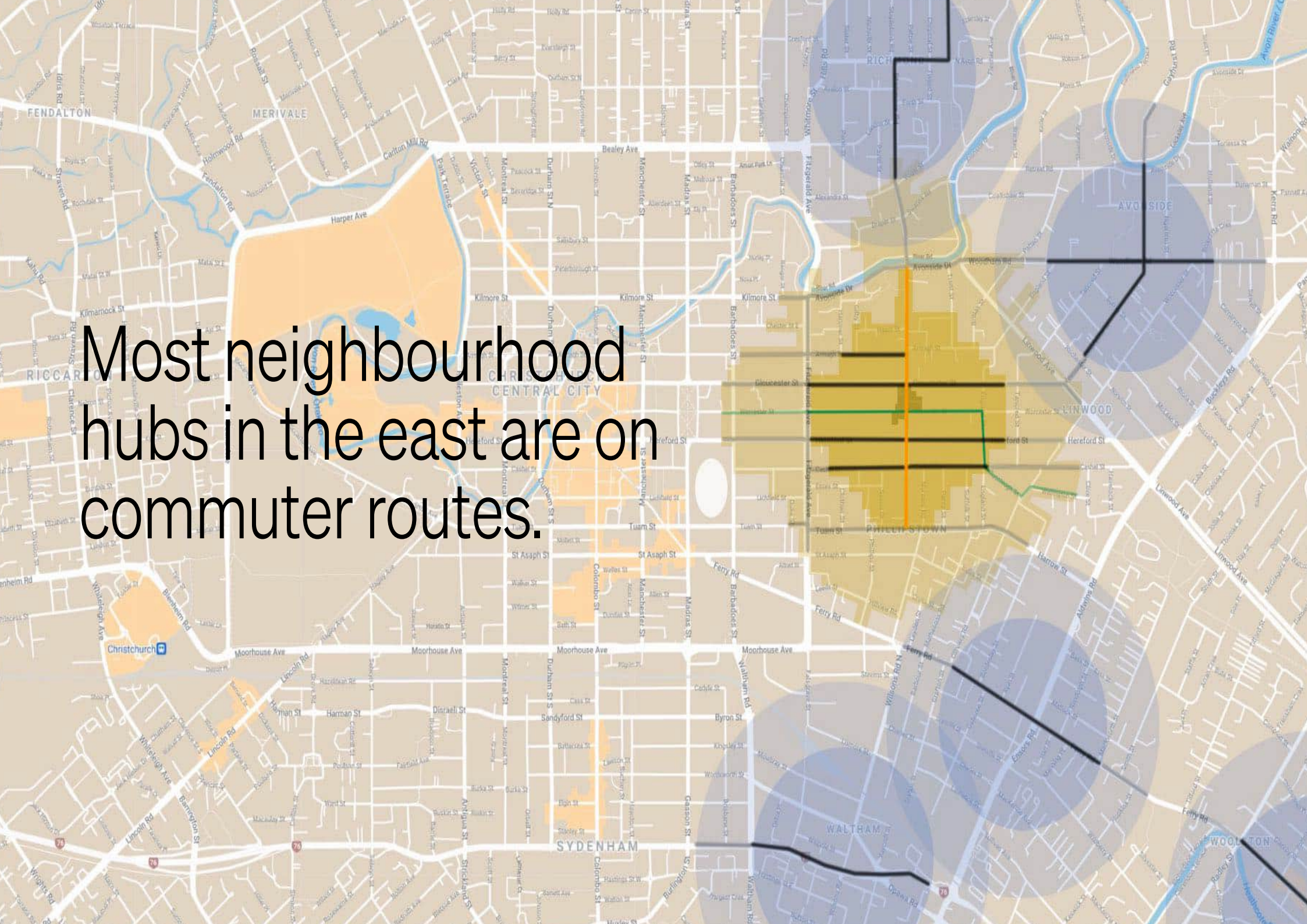
Walkable streets is the simplest way to prioritise people, even if it's two blocks to begin with.

The area deserves a **strong vision.**

A detailed street map of the Woolston and Sumner areas in Christchurch, New Zealand. The map shows a grid of streets with various labels. A large orange-shaded area covers the central part of the map, representing the 'different model' mentioned in the text. A green line and a black line are drawn across the map, indicating arterial commuter routes. The text 'Woolston and Sumner Streetscapes are a different model.' is overlaid on the left side of the map.

Woolston and Sumner
Streetscapes are a
different model.

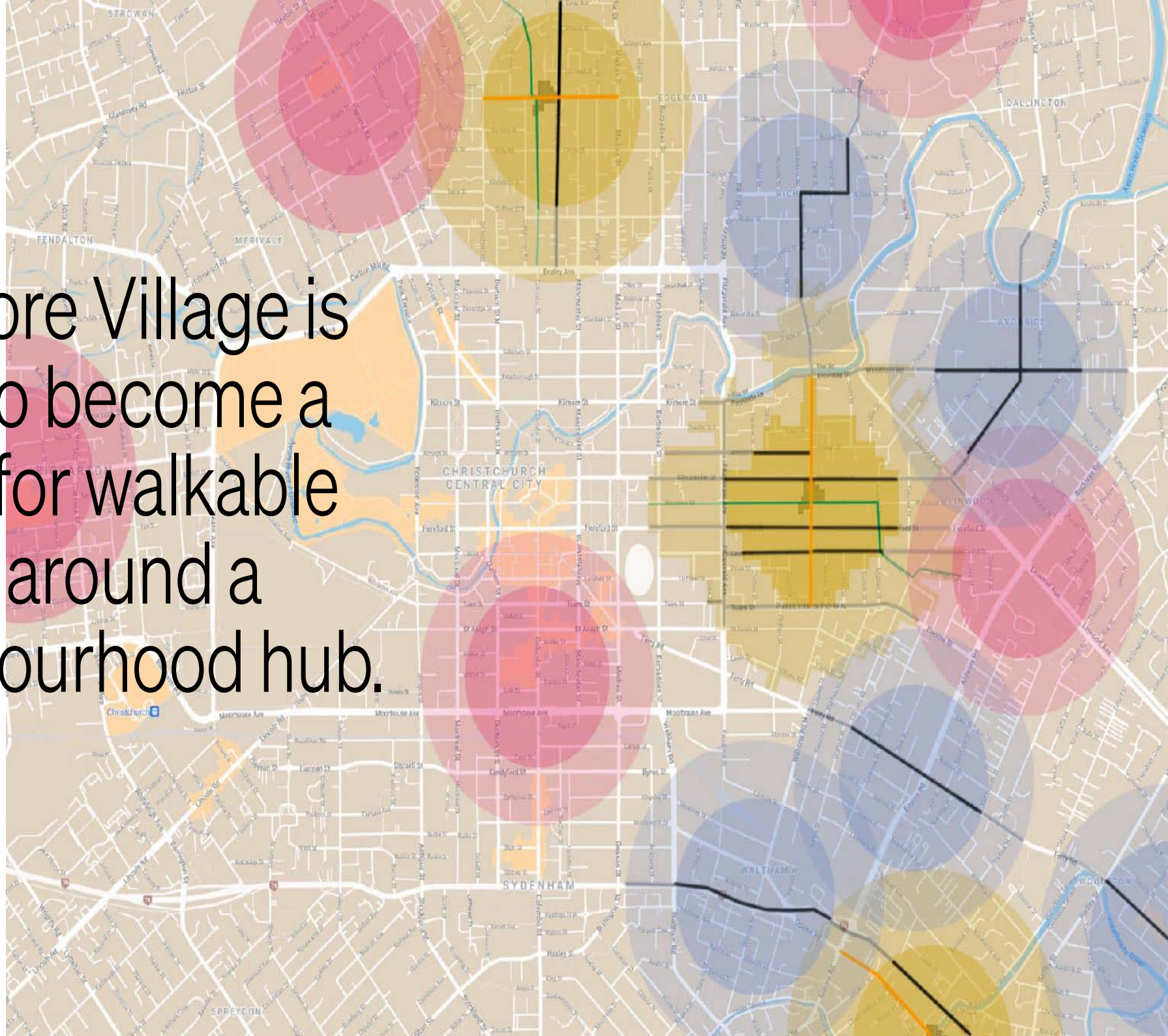
Both main streets follow
arterial commuter routes.

A detailed map of Christchurch, New Zealand, with various neighborhoods highlighted in different colors: Fendalton (orange), Merivale (light orange), Riccarton (light orange), Central City (light orange), Avon Side (blue), Linwood (blue), Hillierstown (blue), Waltham (blue), and Woolton (blue). Major roads are shown in white, and the Avon River is in blue. A network of black lines represents commuter routes, with a prominent vertical orange line running through the center-right of the city. A green line forms a loop in the central-eastern part of the city. The text "Most neighbourhood hubs in the east are on commuter routes." is overlaid in large black font on the left side of the map.

Most neighbourhood
hubs in the east are on
commuter routes.

[illegible]

Stanmore Village is
ready to become a
model for walkable
streets around a
neighbourhood hub.





But the neighbourhood
can only thrive if Stanmore
Road is prioritised for
people.





Organisations: Worcester St Cycleway

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb	Organisation
45213	Please read our submission - as attached in a separate document	Chris Abbott	Sumner	Spokes Canterbury Secretary and Submissions Convenor

Spokes Submission to CCC on Worcester Street cycleway connection
<https://ccc.govt.nz/the-council/haveyoursay/show/488>

Introduction

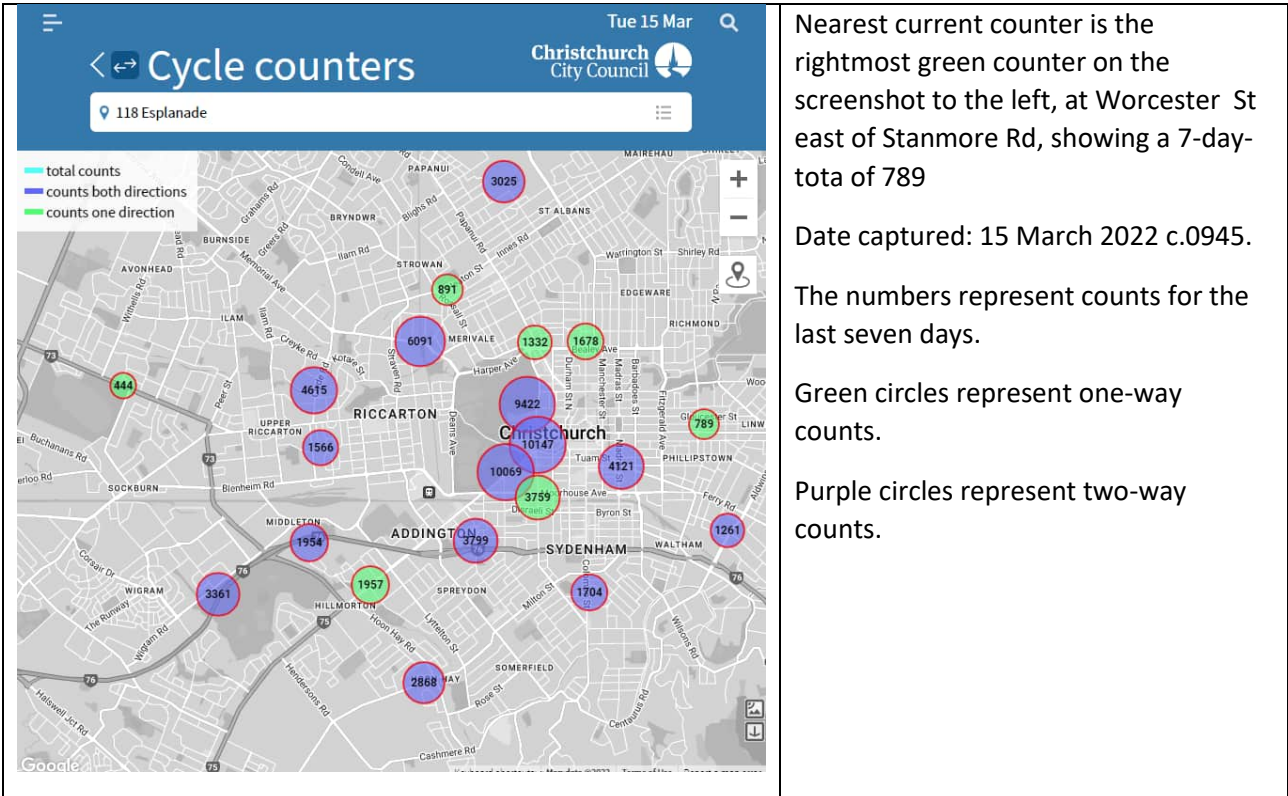
Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch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

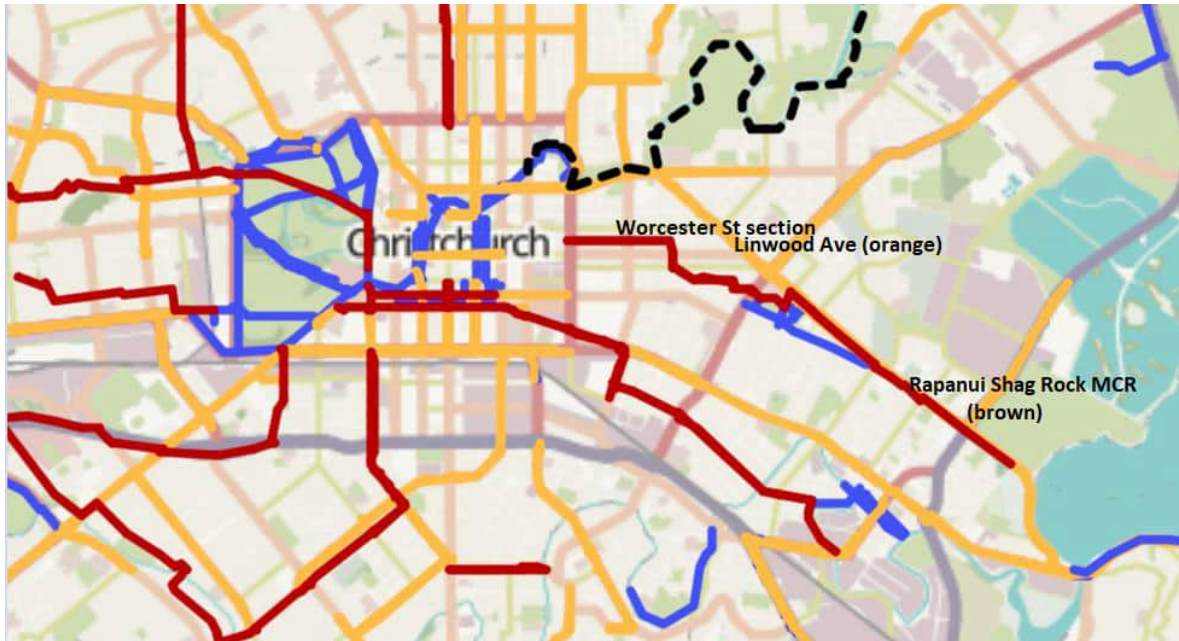
We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer’s report or similar document(s) we would appreciate a copy(s).

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

Background

The proposed changes to Worcester Street are planned for what is a quiet road in terms of vehicle traffic, but already used for over 100 cyclist trips per day (789/7) and other unmeasured active transport users. This route links the Rapanui - Shag Rock MCR with the Christchurch CBD. The closest cycle counter on Worcester St just east of Stanmore Rd currently reports over 100 cycle movements a day on average, 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>





The proposed Worcester Street cycleway connection will extend a relatively safe route for cyclists entering the Christchurch CBD via the Rapanui Shag Rock Cycleway. It will continue the “Worcester St section” shown on the above map into Manchester St and the Christchurch CBD. Spokes appreciates that crossing Fitzgerald Avenue is controlled by a cycle-specific set of traffic lights, Spokes asks that

- 1) CCC consider more narrowed points along the route. Spokes notes that there are six narrow traffic-calming measures in Worcester St between Fitzgerald Ave and Stanmore Rd, a distance of just over 500m. At these points the road narrows and there is a gentle speed bump. But, excluding Latimer Square, there is only one traffic calming measure in the whole c.600m length of Worcester St between Latimer Square and Fitzgerald Avenue, a speed hump outside 242 Worcester Street. There are light-controlled intersections at Barbadoes St and Madras St/Latimer Square. While it may not be intended the message to motorists will be that this section west of Fitzgerald Ave can be traversed much faster than the sections east of Fitzgerald Ave. The subliminal message is at variance to the posted and practical speed limit of 30kph.
- 2) CCC align and smoothen the entries into Latimer Square with the on-road cycle lanes leading to the intersection. Current plans show wide deviations and significant bumps needed to traverse Latimer Square.
- 3) Install a pedestrian crossing for those proceeding along Huanui Lane and crossing Worcester Street. It is important that safety is demonstrated to be top priority.

Kind Regards, Chris Abbott
Secretary & Submissions Convenor, Spokes Canterbury
secretary@spokes.org.nz
www.spokes.org.nz
Cell: 021 654 344

Submitted online at <https://www.ccc.govt.nz/the-council/haveyoursay/show/488> by Chris Abbott on 15 March 2022 just before 2200.

Organisations: Worcester St Cycleway Not to be heard

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Organisation
45147	<p>Good afternoon Samantha,</p> <p>I have recently been appointed Chairman for Canterbury/West Coast Automobile Assn District Council. We are responsible for over 140,000 motorists in our catchment. As you will be aware, we are responsible for mobility in all forms and not just motorists.</p> <p>My Council is supportive of the proposed Worcester Street proposals on the table. It will benefit all road users and make cycling into and from the city safer too. The proposed speed limit changes are acceptable to us also.</p> <p>Although primarily living at Lake Hood, my wife and I have recently moved into our new apartment in Worcester Terraces...as our city base. Since we overlook Worcester Street, I have been able to study traffic flows in all forms over the time we are up in the city. Helpful when trying to make an educated decision!</p>	John Skevington	Canterbury/West Coast Automobile Assn District Council. Chairman

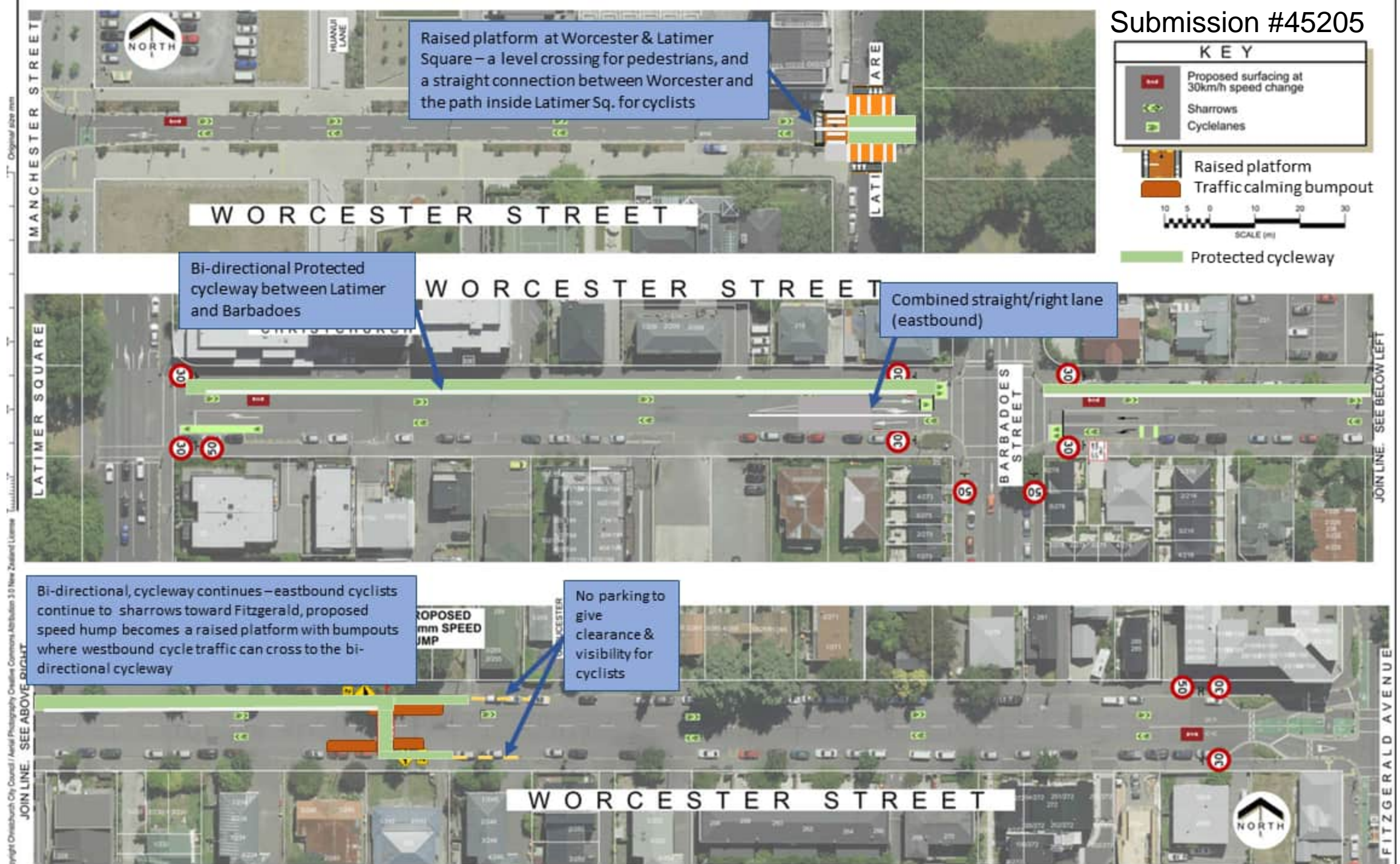
Individuals: Worcester St Cycleway

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
45217	<p>Overall, I support the proposal, but have some concerns. I don't believe the proposed changes will have a significant impact on reducing vehicle volumes on this corridor, which will be necessary if it is to be a formal greenway. Given this, can a modal filter please be investigated for this section of Worcester St, whether it is located mid-block or otherwise.</p> <p>Ideally, however, I would like to see the scope of this project changed, to be something more akin to Ferry Rd. The road is the same width, similar length, has virtually identical intersection treatments due to the one-way system, and it wouldn't need the associated bus stop infrastructure either. Please see the attached concept drawings.</p>	Adam Lines	Clifton
45212	<p>Thank you CCC Staff and those Councillors that are helping to make our streets safer. In times when fossil fuels are increasing in cost and are continuing to damage the planet, we need to provide people the choice of using sustainable transports. This will only happen if the environment for cycling is made safer. The cycleway program has delivered great results so far, lets see it continue to connect, and continue to deliver great results.</p> <p>For this work on Worcester Street I am happy with the improvements. However, sharrows and 30km/h safer speeds do take some time for people to get used to. Initially some people biking do not feel comfortable moving out into the lane (and unfortunately may still ride in the door zone). Similarly some drivers will exceed the speed limit and put pressure on people biking.</p> <p>Therefore, alongside this project can there please be education about sharrows and safe speeds. Can this also be monitored and if there are issues identified then potentially investigate further traffic calming and enforcement if necessary. Note though, if enforcement is regularly required then generally it means the design needs improvement.</p> <p>Finally, I know this is outside the scope, but recently there has been misinformation/disinformation in relation to cycleway funding posted on social media. It would be appreciated if the small number of Councillors that are intentionally misleading the public and please stop - we don't need that rubbish in society. Thank you to the Councillor that took the time to respond with the facts.</p>	Allan Taunt	Redwood
45208	<p>I am a confident cyclist, but acknowledge that not everyone is as confident, and safe cycling infrastructure is necessary to encourage mode shift. Safe cycling infrastructure also create more livable streets where people can congregate, rather than a space entirely dominated by motorised vehicles, whether parked or moving.</p> <p>I fully support the reduction of the speed limit to 30 km/h, but there are not enough speed humps or other reminder for motorists that this is a shared slow speed area. Please include more speed humps, planter boxes with greenery to narrow the road space, coloured paint to bring joy and attention, raised paved crossings for pedestrians and to encourage slower speeds.</p> <p>Please consider making the parking time-restricted or resident-only (permit required).</p> <p>Please do a public messaging campaign to educate motorists about sharrows, as many still don't know what they are or how they operate. Alternatively, please install separated cycleways so people of all ages and abilities can safely navigate this new section - the vital missing link.</p>	Fiona Bennetts	Harewood
45207	I am in favour of these changes with the addition of a cycle/pedestrian crossing at Huanui Lane	Anne Scott	
45205	<p>Kia ora koutou</p> <p>I'm excited to see that there are plans to link the Rapanui Shag Rock Cycleway with the city centre. This corridor provides a vital link between some of our most deprived neighbourhoods and opportunities, amenities and activities within the central city. While I support reducing the speed limit to 30km/h, the proposed speed hump and sharrows do not adequately meet the aim of increased safety for everyone.</p> <p>Worcester St is a local road, but its current layout does not implicitly convey this classification, especially in the stretch between Fitzgerald and Latimer Square. It's a wide street with long, straight sight lines. More than a single speed hump is needed to improve safety for people using all modes. A better safety intervention, and a way to implicitly signal that this is a low speed local road, would be to include traffic calming features that interrupt the sight line and narrow widths, such as bump/bulb-outs and plantings.</p> <p>Related, sharrows are a lower-cost 'easy' installation for cycling, but they are not an acceptable intervention for improving cyclist and driver safety on a street where widths would allow a separated cycling infrastructure treatment – research has shown sharrows are lower performing in both attracting more cycling activity and improving safety when compared to bicycle lanes [1,2].</p>	Lindsey Conrow	Christchurch Central









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	<p>This sharrow treatment appears especially low-effort in comparison to other cycleways that shuttle cyclists into the central city, such as Antigua/Quarryman's (and especially considering the upgrades currently proposed there...) and Ferry Road. Ferry Road in particular is a good example of a lightweight intervention that provides attractive, safe, separated infrastructure.</p> <p>To improve safety and the streetscape's attractiveness, alongside equity in access, I have a number of suggestions to upgrade Worcester St (image attached):</p> <ol style="list-style-type: none"> 1. Install a raised platform at Worcester and Latimer Square (western side) – this will provide a level crossing for pedestrians, slow traffic at this potential conflict point, and can provide a straight connection between Worcester and Latimer Square for cyclist, which improves on the current dogleg paths that connect this link. 2. Install a bi-directional protected cycleway between Latimer Square (eastern side) and the block between Barbadoes and Fitzgerald. If located on the eastbound lane of Worcester, this will avoid turning conflict points with cars entering Barbadoes from Worcester. The eastbound traffic lane at Barbadoes can be shifted to a combined straight/right lane, and parking can be removed if additional widths are needed. Without car parking on the eastbound side of Worcester, a lighter-weight separation can be used, like the wave delineators on Ferry Road. 3. Rather than a speed hump, install bulbouts with a raised crossing platform at the same location of the proposed speed hump. This bulbout/platform would serve as A) the crossing point for single direction (westbound) cycle traffic to join the two-way cycle lane (eastbound cycle traffic continues towards Fitzgerald, cutting behind the bulbout and joining the proposed sharrows leading to Fitzgerald – similar to the treatment on MacKenzie Ave on the Heathcote Expressway) and B) a traffic calming feature that also breaks up the straight sight lines on this segment of Worcester. <p>In considering these and similar suggestions, Council can redesign the streetscape to be safer for everyone, enable mode shift and thus realise the knock-on benefits of increased cycling activity. This will also improve equity in access for some of our most deprived areas in Christchurch.</p> <p>[1] Ferenchak, N. N., & Marshall, W. (2016). The relative (in) effectiveness of bicycle sharrows on ridership and safety outcomes (No. 16-5232).</p> <p>[2] Ferenchak, N. N., & Marshall, W. E. (2019). Advancing healthy cities through safer cycling: an examination of shared lane markings. International journal of transportation science and technology, 8(2), 136-145.</p>		
45184	<p>It would be great to have more planting of trees down the street. More landscaping too would look great and keep the street in keeping with the other parts of the Worcester St cycle way.</p> <p>I love the idea of continuing the cycle way. We cycle all the time so this will be really helpful.</p>	Emma Fitts	Christchurch Central
45174	<p>Thank you for the opportunity to make a submission on CCC's Worcester Street cycleway connection proposal (Feb 2022).</p> <p>The CCC states that to make it safer for everyone, the following changes are proposed between Fitzgerald Avenue and Manchester Street:</p> <ul style="list-style-type: none"> * 30km/h speed limit - between Latimer Square and Fitzgerald Avenue * New speed hump outside 242 Worcester Street * New painted sharrows on the road <p>My submission contends that the proposed changes do not greatly improve what is currently a poor cycling connection from the Central City to Linwood and the excellent Rapanui Shag Rock Cycleway. Also, the proposed changes do not appear to match the ambition, quality and implementation of other key parts of the Rapanui Shag Rock Cycleway, especially the excellent Worcester Street/Fitzgerald Avenue crossing.</p> <p>Painted sharrows, a number of painted cycle lane sections, and a single speed hump do not seem to be a substantial improvement to the existing Worcester Street cycling infrastructure between Fitzgerald Avenue and Manchester Street.</p> <p>The proposal also does not appear to take into account a future increased residential population within the Central City, especially upcoming residential developments in the East Frame. If "Project 8011" - the CCC's residential programme for the Central City - is to achieve its purpose of encouraging more people to make the Central City their home, then we</p>	Fraser Graham	



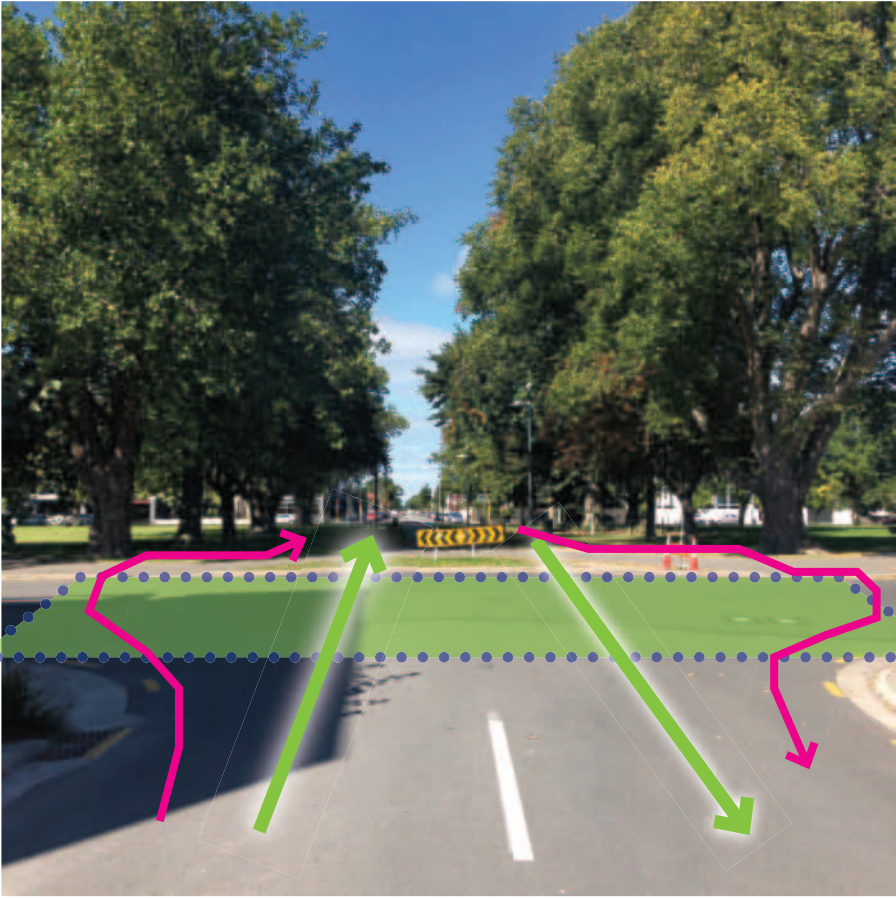
LOOKING WEST FROM LATIMER SQUARE

- Currently awkward to cycle from Latimer Square up Worcester Street.
- The proposed changes do not address this uncomfortable route.
- An offset layout encourages cyclists to use the footpath along Worcester Street rather than the road. Perhaps not a bad thing if it's a shared footpath, but is that the intention?
- How will the proposed sharrows improve this route and cyclist safety?
- How will sharrows help cyclists at this intersection in an area forecast to be denser and busier?



LOOKING WEST FROM LATIMER SQUARE

- Could the cycleway be aligned with Worcester Street itself?
- A raised crossing on a quiet street would cater for future residents, pedestrians, visitors and cyclists, and would better connect the central city to Linwood and the Rapanui Cycleway.
- For a higher quality inner city residential, commuting and cycling experience wouldn't this be a better option? How would adding sharrow markings to the existing layout achieve this?



LOOKING EAST FROM WORCESTER STREET TO LATIMER SQUARE

- Reiterating the awkward layout of the intersection for cyclists.
- How will sharrows make it better and safer for cyclists?
- Why not build a high quality, safer cycling infrastructure that will also benefit future residents of the East Frame's high density living, rather than mainly benefit vehicle traffic?



Latimer Square crossing at Madras Street looking east...

- This cycle stopping point could definitely do with markings
- This crossing is also a natural desire line for pedestrians, but no crossing exists for them.
- If *Project 8011* - the CCC's residential programme for the Central City - is to achieve its purpose of encouraging more people to make the Central City their home, then we need to properly implement better and more accessible cycling and pedestrian infrastructure.



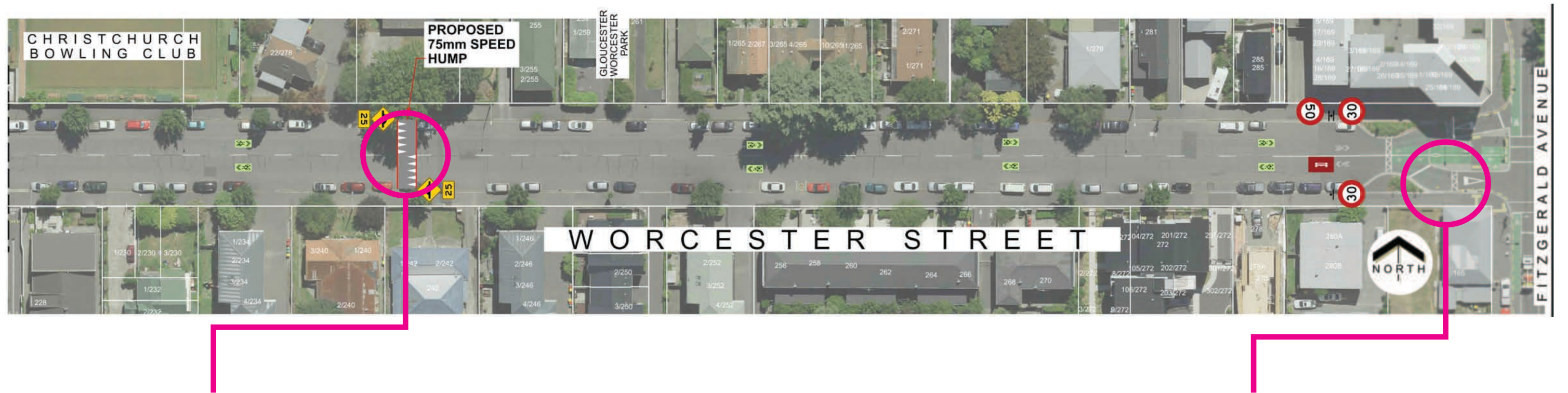
Worcester Street and Madras Street intersection looking east...

- Parked vehicles regularly encroach upon this bike lane stopping point.
- The proposed markings will help define the space better but perhaps consider removing the car parking spaces which really constrict the space here. This would allow for a wider cycle lane plus a wider vehicle lane exiting Worcester Street.



Road surface quality on the block between Madras Street and Barbadoes Street...

- Most of the road surfacing in the Worcester Street block between Madras and Barbadoes is of poor quality. Sharrow markings will not address this issue. Is resurfacing planned?
- As a cyclist, this block of Worcester Street feels busier with faster traffic than the adjacent blocks. The proposed 30km/hr speed limit will help but the current road surfaces means staying to the left is an uncomfortable ride at times.
- Potentially this is the block that needs traffic calming at each end, to help enforce the new speed limits for vehicles exiting on to Worcester Street from Madras Street and from Barbadoes Street (both one-way systems where vehicles exceed the existing 50km/hr speed limits).



Worcester Street looking east from Fitzgerald Avenue

- A proposed speed hump is all well and good but if you want to enforce a reduced 30km/hr speed limit would be better to also have some traffic calming measures at each end of the block (i.e. for traffic turning in from Fitzgerald Avenue and from Barbadoes Street)?



Worcester Street looking west towards from Fitzgerald Avenue...

- I love this intersection when cycling.
- I have been caught out a few times cycling west when a car has turned into Worcester Street from Fitzgerald Avenue and not wanted to merge properly. I'm not if further traffic calming measures are possible or practical wondered what other cycleway users' experiences were like at this junction.
- As a cyclist you still need to have your wits about you. Several times drivers have gone straight through the red lights when I've had the green light. A bit chastening. But I do like what CCC has done here. Thank you.

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	<p>need to properly implement better and more accessible cycling and pedestrian infrastructure, rather than continue to privilege motor vehicles.</p> <p>Of key concern is the missed opportunity to better integrate Latimer Square with the Worcester Street cycleway.</p> <p>Please see attached document.</p>		
45164	I use this cycleway most days on my commute between Sumner and the University of Canterbury. The proposed additions are welcome, but do seem like the most basic possible changes to address safety for everyone. Two things that I'd like to see are: 1) there's a small dogleg turn that cyclists have to make on the westernmost boundary of Latimer Park before crossing Latimer Square Rd. onto Worcester st. It would be much better to have a straight shot across Latimer Square without that little dogleg turn. To make it safer for cyclists, a raised platform could be installed at Latimer Square/Worcester to get motorised vehicles to slow down and allow cyclists to cross. 2) the induction loops are placed poorly along this route, meaning that cyclists have to wait for long periods of time prior to the lights changing. In many cases, the induction loops fail to pickup the passing bikes, so I'm left pushing the beg button. Getting the lights to change automatically when cyclists are approaching would make a big difference. Currently the lights to cross Worcester at Barbadoes are the worst for this (though all lights along Worcester suffer from the same problem).	Justin Morgenroth	Clifton
45163	As a homeowner of Worcester Street adjacent to these works I am disappointed that the changes do not go further. As a connection of a major cycle route I would like to see these go further like the section of Worcester Street East of Fitzgerald Ave or the stretch of Antigua Street being currently consulted on: http://www.ccc.govt.nz/the-council/haveyoursay/show/487	Cameron Bradley	Yaldhurst
45146	<p>Submission received over the phone: I am not an anti-cyclist as I am a cyclist, motorist and resident. There should be more severe speed humps along the route than just the one proposed.</p> <p>[REDACTED]</p>	Dave Dickson	Christchurch Central
45130	<p>as Christchurch rates payers, you have asked us to participate in the decision about speed, about bumps and about be spoken cycleway connection.</p> <p>I am doing just that, although you have already decided and made up your mind, you have not taken in account that the 36 flats, 76 people coming in and out of the building at least twice a day, at 169 Fitzgerald avenue ,have a garage entrance on Worcester St and is most inconvenient to have to have to turn around on Fitzgerald Ave. just so a very few cyclists can cross the road safely.</p> <p>About safety, you know very well that there are a number of cross lights in the centre which slow the traffic and car speed. The decision to slow down the speed to 30km an hour does not help the safety issue, it only makes people not want to go into town. ChCh centre was already dying out before the hearth- quake. Apart from the lunch hour rush of people working in the offices, there was and there is no people around, mainly is the difficulty to get there without having to stop three thousand times at cross lights and then having to pay a pretty stiff parking fees.</p> <p>People just would rather go to a shopping Mall, with free parking and weather control. When I am in the centre I prefer walking, at time rather daunting as there are no people around, and it does not feel safe. I very rarely come across bikers and I never ever seen anyone crossing at Worcester St Cycleway connection.</p> <p>I have spoken with tradesmen, they find it very frustrating reaching the centre for both reasons, parking and slowing down. Both a great loss of precious time. They would not be able to bike with their tools anywhere and when they get at destination, if they are called in to attend repairs to one of the new apartment block, there are no parking.</p> <p>It is clear to me, that you have made up your mind that everybody in the centre of town should use a bike, not taking account older people, families with children who need to go to school, ambulances, fire brigade, and the huge numbers of tradesmen and builders who are working in town, they cannot do without a car. Plus the inhabitants of the centre of town, who have to reach their work place, go to supermarkets.</p> <p>I think is a bit premature to impose speed restrictions, in the centre of town especially when it is still pretty much a building site. If you wish to encourage safe cycling , and safe crossing, you should build over passages, and or under passages, and above all plan for them in the new subdivisions, which seems to be carried out without any proper planning and therefore subject to the same shortcomings of an old urban vision, instead of learning from other futuristic urban plans, which provide wide roads, over passages, small electric buses, trains and undergrounds.</p> <p>Roads in Christchurch were build for cars, the streets are narrow, do not allow for bespoke cycles ways, the rate payers money was spent for this, there are foot paths, that are not being used.</p>	Cristiana Mitchell	

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	<p>As far as my experience, there are very few cars crossing Worcester St.</p> <p>Finally, I think you should review the building law, which came about after the earthquake allowing flats to be built with no allowance for parking. It does not make building cheaper and therefore does not reflect into affordable rents. It just creates more rates for the City Council to receive per square metre. Cities should be built for the residents not for tax purposes.</p> <p>Finally, I am not aware of statistics regarding accidents involving people crossing roads and bikers. I can tell you that cyclists need to be educated and respect the same 'common sense' and rules as car drivers.</p> <p>Having said the above, I do not believe that local Governments are engaging with reality and the practical needs of their citizens they "assume" that coercing his residents is going to change their habits. It is more luckily that the price of petrol is going to make working from home a more sustainable choice. The 30 kms an hour is going to make building in the centre even more expensive.</p>		
45127	Thanks for the opportunity to comment on this. It is a little disappointing that these changes have taken such a long time to consider, but they should be reasonably effective to send the message that this street is part of a major cycleway and that sharing with care by everyone is paramount. It would be good if future improvements could at least be a little more generous with the paint, or even to provide some separation such that has been provided along Ferry road, between Fitzgerald Avenue and St Asaph St cycleway. The transition from Worcester St into Latimer Square needs kerbing improvement to provide a seamless journey, most frustrating. Equally frustrating is the light phasing when exiting Latimer Sq to cross Madras Street onto Worcester Street again. The wait time feels considerably longer than the crossing of 4 lanes at Fitzgerald Avenue. There is a large timing gap between a wave of vehicles on Madras St, yet only a tiny proportion of this time enables bikes to cross.	Robert Fleming	St Albans
45084	<p>If you don't change the streetscape you'll struggle to change the behavior (i.e. speeding). This 'design' is a massive cop-out for what is supposed to be a major cycleway. The street is massively wide and waaaaay over dedicated to cars, can you please just install a low cost separated cycleway like the one on Ferry road? Like what this guy suggests on twitter: https://twitter.com/adamlines_/status/1497347954830561284.</p> <p>Also can you make it a nice easy and direct crossing across Latimer Square (i.e. cutdowns)?</p>	Julien Gutknecht	Sumner
45079	Please ensure smooth transitions (aligned kerb cut downs) between Latimer Square exit and entry points for travel along Worcester St in both directions	Natalie Brodie	Cashmere
45073	This seems far too simplistic for a major cycle route. The MCR is only as good as its weakest link, and I fear this connection that's proposed would limit potential future growth in use of the route as it provides little protection and indirect pathways in and out of Latimer Sq. Ideally this should be a separated bidirectional route like Ferry Rd, or at least have a more 'MCR' feel to it. There needs to be good wayfinding marking the route as part of the MCR. There also needs to be a much better connection through Latimer Sq -- the paths in and out of the square need to be rerouted and designed with the MCR movements in mind.	Greg Trayne	
45071	This change doesn't do much to improve the existing connection and is frankly a bit lame on such a wide road. Can we please have actual cycle lanes rather than sharrows (drivers don't always respect these and can get aggressive if a cyclist continues to take the lane), and something to remove or reduce the risk of being doored after being psychologically forced to cycle tight to the left by an angry driver behind? I suggest traffic calming measures and cycleways such as those done on Ferry Road.	Jenny Buckley	Woolston
45025	<p>Hey does Barbados intersection, based on traffic volumes justify left turn arrows?</p> <p>Can you add more traffic calming or protected cycle paths along all the route?</p> <p>On east frame portion of Worcester can a speed table be added for people crossing Rauora park?</p> <p>can Worcester street be turned into shared road based on traffic flow traffic volumes and minimal driveways?</p>	Timothy Allan	Christchurch Central
45021	I would like to see more cyclist protection and more traffic calming used. Sharrows have been proven to be the worst short of cycle infrastructure, with more in-fill development cyclist need to be more protected on Worcester before they get to Latimer square. These protections could also be used to help with the plan of greening the east by having trees and rain gardens used.	Matthew McPherson	Linwood
45002	<p>With this proposal, cyclists and other users will be at more risk of mixing with traffic. The relatively wide road will encourage drivers to go faster despite the decrease in speed limit - I think sharrows are not suitable for this stretch of road (and in general there is evidence to show that they are actually less safe overall).</p> <p>There is sufficient road space to instead install a fully separated cycleway. I second this proposal by Adam Lines</p>	Andrew DC	St Albans



Submission #45002

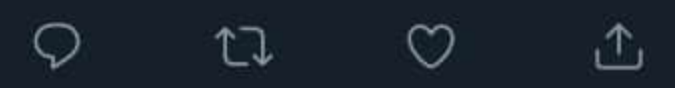


adam lines
@adamlines_

At Fitzgerald Ave, the left-in turn into Worcester St is closed, much like the St Asaph-Ferry turn was. A bi-directional cycleway links to the existing signals, and heads west towards Latimer Square. Parking is retained on both sides of the road - there's heaps of room!

12:11 PM · Feb 26, 2022 · Twitter Web App

4 Likes



Tweet your reply [Reply](#)



adam lines @adamlines_ · 1h

Replying to @adamlines_

At Barbadoes St, the intersection treatment is pretty much identical to what happened over on Ferry Rd. The only major change would be a combined straight/right-turn eastbound lane.



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adam lines
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12:11 PM · Feb 26, 2022 · Twitter Web App

3 Likes



Tweet your reply

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Replying to @adamlines_

At Latimer Square, the existing cycle signals are utilised, with the cycleway connecting into the park and wider city.



1



2



Submission ID	Is there anything we need to know before carrying out these changes?	Name	Suburb
	(https://twitter.com/adamlines_/status/1497348503412305922/photo/1 and screenshots attached) to use an Innovating for Streets approach to separate cyclists from the road, much like the recent Ferry Road project.		
45001	Can we have a cycle slipway around the speed hump near the bowling club? They are on some other areas of the cycleway and are really good. Also, can you increase the crossing time at the lights by Latimer Square? It is really short.	F Fraser	Halswell
44980	Great news about the cycle way passing through this area - definitely in support of this! A significant amount of additional planting and landscaping both to protect cyclists from traffic, residents from traffic noise, and for the wellbeing of the street in general, is an important part of making this a successful upgrade and for it to be well used as a cycle path. Please consider additional planting and landscaping.	Abby Cunnane	
44976	<p>Although I'm just a filthy peasant, a land-beggar, a tenant, I have rented the same flat here for over 15 years (and mum and dad rented here before me for several years). So YES, I have lived here as a rental tenant for more than double the length of time an "average" homeowner lives in the house they own.</p> <p>Please DO NOT place a speed bump in this block (between Barbadoes and Fitzgerald) of Worcester Street.</p> <p>Here is my reasoning...</p> <p>Especially since the earthquake, many individual houses have been demolished and replaced with multi unit flats. In most but not all cases these new home units have been built by "Williams Corporation". About "Williams Corporation" I have two things to say</p> <p>(1) "God bless them for being the biggest builder and provider of badly needed new housing in the inner city area." and...</p> <p>(2) "Curse those scumbags all the way to Hell itself, for building, not just the Slums of the Future, but The Slums of the Now."</p> <p>Now there is no dispute that new housing units (whether built by Williams Corporation or anyone else) do indeed meet all required building codes including the new modern standards for earthquake resistance, and insulation requirements. (Mostly they fail to make use of Balconies or maximise Northern Winter Sun, but that isn't mandatory, so let's move on).</p> <p>But, in line with new regulations and building codes etc, almost without exception, those new builds have zero car parking (or very limited car parking). Yes I realise that changes to CCC planning rules have been forced on them by Central Government in Wellington.</p> <p>(I once heard some commentator mouthing off about how people LOVE not having a car nowadays, as they enjoy spending their money on Uber taxis and Lime scooters. That guy was a rich idiot and wrong, but I digress).</p> <p>Just on one side of this city block, here is my summary of homes with off-street parking ALREADY lost to local residents.</p> <p>216 Worcester Street, was an old house with parking for at least 3 cars in its driveway, replaced by FOUR (4) Williams Corp units, with zero parking.</p> <p>230 Worcester Street, big old house used to operate as a Backpackers Hostel. The driveway and yard could accommodate 10 vehicles at least. Replaced with ELEVEN (11) Williams Corp units (curiously addressed as number 230 units 1 thru 8 and number 232 units 1 to 3). Zero onsite parking.</p> <p>272 Worcester Street contains 30 "Housing Commission" (or whatever name they're using this week) social housing units. Before the earthquakes this, now combined land section, was 3 individual sections, and contained two, near 100-year-old houses which did not have drive-on access, and a small wooden block of 4 units, which had parking for at least 8 vehicles.</p> <p>The new 272 Worcester Street Housing Commission complex does have some 7 off street car parks. Note that people in social housing sometimes end up with MORE disposable income to spend on perhaps owning a car, as their rent is limited to just 25% of their Welfare Benefit or earned wage.</p> <p>278 Worcester Street. I cannot recall the old house that was there, but it has recently been replaced with 3 units. It actually has one, slightly oversize off-street car parking bay,</p>	Catherine Jemma De Croy	Christchurch Central

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	<p>however the real estate maggots, sorry "agent's" board, outside indicates that tenants are NOT allocated any parking space.</p> <p>Now it is true that not every single household has a car. However NZ and Christchurch is still a very car dependent society. I'm sure you have the exact statistics to hand, but I expect the "average" city dwelling household has about "1.5" vehicles on average.</p> <p>I live in a small block of 5 units (some rented, some owner occupied) built about 40 years ago. We all have one lockup garage and enough concrete driveway/hardstand area to park at least one other car each (without blocking anyone else). Currently our 5 households have 8 vehicles. (It used to be 9 vehicles, but some neighbours just sold their second, ie "wife's" car).</p> <p>This city block of Worcester Street is already at "maximum parking" very often. Visitors have sometimes had to park in the next block along and walk back.</p> <p>Local parking is, I expect, to get very much worse in the near future, as even more residential multi units are under construction further along in Worcester Street and in neighbouring Hereford and Gloucester Streets.</p> <p>Speed humps as they exist further Eastwards along Worcester Street involve the removal of SIX to EIGHT on-street car parking places. (When the accompanying road changes are included).</p> <p>Please DO NOT remove any more parking, from a residential city neighbourhood already groaning from the lack of enough onstreet parking for the residents already here.</p> <p>By my count, allowing for the loss of onsite parking and the increased density of housing units, even assuming just one car per home unit, there are now 39 more cars, looking to find parking spots, along this block of Worcester Street alone.</p> <p>Please don't remove 6 or 8 parking spots to install an unneeded speed hump.</p> <p>Yes, at some future date, when ondemand electric minibuses, transport people like a free shuttle, then indeed we might become a less car dependent society.</p> <p>But for now, we depend on cars and places to park them.</p> <p>Don't even get me started on where all the new residents of "Williams Corporation" constructed units without parking, are going to CHARGE their new electric cars ! That's another problem entirely. (I guess the peasants renting those "new slum" units will simply never be able to upgrade to electric cars and enjoy the huge cost savings in fuel and maintenance, that the wealthy owners "early adopters" of electric cars are already enjoying ?)</p>		
44931	I like the slowing down of the traffic. I fully support this. Painted cycle areas at intersections aren't always very effective. It is hard to see from the picture above, but if you are able to put a small kerb or stanchions at intersections for cyclists that makes a big difference. It slows down the cars and prevents them from cutting into a cyclists path.	Alex van den Broek	Waltham
44915	It's a great plan! I would love to see more landscaping and native planting to make the street feel more like the rest of the cycle way.	Carmel Rowden	