Stanmore Road Crossing

Organisations / Businesses

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14949	Adventure Group, from Hohepa Canterbury looked at plans with [redacted] and liked what they saw. This is a disability group that needs support to cross roads and more time than able and independent walkers or cyclists. For their sense of security, having the central curb in the raised platform crossing is good. From the point of view of people supporting a group like this (vision impaired, mobility impaired), wide and clear spaces to cross helps us keep the group together for the time they need.		Yes		Hohepa Canterbury
14962	It is a long time coming many school kids cross this road to get to their watersports each week so I support these safety measures	I cannot see anything of concern	Yes	Thanks	We are Richmond and Richmond Community Garden
14964	We support the location and upgrades to Stanmore Road to support the safety of the many tamariki and people using the pathway	NA	Yes		Avon Otakaro Network INC

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14972	We strongly support the crossing and especially like that it is a raised crossing, the single phase lights, and the reasonable crossing distance. The short crossing distance is good because it ensures a safer crossing for pedestrians and cyclists, reducing the time they are exposed to traffic; and it is good because it minimises the cost of installing the safe speed platform. The new crossing will make getting across Stanmore Road much easier and it is definitely needed.	The crossing is too much of a detour/dog-leg from the path, we are concerned that people might continue taking the direct route as a faster "desire line" and cross where the path currently is. This would mean continued unsafe crossing and the project not achieving its goals. Two things could improve this: 1. moving the crossing slightly south to just before the southbound lane turns into three lanes (such that the crossing distance is not increased). Only if the crossing light cycle can be separate from the lights cycle of the nearby intersection. 2. changing the angle and splitting off from the current path earlier on the west side to make it seem less like a dog-leg and reduce the risk of people taking the shortcut	Yes	Cycle sensors (marked by diamonds) as well as functioning buttons at the lights should be installed to minimise waiting delays for people wanting to cross and provide a way across when the diamond sensors do not work or cannot be used for any reason. The lights should change to green for pedestrians and cyclists in no more than 30 seconds (the maximum average waiting time before pedestrians and cyclists are encouraged to ignore signals), and not be slowed down by the lights cycle of the nearby Stanmore Road and Avonside Drive intersection.	Greater Otautahi

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14984	Spokes supports a signalised crossing which will work well at this point. Please include manual as well as sensor activation, and full size lights at the appropriate height for cyclists. We support the removal of parking to make the approaches safer.	It is a pity the crossing deviates so far north from the direct route along River Road. Not a big problem for cyclists but pedestrians may well continue to jaywalk unless you put in appropriate barriers and plantings. The curb cuts for active transport users to get on and off the cycleway have quite a sharp turns and look too narrow. This is problematic for cargo bikes, tandems, trikes and other mobility active transport devices that are wider, more prone to tipping, and tend to be used by the more vulnerable. The bollards need diamond shape markings in white, and have reflective tape for times of low visibility (Waimakariri DC has used reflectors to great effect on the Passchendaele Memorial Path in a way that would help on this path).	Yes	It is unclear if the "all weather path" is sealed or it will continue to be gravel. If it is sealed then it will be clear where to go. The current path is narrow in parts and becoming increasingly rutted. A plan for the whole route would be appreciated.	Spokes Canterbury

Individuals

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14224	I will feel much safer when cycling		Yes		Christine Hickey
14226	I like that it improves safety for cyclists and pedestrians and encourages non car based travl	That cars are still allowed on the road	Yes	No	Peter Earl
14230	Love it! This has always been a really dangerous cross, as no one follows the signs telling them to wait for the lights 3 times (and nor should they, that was always an unreasonable suggestion). Really excited to see a clear pathway that priorities the 100s of cyclists, runners and walkers that use this path.	Hope it comes with resurfacing along the city to sea pathway as this can get pretty bumpy on the bike in some places.	Yes		Sophia Woodhams
14234	more visibility and safer crossing	n/a	Yes		Janene Burnett
14235	Everything	Nothing	Yes		Ali Bailey
14252			Yes		Stephen East

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14257	Great Idea to have a crossing as it's very dangerous to cross here and takes a long time to go around all the lights.	It would be good to be able to turn right / left from stanmore onto path also. So design could allow for that.	Yes	Look forward to it. Hope there is a solution for Fitzgerald ave crossing also!	Jenny Swansrob
14258	I like that the crossing is situated a bit further north up Stanmore Road than where we cross now. Every time we dice with death crossing Stanmore Road, when we cycle, I draw up a crossing in my head and you have placed it where I put it. We can easily cycle further north to move away from the busy intersection. I have tried walking down to the traffic lights but you need to cross three crossings to cross on the lights, completely discouraging pedestrians etc to use the lights. A middle island in the road is absolutely necessary because of the varying way cars are coming from traffic lights.	Nothing at present.	Yes	I am so happy that the Stanmore Road crossing is being planned and constructed. It is a very dangerous crossing at present. Thank you	Kathy Morris
14260	Nothing but a waste of money	Waste of money	No		Kaye Rae
14267			Yes		Malcolm Campbell
14274	I like the majority of people in Ch ch would like the roads fixed before any more 'fluffy' stuff gets done. They might be good ideas but CCC need to get back to the basics of what we pay our rates for!! Fix the roads first & stop putting the rates up & wasting our money on stuff that's not that important	The waste of out money	No	Do what councils are meant to do, repair & maintain our city. If you did that the rates wouldn't gave to go up all the time	Tracey Folds
14275	There's already a crossing there no need to waste more of my ratepayers money by this ridiculous proposal	Same as above. I was this trail once a week and it's perfectly safe as it is. This is why you're hiking up rates to an exorbitant level because you waste money on projects that don't need doing.	No	I'm so infuriated by this council and their wasteful spending. The Park Terrace debacle is a prime example. Stop spending money on unnecessary vanity projects. Spend on core infrastructure, which this is not.	Fiona Lancaster

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14277	It moves the crossing away from the existing bridge and traffic lights where congestion occurs, and provides much safer and cleaner crossing point	It doubles up the number of traffic lights on that section of road, with the crossing and Avonside drive lights in very close proximity.	Yes		Rob McNeur
14280	Amazing to have any kind of safe crossing space. Thank you. I cycle this way a couple of times a week and have to dice with death.	Nothing	Yes	No	Hayley Young
14283	Love it, I've been hoping this would get done!		Yes	Are you going to address other crossings too? Fitzgerald Ave is currently a nightmare to cross. I use the pedestrian crossing but my cargo bike requires a three point turn to get onto the footpath on one side. Even if I crossed on the road I would still have to go onto the footpath in order to get to the other side of the bridge. This intersection has long been a stressful crossing zone both as a pedestrian and as a cyclist -- the lights barely allow enough to cross even as a fast walker, not sure how anyone in a wheelchair would manage it safely.	Alina White

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ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14284	Once again roads are being restricted blocking free flow of traffic. I reject all three of these proposals. Have you ever considered a fly over, atleast then cars do not have to stop, and free flow of traffic is not blocked. No wonder your own surveys show how poorly you are viewed by the public.	Once again roads are being restricted blocking free flow of traffic. I reject all three of these proposals. Have you ever considered a fly over, atleast then cars do not have to stop, and free flow of traffic is not blocked. No wonder your own surveys show how poorly you are viewed by the public.	No	Once again roads are being restricted blocking free flow of traffic. I reject all three of these proposals. Have you ever considered a fly over, atleast then cars do not have to stop, and free flow of traffic is not blocked. No wonder your own surveys show how poorly you are viewed by the public.	Andrew Mckay
14292	Nothing waste of money. Cyclist/adults riding kid's bikes don't deserve anything. They don't pay . they should have rego plates	Everything. Cyclist DON'T deserve anything they don't pay . Should have rego plates	No	Keep cyclist of or roads. Cyclist should have rego plates/ pay for something.. other wise they don't deserve anything or to be on our roads	Darrin Limmer
14293	The signals are definitely required. I like the fact that it is raised, to slow down vehicles	I don't like that the path detours from river road for this crossing. It will be ok for cyclists, but walkers have a stronger 'desire line' and some will ignore the crossing and walk straight, creating a safety issue. I understand that it is close to an intersection, but lights can be phased so that this crossing will not hold up traffic. Keep the path straight.	Somewhat		Michael Clemens
14299	It's great to have safer crossing points.	Nothing	Yes	Keep up the great work on the walking and cycling initiatives. These initiatives make Christchurch a great place to live.	Johno Tunnell

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14302	Awesome idea, I will definitely use it,	Awesome idea, I will definitely use it.	Yes	This will be a much safer way for me to ride my E-Bike and to explore Christchurch more	Karen Aitken
14307	It will be fantastic to have a crossing here. It is currently very difficult to cross here, especially in busy traffic, or there is a long wait for 3 pedestrian signals.	I would have liked it to be closer to the bridge where the path currently is. However, if this causes issues for traffic flow I can understand the need to locate it further north.	Yes		Andrew D
14308	Great to have zebra crossing	Don't use traffic lights, just need zebra crossing which should be raised above traffic so pedestrians and cyclists feel they have right of way Road should have 30km zone for 100m either side of crossing to slow down cars	Yes	Want lots of updates and community help days	Alex Henkel
14309	I like that there is a safe-speed platform, as well as that it is a signalised crossing. This will make crossing this area far better for pedestrians and cyclists by both ensuring that cars stop and ensuring that they are visible to drivers. I also like how far away it is from the busy intersection to the south, which I think will make this crossing much safer		Yes		Jackson Davey
14310	Clear access	Potential for traffic flow being reduced. Need to share road and not have vehicles stopping and starting where pedestrians have priority and not synced with nearby traffic lights.	Don't know / Not sure		Daria Martin
14311	this is by far the most dangerous crossing between Fitzgerald and the New Brighton end of the current path/cycleway. Moving it back from the Avonside Drive intersection is a great idea.		Yes	Not part of the form but please pay attention to the Fitzgerald crossing too: it is designed for walkers and is hard to use for bikes. Try it! It's far more important than spending money on Swanns Road	Eric Pawson
14346	All good for me		Yes		Rae Hughes
14360	Nothing and a waste of money	Nothing and a waste of money	No	Stop wasting our money	Brendon Morphus

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ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14372	Lights and signage fine!	Raised platforms are a hazard for motorists. A red light is enough for cars to stop easily. All the times I have to go over these cursed raised platforms in my small car are going to cause damage and unnecessary wear on my car. I am a pensioner andcan't afford extra unnecessary costs. The number of times I go over the Heaton Intermediste one and no one ever using crossing out weighs the roading cost and damage to my car at reduced speed for nothing.	No		Ann Taylor
14376	I currently bike along the Otakaro River to work, it is currently very unsafe to cross at this intersection with 4 lanes of traffic. I like that the plan includes a signalised crossing and will be safer.	The width of the new pathway needs to be wide enough to accommodate cyclists and pedestrians. Trees could be added to new landscape areas currently shown currently as just grass. Speed cushions or signage further along the road might be needed to slow traffic leading up to the crossing.	Yes	Will the pathway on the western side of stanmore go up the hill? Or will the land be flattened?	Laura Botica
14400	I think this is brilliant. I live locally and drive Stanmore Rd multiole times a day and can see the benefits of having the new crossing area where it is proposed. I have seen many people having to navigate the current spot with many close calls and it is probably a miracle that no one has been killed.	I wonder if there needs to be some traffic management with the Swann's Rd/Stanmore Rd intersection at the same time as this is a high cycle use intersection with the teens who take part in rowing.	Yes		Emily Smith
14410	Mostly that there is a separate crossing with its own traffic lights. The current arrangement is very precarious and unlike the Fitzgerald crossing you can't get off your bike and walk across the pedestrian crossing. Of all the road intersections on pathway this is the most unsettling even for confident bike riders. I strongly recommend this crossing be done first	Nothing. It looks good. I bike around quite often and the crossings that have sensors to change the traffic lights when you approach are best on busy roads like this especially at rush hour	Yes		Bruce Coleman
14416	I love that the crossing is away from the car/truck/bus intersection.	I have concerns about the width of the footpath and ways to keep users who are not crossing safe. I dislike the sharp raised bump and would prefer a more gradual raise. (maybe because when I first met one of these I got no warning, and it frightened me.	Yes		Fay Brorens

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14456			Yes	Just a General question on what sort of LED lighting and CCTV systems will monitor activity on the cycleway, is there consideration for RGB LED lights going in?	Campbell Church
14482	I support the crossing. I run through there every other day for my training. I have never crossed in the intended fashion crossing the river twice and the roads 3 times. Often taking smaller gaps than I otherwise would normally to run across. This is a big issue at peak times. I like the raised crossing, the single phase lights and the reasonable crossing distance. This crossing would be a huge improvement on what is there today and is sorely needed.	I'm afraid it may feel too circuitous from the city side. This could lead to pedestrians continuing straight on river road crossing as people do today because it would be obviously shorter. The width and danger of the road is not apparent until you are standing on the curb ready to cross, and at that point people may be reluctant to go up to the crossing. Could the crossing be moved 10 or 15 meters closer to the bridge? Could the new path to the crossing on the city side be blended in to river road better, leaving river road closer towards the city. Or departing at a shallower angle to guide people towards the pedestrian crossing. The crossing width seems wider than it needs to be? with the large median which isn't needed until later.	Yes	Getting rid of the parking along stanmore road there is great. The phasing of the lights is a huge part of the ease of use. if the crossing is kept where it is today there should be multiple crossing phases to each Avonside dr / Stanmore intersection phases as there is a lot of room for cars to wait. Pedestrian phases are short on a road this wide so delays should be minimal even if there are many ped phases. Cycle detectors like in hagley park would be great. This crossing is by far the most important of the lot.	Jack Gibbons
14484	signalised safe speed platform		Yes		Claudia Edwards

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ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14522	Looks great, heaps of people running across the road to avoid traffic at the moment and quite dangerous with kids biking, dogs, etc.		Yes		Peter Hume
14718	Way safer with signalling for cars to expect cyclists and slow down	Consider a traffic light to use during heavy traffic times? Consider way to avoid cars stopping on top of the crossing when they are waiting at the traffic lights?	Yes	Urgently needs some signs/paint on road to warn cars of the crossing and get them to slow down while awaiting the works to start. Accident waiting to happen at the moment.	Emmanuelle Cucchi
14756	I think it great the overall rout in general is superb and I personally love the fact that it is a raised crossing, I wish that it would become mandated that any pedestrian crossing are raised as it makes it safer for pedestrians and easier for people with accessibility issues to cross as there is no drip onto the road	It would be great to see any plans to plant more trees or other bushes in this area	Yes		Zak Morrison
14760	- I like the signalized crossing point. - I like the removal of places that people can store their car for free which improves safety and visibilty - I like the wide 4m wide pathway coming up to the intersection. - I like the raised crossing point which makes it feel safer when crossing roads around the city. This will be a good addition to prevent orange (and red) light running. - I like the signalized crossing being automatically activated.	- I would like to see the curb cuts for cyclists heading North/South and on the the sidewalk from the road to have larger curb cuts/shallower angle with paint and arrows leading up to it on the road to signal that there is one, I miss these curb cuts (especially when I am in an unfamiliar spot) so having the green pain or some other marking on the road would be helpful. (not to mention paying attention to cars around me)	Yes	- Please make the crossing pedestrian and cycle priority. Slowing to a halt on a bicycle is the worst and then having to get up to speed again. This can be balanced with if there is large amounts of traffic flowing, but there are many traffic lights around the city that you wait for ages while no cars are coming because someone money wasn't spent on making it efficient not just for cars but for all users of the intersection. (Mandeville st crossing, Montreal street, Cambridge terrace/Durham st south to name but a few) If a cyclists or pedestrian is detected, the light cycle should start immediately or else people won't bother to wait if they are pedestrians (especially if the road is clear or semi clear) and for cyclists mistiming the lights is very frustrating. - Also if you are going to add a signalized crossing point I would like to see what I have seen in the Netherlands, timing clocks that count down to when the signal is going to change - Could the bollard please have a light installed on it to increase visibility at night. There are a few around town that would be better if they were better lit. - Please make the signs as you travel along river road clear (especially since I would imagine with this being a tourist attraction) so that people know to turnoff river road to cross at the signalized intersection.	George Laxton

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14870	Great and this one is the most needed.	Nothing	Yes	No get on with it.	Andrew Kerrison
14925	Crossing Stanmore Road is currently a nightmare. This crossing is sorely needed. I love the raised platform - there are several cycle/pedestrian lights without these in Christchurch (Wrights Road, for example) where cycle pedestrian lights are frequently ignored by drivers, so this forces them to slow and stop. I think the raised junction at Lincoln Road/Barrington St has been a huge success, so I'm glad to see it proposed for cyclist/pedestrian safety also. I like the daylighting of the no stopping zones either side of the crossing. No real need for car storage in this location anyway.	The bend in the Stanmore Rd just after the lights (northbound) may induce drivers to cut the corner into the on-road cycleway, and block/hit cyclists moving from joining Stanmore from the off road path. I'd like to see some deterrent such as bollards or armadillos to stop drivers cutting the corner. It's not clear how wide the path from River Rd to the crossing is. The default in Chch seems to be 4m, which can get a bit tight when there are lots of cyclists & pedestrians around. I would like to see it wider (5-6m) to allow more capacity and to make it more comfortable, especially for pedestrians.	Yes		Patrick Kennedy
14936	Its better than dodging cars	I want it to auto trigger the crossing like the cycleway beside the railway line when a bike is almost there to avoid stopping pushing a button and starting again.	Somewhat		Mark Penrice
14937	This crossing can be very difficult because of the timing of the traffic lights Stanmore Rd/Avonside Drive therefore a crossing is a positive, particularly for unaccompanied children or slower people.	There does not appear to be any restriction on the current crossing to prevent shortcutting the new crossing by using the existing route. I suggest more removable rock baskets be placed and they be removed for events such as the Christchurch Marathon.	Yes		Joy Burt
14938			Yes	All the proposed crossings look good to me. But why no crossing on FItzgerald Avenue?	Bruce James

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14958	I strongly support this crossing and like that it is a raised crossing with a raised median which provides some extra calming to slow vehicles, the crossing distance is also reasonable. I think it will make a huge difference for people who want to cross this busy road.	The crossing is too far from the current path crossing location. The proposed path will appear to users as a long detour and some users might still cross at the current unsafe location. This risks the project not achieving what it is set out to which is get people crossing the road safely. I would like the crossing moved closer to the existing path/crossing point and the angle of the path from the west side be changed so it appears smoother and less dog-leg like. This will hopefully ensure every one will use the new crossing. The green paint on the ramps for cyclists looks to be at too large an angle. It directs cyclists to enter the road from the shared path at a sharp angle that some may find difficult to then stay in the cycle lane and not enter the vehicle lane. I suggest painting these points at a more gentle angle (closer to parallel with Stanmore Rd)	Yes	Please install BOTH cycle sensors and functioning buttons at the lights. The sensors are fantastic to minimise waiting time for cyclists using the path, and the buttons are necessary as a backup for when the sensor fails or a cyclist does not ride over it (also for cyclists coming from Stanmore Road and wanting to cross) The lights should change to green for pedestrians and cyclists quickly no matter what the lights at the nearby intersection are doing - if the wait is a really long time like on Mandeville Street on South Express, then people are not always going to wait for the green man.	Jono de Wit
14967	That it is light controlled and built up.	That it is still relatively close to Avonside Drive. Will there be issues with on Avonside Drive at busy times if cars have to stop for that extra set of lights. People jostle through that turn at speed as it is. Also will there be barriers on the pathway to slow cyclists and walkers? They, particularly some cyclists, practice their own form of "amber gambling"	Yes		Marion Ogier

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ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14978	Speed table is great. Having a smooth level crossing for pedestrians and cyclists is really important.	1/3 Would be good to see more traffic calming, speed bumps on the approach to the crossing, road narrowing, etc. 2/3 I also think it should be made a full zebra crossing with pedestrian and cycle priority, requiring motor vehicles to give way. If there is not a clear definition of who gets priority, it will still remain difficult for those using active modes to cross here. 3/3 I'm not sure why this is a shared path crossing, whereas other crossings have separated pedestrian and cycle lanes? This seems unnecessary given the amount of room available here.	Yes	1/2 I cross Stanmore Road at this point at least twice a day. It is extremely hazardous at the moment, so I can't wait for this crossing to be built, even as it is. But I think there are several improvements that would make this crossing better, as discussed above. 2/2 Lastly, please please please make the transitions between the pathway and the crossing as smooth as possible, without big jarring bumps. I love the cycle infra in Chch in general, but a lot of cycle lanes are extremely bumpy and this is hard on bikes and people. I'm fine with designing the cycle lane to reduce cyclist speeds coming up to the crossing, but jarring bumps are not nice.	Oliver Hutchison

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14979	Speed table is great. Having a smooth level crossing for pedestrians and cyclists is really important.	1/3 Would be good to see more traffic calming, speed bumps on the approach to the crossing, road narrowing, etc. 2/3 I also think it should be made a full zebra crossing with pedestrian and cycle priority, requiring motor vehicles to give way. If there is not a clear definition of who gets priority, it will still remain difficult for those using active modes to cross here. 3/3 I'm not sure why this is a shared path crossing, whereas other crossings have separated pedestrian and cycle lanes? This seems unnecessary given the amount of room available here.	Yes	1/2 I cross Stanmore Road at this point many times per week. It is extremely hazardous at the moment, so I can't wait for this crossing to be built, even as it is. But I think there are several improvements that would make this crossing better, as discussed above. 2/2 Lastly, please please please make the transitions between the pathway and the crossing as smooth as possible, without big jarring bumps. I love the cycle infra in Chch in general, but a lot of cycle lanes are extremely bumpy and this is hard on bikes and people. I'm fine with designing the cycle lane to reduce cyclist speeds coming up to the crossing, but jarring bumps are not nice.	Kate Hedworth
14981	its safer to have a crossing "mid-block" without the complication of turning motor vehicles. No stopping/no parking with help with visibility provision to cycles to turn on and off the path		Yes		Stephen Wood
14982	Love the raised signalized crossing.	There have been a number of quite serious accidents with older cyclists hitting bollards. By default they should have white diamond markings and be reflective.	Yes		Anne Scott

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Stanmore Road crossing?	What don't you like about the plan for Stanmore Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14986	Intention of safe crossing for people and cyclists	Proximity to existing traffic light intersection (Avonside Drive and Stanmore Rd) may frustrate vehicle drivers and result in them running the new controlled crossing in order to get through the existing traffic light intersection.	Somewhat	Has it been considered to extend the existing traffic light intersection (Avonside Drive and Stanmore Rd) to include the bridge (over the river) and a pedestrian and cycle crossing? This could provide a safe crossing while not introducing another intersection in close proximity. If the proposed crossing is located away from the river, could the existing path (on River Rd) be used for carparking for those travelling to the area to access the City to Sea pathway?	Kerry Mulligan
14988	This location for the crossing point (separate from the existing intersection) makes it safer as it reduces the number of things a driver needs to focus on all at once. I support the safe speed platform as this helps reduce the chances of drivers travelling too fast. I support the signal crossing as Stanmore Road is busy.		Yes	I often bike this route. Crossing Stanmore Road is unsafe. This crossing is a welcome improvement.	Allan Taunt
14990			Yes	This crossing will need to have lights as it is very busy during peak traffic times.	Graeme Edwards
15014	Looks great	Nothing	Yes		Cameron Bradley
15060	I'm supporting Stanmore Road crossing. It would be my top pick as that is where it feels the most dangerous to cut across.		Yes		Sally van der Bosch

Swanns Road Crossing

Organisations / Businesses

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14436	Seeing as it's not that busy of a road to cross I did it today didn't even see any cars I don't think it's necessary	Where's the carparks allowing for the eco revolution a great public hubb that seems to limit the amount of people that can park closely	Don't know / Not sure		Tropicana outdoor construction
14949	The bridge is relatively short so slowing the approach from avonside is good		Yes		Hohepa Canterbury
14962	The plan is good long term it would be good to see Swanns road as a cycling and pedestrian bridge only	I have concerns about how the parklet and entrance to Riverlution will intersect and if edging could be put in place to ensure that the parklet doesn't spill out into the remaining residents driveway	Yes		We are Richmond and Richmond Community Garden
14964	We support the plan for Swanns Road	Vehicles coming in off Retreat road and the other side of Avonside Drive us it as a rat run and we would like to see some speed reduction measures put in place before the come over the bridge	Somewhat		Avon Otakaro Network INC

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14972	We support the crossing and especially like that it is a raised crossing and is designed for both pedestrians and cyclists. The new crossing will make getting across Swanns Road much safer for people using the pathway.	The width of the road at the west approach to the crossing is much wider than it needs to be and this is bad because it encourages drivers to go faster. The roadway could be narrowed easily by reducing the flush median and extending the curb buildouts to widen the footpath so the raised platform is only the width of two vehicle lanes. This would also help make the crossing shorter and easier for pedestrians. The yellow lines should be extended further east on Swanns Road from crossing to the intersection with Avonside Drive to ensure no cars park there and reduce visibility of the crossing.	Yes	The plan is missing the speed cushions on Swanns Road on the east side of the crossing which is mentioned in the text description.	Greater Otautahi

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14984	Support the raised crossing and that vehicles have to give way to cyclists and pedestrians. Support the raised speed cushions to slow vehicles. Support the removal of parking to make the crossing safer.	The bollards need diamond shape markings in white, and have reflective tape for times of low visibility (Waimakariri DC has used reflectors to great effect on the Passchendaele Memorial Path in a way that would help on this path). The build outs by the speed cushions should allow a cyclist to go inside them near the curb. Again the cycle ramps look tight, particularly on the north side.	Yes		Spokes Canterbury

Individuals

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14224	I will feel much safer when cycling		Yes		Christine Hickey
14226	Supports non car travel (which is bad for the city by about every metric)	Swanns road is still open to cars	Yes		Peter Earl
14234			Yes		Janene Burnett
14235	Everything	Nothing	Yes		Ali Bailey
14252			Yes		Stephen East
14257	Looks good. Generally not as busy / unsafe as the stanmore crossing so feel safer crossing generally.	Could the bike paths be a bit wider?	Yes		Jenny Swansrob
14260	Nothing but a waste of money	Waste of money	No		Kaye Rae

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14267			Yes		Malcolm Campbell
14275	As before	As before	No	As before	Fiona Lancaster
14280	Fantastic. Crossings are necessary to keep cyclists and pedestrians safe here. I cycle to work in the city this way a couple of times a week and need a safe place to cross. This looks safe and I'm grateful for anything that gets me across the roads safely.	Nothing	Yes	No	Hayley Young
14283	It's great		Yes		Alina White
14284	Once again roads are being restricted blocking free flow of traffic. I reject all three of these proposals. Have you ever considered a fly over, atleast then cars do not have to stop, and free flow of traffic is not blocked. No wonder your own surveys show how poorly you are viewed by the public.		No	Once again roads are being restricted blocking free flow of traffic. I reject all three of these proposals. Have you ever considered a fly over, atleast then cars do not have to stop, and free flow of traffic is not blocked. No wonder your own surveys show how poorly you are viewed by the public.	Andrew Mckay
14285	By platform do you mean it will go over the road or will it stop traffic?	If it stops traffic then no I don't like the plan however, if it is over or under the road then great idea.	Don't know / Not sure		Marianne Beker

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14293	The fact that walkers and cyclists have priority. Swanns road is not an arterial route so this is appropriate.		Yes	Cars current rat-run and speed down Swanns road. Consider closing the bridge to vehicle traffic and/or providing some traffic calming further down Swanns road. This will make the crossing safer.	Michael Clemens
14299			Yes		Johno Tunnell
14307	This looks great - this feels safer and will encourage traffic to be more cautious.		Yes		Andrew D
14308	Zebra crossing	Don't like the speed cushions. They are really annoying Need raised crossing for pedestrian	Yes	Should have 30km zone for 100m either side of crossing	Alex Henkel
14309	I like that the crossing is a safe-speed platform and also that there is crossing separation between cyclists and pedestrians. The sharrow markings along the road are also good to have.		Yes	I wonder if continuing the sharrow markings onto Avonside drive would be a good idea considering how close it is to this crossing.	Jackson Davey
14310	Ckear access	Potential for traffic flow being reduced. Need to share road and not have vehicles stopping and starting where pedestrians have priority and not synced with nearby traffic lights.	Don't know / Not sure		Daria Martin
14311	this is a waste of money: the traffic flow here is so light that bikes and walkers can easily cross. Please spend the money on improving the Fitzgerald crossing for bikes: that is far more dangerous	unnecessary	No		Eric Pawson
14346	All good		Yes		Rae Hughes
14360	Nothing stop wasting our money	Nothing stop wasting our money	No		Brendon Morphus
14372		Raised platforms are a hazard for motorists. A red light is enough for cars to stop easily. All the times I have to go over these cursed raised platforms in my small car are going to cause damage and unnecessary wear on my car. I am a pensioner andcan't afford extra unnecessary costs. The number of times I go over the Heaton Intermediste one and no one ever using crossing out weighs the roading cost and damage to my car at reduced speed for nothing.	No		Ann Taylor

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14390	Increased signage and awareness for motorists of a crossing	Speed cushions. Unnecessary as the increased signage will be enough. Motorists are not idiots. Cushions are environmentally unfriendly and increase motorists costs with increased fuel consumption and suspension wear. Noise pollution is also a factor with all speed bumps and raised platforms. Costs to ratepayers is also unnecessary. The government direction is away from money wasted in speed hump's and crossings.	No	The city to sea proposal is a great idea but there are many ways to minimise costs reducing impact on ratepayers and still providing a safe access. Find a solution that works for both pedestrians and motorists	James Crowson
14400	I like that it is creating a saffer space for everyone to cross as it is hard to tell how fast traffic is traveling when trying to cross.	I walk, bike and drive this road and a problem I can see is from turning onto the bridge from Avonside Drive requires some extra speed and then it would be a hard stop as a driver for those crossing the road. I wonder if there is a way to mitigate the steepness of the bridge from Avonside Drive so that the approach to the crossing is already at a slower speed. Or speed bumps on Avonside Drive might help to slow traffic before the bridge from Avonside Drive too.	Yes		Emily Smith
14410	I mostly think I should leave detailed design to the traffic engineers. I've biked most of the dedicated cycle lanes in Christchurch and haven't come across any duds. I'm mostly submitting to support the initiative of building more separate cycling and pedestrian paths and these initiatives don't get lost in budget constraints	Nothing	Yes		Bruce Coleman
14447	Here is some feedback on the city to sea path proposal concerning the impact on our street: Swanns road. I think it's great to have this near our house. It will be another great asset to have in our city. Hopefully many people will enjoy it. Our community has been asking for some kind of traffic control in our street for a long time. Currently it is often being used as a race track (together with other streets in the red zone, especially Retreat road). This is very concerning for the many pedestrians and cyclists around. See you have speed bumps near the proposed crossing. That's great, but it would be even better to have them also further down the road (direction Stanmore road).		Yes	Even better would be to close off Swanns road bridge for all traffic, except bikes and pedestrians). The bridge is still EQ damaged so it makes sense to limit it to, very light, traffic. It would also safe a lot of money by avoiding substantial repairs/ replacement of bridge. And also the crossing of Swanns road could be a lot simpler and cheaper if the bridge is closed for cars basically changing Swanns road to a Cul De Sac.	Ewout Van Bruchem
14416	I like the cushions to slow traffic.	The access onto the bridge from the East side is very steep. I am concerned cars from this direction will get little warning of the crossing.	Yes	would this also be a good opportunity to adds some carparks on Swans road?	Fay Brorens

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14456			Yes		Campbell Church
14482	I support this crossing, I run through here regularly as well and it would be much smoother and safer with the pedestrian crossing. I like that it is raised. The give way intersection onto avonside drive will benefit from traffic being slowed by the bump. Traffic is usually going slow here anyway.	Car parking so close to the intersection on the east down Swanns road. The yellow lines could easily be extended back another 5 or 10 meters. Parking is never under pressure here I would estimate I've never seen it over single digit % occupied. But if cars do park there it would give much more visibility of the crossing approaches. SUVs / light trucks are so tall these days they can obscure fully grown adults, let alone kids. Crossing width is wider than it needs to be.	Yes	The curb on the city / south side of the road is being relaid and so will a lot of the north side. So why does there need to be a painted median, couldn't the curb to curb width of the road be narrowed instead to shorten the crossing distance? This is the main determinant of comfort for crossing for me and I'm sure many others.	Jack Gibbons
14484			Yes		Claudia Edwards
14756	As I mentioned previously it is great too see the raised crossing along this rout and yeah looks great		Yes		Zak Morrison

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14760	- I like the raised crossing and ensuring it is not just a speed bump but a crossing that cars legally have to yield is good. - I like how the crossing has both walking and cycling crossing points, but I would like to see it widened very slightly since it is being cut in half between cyclists and pedestrians.	- The curb cuts could be made shallower (heading west to east) and paint extended to make it clearer where the bicycle path is going,	Yes	- Please make it clear that cars are meant to yield not just to pedestrians but to bikes as well with the signage. - Could the bollard please have a light installed on it to increase visibility at night. There are a few around town that would be better if they were better lit. - Please make the signs as you travel along river road clear (especially since I would imagine with this being a tourist attraction) so that people know to turnoff river road to cross at the signalized intersection.	George Laxton
14870	Great not as important as Stanmore road as it is not as busy.	-	Yes	No get on with it.	Andrew Kerrison
14925	I love the raised platform. I think the raised junction at Lincoln Road/Barrington St has been a huge success, so I'm glad to see it proposed for cyclist/pedestrian safety also. Speed cushions on Swanns Road before the crossing are great. I would like to see them on the other side too, though I agree with the pedestrian crossing instead of traffic lights, as traffic volumes here are so low that cyclists and pedestrians are unlikely to wait for the lights to change.	Daylighting should be extended on the northern side, to at least the driveway of 47 Swanns Rd, or ideally even further. Also should be extended to the other side of the bridge to increase visibility, especially the south side. Speed cushions on the bridge side approach, or buildouts on the corners leading onto the bridge, or both. There isn't much traffic in this area, so I am concerned about the likelihood of drivers taking the "racing line" onto the bridge and moving too fast to stop safely for the crossing. The tyre wear marks on the road seem to confirm that a lot of drivers do exactly that.	Yes		Patrick Kennedy
14936	safer than what is there now	I want it to auto trigger the crossing like the cycleway beside the railway line when a bike is almost there to avoid stopping pushing a button and starting again.	Somewhat		Mark Penrice

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14937	The plans look good but possibly a very expensive overkill for a lightly used roadway. As a regular user of this route, I have never had a problem crossing at this point.	A waste of scarce dollars. I suggest the funds be used to provide a crossing at Fitzgerald Avenue which is definitely problematic with heavy traffic flows.	Somewhat	It seems odd to start the route from Fitzgerald Avenue, without a dedicated crossing, when the original route started from the end of Peterborough Street. I often ride from Victoria Square, along the riverbank sometimes taking the new bridge to the north side of the Avon River and using the traffic lights to cross Manchester Street. Then I cross with the pedestrian lights to use the short section of pathway to access the northern riverbank again. However, for a change, I carry on through Margaret Mahy playground, the Firefighters Reserve, then Oxford Terrace to Fitzgerald Terrace. Even using the traffic lights here is difficult with a sharp left-hand turn onto the footpath of the eastern bridge. Maybe a dedicated on-demand light phase here, with a 'clip-on' to widen the downriver side to widen the path for those walking, cycling, or using wheelchairs, mobility scooters etc. While I am not yet in the position of using a mobility scooter, I strongly doubt it would be easy with the current path.	Joy Burt

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14942	I am very much looking forward to this city to sea pathway and am positive about safer speed implementations.		Yes	See attachment I would like to see discussions around completely closing off Swanns Road bridge and only making it pedestrian and cyclists access. The bridge is beyond repair and would require a whole new bridge to be build in the near future. It will be a lot cheaper to build one that only takes cyclists and pedestrians than a bridge for cars etc. This will make the city to sea pathway even more appealing. Swanns Road will be a cul de sac. And then actually, there's no need for a crossing etc. Regarding the driveway for #215 River Road and the strip along the Richmond parklet. We are Kaitiaki of this parklet and maintain it, and it would be great to have some edge installed, so the bark etc doesn't spill over. Please include a speed cushion at the end of the driveway for #215 before the end hits Swanns Road.	Liesbeth van Bruchem
14948	I like the speed cushions and the raised platform as there is often people who speed down that way and I think it will be a good way to increase safety.	N/A	Yes		Hayden Johnstone
14953	Makes it safer for peds and cyclists crossing along the river corridor which I regularly used to do.	Good but you need to push the three raised speed cushions to the west of the driveway access by 1-2m. Check the tracking of a B99 to confirm it can turn in and turn out of the driveway without hitting the raise speed cushions when turning. Otheriwse this will mean the vehicle of any resident living down the driveway (5 dwellings) will potentially be jolted when turning.	Yes	Check the change in road level between Avonside road and bridge as there is a bit of a drop. Has it remained consistent since the upgrade.	Simon De verteuil

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14960	It's great for safety. I'm happy with the crossing and actually want to submit about the Eveleyn Couzins ave carpark but there doesn't seem to be a box for that.	The area where the crossing will be is often used for parking by people visiting Avebury house or walking in the redzone. Could carparks be added to this area? There are a lot of small events at Avebury house almost every day as well as frequent large scale events where the whole street becomes extremely congested for hours. The plans for this area actually reduce the number of parks available as yellow lines are being added. This impacts everybody in the street and we haven't had any direct consultation. The new carpark also creates an area that could be used for doing donuts. As a near resident we already put up with rather a lot of anti social car noise. We need more parking but with speed bumps etc to reduce this behaviour. We would also like to see bike parking for this area to encourage more people to travel here by bike. We are supportive of the events at Avebury house and love what they bring to the area but don't feel the council understands how much traffic this little street gets.	Somewhat	See above!	Diana Duncan
14958	I like that this crossing is raised and is a dual crossing.	The flush median should be reduced on the west side of the crossing and should not continue through the crossing. The width of the road approaching the crossing is much wider than it needs to be and narrowing the road will help to slow cars down and make the crossing shorter for pedestrians which makes it more comfortable to use.	Yes	The speed cushions and some signs (as described in the text) appear to be missing in the plan for Swanns Road on the east side of the crossing.	Jono de Wit
14967	That it's raised and obvious.t	Will it get warning signage on Retreat Road? People zooming down Retreat then on to the bridge at speed meeting the crossing right at the bridge exit.	Yes		Marion Ogier

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14978	Speed table is great. Having a smooth level crossing for pedestrians and cyclists is really important. I like the separated cycle and pedestrian lanes.		Yes	1/2 To be honest I think that Swanns Road should just be closed to vehicles and turned into a cul de sac. The road crossing the river has been closed for months before without issue, and is really not necessary. This is such a quiet road and there are so many alternatives. I realise this is out of scope but it would make the pathway and the general area a lot nicer. 2/2 Please please please make the transitions between the pathway and the crossing as smooth as possible, without big jarring bumps. Big jarring bumps are hard on bikes and riders.	Oliver Hutchison

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14979	Speed table is great. Having a smooth level crossing for pedestrians and cyclists is really important. I like the separated cycle and pedestrian lanes.		Yes	1/2 To be honest I think that Swanns Road should just be closed to vehicles and turned into a cul de sac. The road crossing the river has been closed for months before without issue, and is really not necessary. This is such a quiet road and there are so many alternatives. I realise this is out of scope but it would make the pathway and the general area a lot nicer. 2/2 Please please please make the transitions between the pathway and the crossing as smooth as possible, without big jarring bumps. Big jarring bumps are hard on bikes and riders.	Kate Hedworth
14981	produced a clear delineated crossing where a much larger proportion of vehicles movements - both motor vehicles and cycles - are predictable		Yes		Stephen Wood
14982	Love the raised shared crossing and the speed humps to reduce traffic speeds.	See previous comment on bollards	Yes		Anne Scott

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Swanns Road crossing?	What don't you like about the plan for Swanns Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14986	NA	NA	Don't know / Not sure	See attachment This submission is for feedback on the proposal for Eveleyn Couzins Ave. (Apologies if this is a duplicate - was unsure whether the first submission worked as there was no indication of submission being completed)	Kerry Mulligan
14988	This crossing point is much safer as with the colour and safe speed platform it makes it clear this is a crossing point for people (i.e. there are more visual cues to make drivers aware). I support the safe speed platform as this helps reduce the chances of drivers travelling too fast.		Yes	I often bike this route. Crossing Swanns Road can be unsafe. Sometimes drivers are travelling too fast. Note, the curve on Swanns road reduces visibility, but doesn't seem to encourage a reduction in speed. This crossing is a welcome improvement.	Allan Taunt
15014	Looks great	Nothing	Yes		Cameron Bradley
15131	I live on Swanns Rd and think this is a great idea. It might be good to potentially add another set of speed cushions at the other end as well because people often zoom down the road.		Yes	While work is being done it would be good to get some more street lights because the road (especially down that end) is very dark.	Rachel Heta
15060	Swanns Road would be the last priority for me as I find traffic low there and easy to navigate on the bike.		Yes	See attachment	Sally van der Bosch

Gayhurst Road Crossing

Organisations / Businesses

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Gayhust Road crossing?	What don't you like about the plan for Gayhurst Road crossing?	Overall, do you support the plan?	Additional feedback	Organisation
14436	Nothing why havnt you shown us the proposed new road that would lead to the new rowing sheds as mcbratneys to feed all the rowing club seems to be adding more congestion to a traffic thoroughfare especially with their boat trailers... good one not. A new road where your proposed spinal issue speed bumps would be a better idea to slow and direct hobbiests to their river access	The design isn't looking at the future rowing traffic and their trailers the moving of the rowing clubs is going to be horrendous if model it coming into mcbratneys roundabout	No	The need for underpasses to make your cycling city to surf will need to be designed we've got one chance to do this properly instead of just adding speed bumps to try solve traffic incidents with cyclist the only way is separate the issue from ever happening. Underpasses (40ft freightcontainer)	Tropicana outdoor construction
14700	i do not see why the council need to to waste money putting a crossing 300 metres between two bends north off Dallington bridge. i live in Dallington and walk this trial regularly as well as drive across Dallington bridge daily. to make a safer crossing as well as making the avonside drive gayhurst intersection safer i would off thought a set off traffic lights would be a great solution. as this not only makes a safe controlled crossing for pedestrians but a controlled intersection for traffic crossing Gayhurst rd. this aslo will incorporate the dallington landing as a picnic area for those who are walking the complete track.	it sits between two bends. rather than put in speed humps how about pedestrian traffic lights as this then becomes a controlled crossing rather a crossing which still has risks of harm if the driver or pedestrian do not see each other.	Somewhat	as a driving instructor teaching all day every day around Christchurch i am seeing speed paciifiers (humps) and nasty looking plastic poles going up which is suppose to control speed and increase safety. as much as i support road safety. putting in speed plastic speed humps and nasty looking poles. they are not changing driver behavior. i have seen a truck drive over the poles. and cars not slowing down to a sensible speed over the humps. in my opinion we need to spend money on education around safety which starts in our schools and carried through for our entire time driving on the roads. i would like to see pedestrian traffic lights in place off speed humps especially around schools and parks. every single day i see near misses, cars vs cars , scooters, cyclists, pedestrians. and it not always the car at fault. every body has a responsibility to be safe on our roads and every single person on our roads as a part to play in road safety. you as the Chirstchurch city council as we ll as the government have the responsibility to drive education to be safe on our roads	driving school
14868	It will be a safe way for bikes and pedestrians to cross the road. Crossing using Avonside Drive/Retreat Rd can be difficult when sharing with cars.		Yes	I work at the preschool on Gayhurst Rd and cars are always speeding past making it dangerous for tamariki and whanau to safely cross the road. The proposed crossing would help to slow cars down and provide a safer way for us to access the red zone safely with groups of children.	Educational Child Care Centre
14959	As attached.	As attached.	Yes	As attached.	Dallington Residents Association

Individuals

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Gayhurst Road crossing?	What don't you like about the plan for Gayhurst Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14230	Looks like a great way to avoid the dangerous cross at the Gayhurst road bridge, and join up the city to sea route in a more logical way. Love it!		Yes		Sophia Woodhams
14240	Good in that it is well separated from the dangerous and steep access to and from Dallington Bridge. Also, it bypasses The Landing picnic area. But more logically this could have been planned in with the Gayhurst Rd Bridge redevelopment althou this now this took place many years,ago. Annoying for motorists though as they come off Dallington Bridge and will be speeding up when coming off the bridge.	Covered above	Yes	How will walkers be kept separate from bikers. With a wide enough path? with markers-icons showing direction and graphic of walker and cyclist.	Diana Plesovs
14277	It is a cleaner and safer crossing point than the existing one beside the river/bridge, and shouldn't have a major impact on traffic flows		Yes		Rob McNeur
14285	This is a main arterial route so it is helpful to make it safe for those walking or on a bike.	I do not like the idea you will stop traffic flowing freely on this road. I support either an underpass or over pass for walkers and bikers. I also don't support the secondary speed bumps on this road. If you make the underpass or over pass then everyone can use this and make the bike path go on this side of the road as well.	Somewhat		Marianne Beker
14302	Great way for me to get out there for my fitness	Awesome	Yes		Karen Aitken

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Gayhurst Road crossing?	What don't you like about the plan for Gayhurst Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14373	If moved slightly further north it would also provide a safe crossing for parents & small children going to the Early Childhood Centre	1. The idea of speedbumps - very few crossings around Christchurch have speedbumps. If they have to be installed why are they being installed for traffic LEAVING the crossing area? Speedbumps will also slow down ambulances travelling from the St John Dallington Hub in the old medical centre on Gayhurst Road 2. This would divert the City to Sea pathway away from the Dallington Landing - which was supposed to be a key component of the C2S Path when it opened in 2022, according to Christchurch City Council Head of Parks, Andrew Rutledge who said "Geographically, the Dallington Landing is situated near centre of the corridor, and we envisage it becoming an important feature of the City to Sea Pathway that will run from Barbadoes St to New Brighton." (Quote from https://newsline.ccc.govt.nz/news/story/first-riverside-landing-opens-at-dallington) 3. If the path ran from the Medway Footbridge along Avonside Drive all the way to the existing Dallington Road Bridge and traffic lights re-installed at the bridge to allow for a safe crossing point, then there would be no need for the expense of:- a) installing a Gayhurst Road crossing b) building a new 'Dallington Footbridge' c) building a section of new pathway through the RRZ between Medway bridge & the Morris St/Avonside Drive junction (the existing Avonside Drive can be repurposed d) building a section of new pathway between Dallington Terrace & Gayhurst Road	No		David Collins
14390	Same as the feedback for swans crossing	Same as feedback for Swanns crossing	No		James Crowson
14775		The three speed cushions that are encroaching on the Gayhurst Rd cycle lane. They encourage cars to move over into the cycle lane so they can avoid the bumps.	Yes		Wayne Teutenberg

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	What do you like about the plan for Gayhurst Road crossing?	What don't you like about the plan for Gayhurst Road crossing?	Overall, do you support the plan?	Additional feedback	Name
14948	I like the design of the crossing itself. I also like how it in paring with the bridge will decrease commute time going along the path compared to before.	I think the crossing could be positioned better for commuters. At the moment a lot of people take the shortcut down retreat road to avoid backtracking when following the river and therefore cross near the bridge. This new crossing is relatively far up the road away from the bridge and while the new route does seem to reduce commute time (especially with the new pedestrian bridge) I don't think it will be enough to prevent people from using the retreat road shortcut leading to this crossing not being used by a lot of commuters which will mean people will still be crossing at the busy bridge (however I do think some commuters will use the new route including myself). I also don't like how its positioned away from the picnic area.	Yes		Hayden Johnstone
14966	It's nice to have a safe pedestrian crossing .	The safe speed platforms need to go , this is just painful for people driving and I doubt it actually has that much of an impact on people slowing down	Somewhat		Linda Berryman

Additional feedback and information

Organisations / Businesses

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Organisation
14436	I think the whole Avon park wet land redevelopment is an absolute insult to the church and the community that was gifted avon park and planted all the beautiful trees along the river Avon park should stay the athletics park that it is what a joke taking away the East last Olympics training area how can we give future champions a chance to aspire for greatness if there's not a place to practice on the east. I watched that park multiple times in the last weeks where all the long jump hammer throw and other sports where getting played there. To destroy it and turn it to a Wetland is shutting down more possibilities for young people to do other activities other than hermiting away instead of trying things outdoors.			Tropicana outdoor construction

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Organisation
14700				driving school
14868				Educational Child Care Centre
14949	Please note for future reference and planning, that a crossing needs to be installed at the Dallington Bridge. There is a point near the bridge which has yellow dots and a cambered curb, but the view of it is obscured from the Gloucester St approach by the hump of the bridge and on the other approach there is a curve within a short distance that gives drivers little time to react to the sight of people crossing. A small version of what is proposed for the Gayhurst Rd crossing would be great. I am trying to send a video that I took, of my group negotiating this open section, but it's bigger than 10MB. I'd be happy to show it to someone in person. Regards, Stephen Roberts, [redacted]			Hohepa Canterbury
14959	We are very excited for this project to start, and look forward to seeing more information once the detailed designs are completed and the work starts.			Dallington Residents Association
14962	The Eveleyn Cousins Carpark is a great solution to the issues we have in the cul-de-sac but it will make challenging issues for our local organisations in the significant reduction in the amount of parking. We hold many events throughout the year as well as the day to day operations of Avebury and the proposed design will impact. We suggest that the road be closed in the same place but a larger carparking space be put in place in the adjacent red zone in place of the proposed parallel parking and yellow lines. Love the closure of the North Avon Road and additional parking on Flesher this will assist with the dumping and rat runners. In both North Avon Road and Eveleyn Couzins could there be no exit signs on both sides of the road and closer to the lights.			We are Richmond and Richmond Community Garden

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Organisation
14964	We support the new Dallington Bridge, carpark and road closure at North Avon Road. We do not support the proposed carparking at Eveleyn Couzins the local organisations and residents will be severely impacted, we would like to se the cu-de-sac removed and a larger carpark put into the Red Zone adjacent to Avebury House. NO exit signs on both sides of the road and closer to the North Avon Lights for both North Avon and Eveleyn Couzins to reduce rat running.			Avon Otakaro Network INC
14972	Very much supportive of these crossings, they will make it much safer and easier for everyone using the path, young and old, to cross these roads which are often busy with traffic.			Greater Otautahi
14984	Spokes supports restricting access to the pathway and the provision of alternative parking places. The Dallington Bridge design looks great. This shared pathway will be a great asset for the city. Spokes also looks forward to a commuter cycleway from New Brighton to the city down Pages Road. The most dangerous intersection on this route is Fitzgerald Road so it is a pity this is not in the first tranche to be fixed. There is minimal space for cyclists and pedestrians, and the pedestrian light phase is very short to get across safely and turn onto the bridge if there is more than one person crossing.			Spokes Canterbury

Individuals

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14224		Bicycle	I use this path for recreation	Christine Hickey
14226		Walking / riding a scooter	I use this path for day-to-day tasks	Peter Earl
14230		Bicycle	I use this path for recreation	Sophia Woodhams

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14234		Bicycle	I use this path for recreation	Janene Burnett
14235		Bicycle	I use this path for recreation	Ali Bailey
14240		Car	I use this path for recreation	Diana Plesovs
14252		Bicycle	I use this path to commute	Stephen East
14257		Bicycle	I use this path to commute	Jenny Swansrob
14258	The track between Avondale Road and ANZAC Drive is very well formed but is narrow. Due to it having steep grassy sides it is not easy for cyclists and walkers or prams or whatever to pass when meeting. There is no edge for the cyclist to move off the track to make room. We are from South New Brighton and head south from Pages Road. The track through the trees on the edge of Bexley Park is extremely bumpy because of damage from the roots of the trees.	Bicycle	I use this path for recreation	Kathy Morris
14260	STOP this unnecessary spending!!!	Car	I use this path to commute	Kaye Rae
14267		Bicycle	I use this path for recreation	Malcolm Campbell
14274	No I'm sick of filling in these things & then the council just goes ahead anyway.....so what's the point	Walking / riding a scooter	I use this path for recreation	Tracey Folds
14275	Totally stupid	Walking / riding a scooter	I use this path for recreation	Fiona Lancaster
14277		Bicycle	I use this path for recreation	Rob McNeur
14280	I support all projects involving pedestrian crossings because we do not have enough.	Bicycle	I use this path to commute	Hayley Young

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14283	This is probably where I should have put the Fitzgerald Ave crossing feedback, sorry! Thanks for addressing these crossings, if it were safe to cross the roads along the city to sea it would make it into a really great route. As it is I find it stressful, especially as my children are on the bike with me. Slower speed limits are great too.	Bicycle	I use this path to commute	Alina White
14284	Once again roads are being restricted blocking free flow of traffic. I reject all three of these proposals. Have you ever considered a fly over, atleast then cars do not have to stop, and free flow of traffic is not blocked. No wonder your own surveys show how poorly you are viewed by the public.	Car	I use this path for recreation	Andrew Mckay
14285		Car	I use this path for recreation	Marianne Beker
14292	Yep stop wasting money on cyclist. They don't deserve anything	Car	Other: Because I want to	Darrin Limmer
14293	The Fitzgerald Ave crossing is critical - this is currently narrow and tight and needs to be sorted ASAP.	Bicycle	I use this path for day-to-day tasks	Michael Clemens
14299		Bicycle	I use this path for recreation	Johno Tunnell
14302		Car	I use this path for recreation	Karen Aitken
14307	I visit this area often so I am excited to see these projects put in place!	Walking / riding a scooter	I use this path for recreation	Andrew D
14308		Bicycle	I use this path for recreation	Alex Henkel

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14309	I think that Eveleyn Couzins Avenue should have sharrow markings. I also think that there should be a shared path connection from flesher avenue to the city to sea pathway via the carpark there, as it seems from the plans that to reach the pathway by bike here you have to bike through the carpark, then dismount onto the footpath, then re-mount and continue biking along the main pathway. Dallington Bridge is also a great design and I strongly support university projects such as this being built.	Bicycle	I use this path for recreation	Jackson Davey
14310		Car	I don't use this path	Daria Martin
14311	yes: please do something about Fitzgerald for bikes! Use the money from Swanns Road, which looks like an over engineered extravagance at a time of 15% rates rise	Bicycle	I use this path for recreation	Eric Pawson
14346		Bicycle	I use this path for recreation	Rae Hughes
14360	Stop wasting our money			Brendon Morphus
14373	Why is Dallington Landing called a Landing when there is no river landing available? Why is the disabled car parking for the Dallington Landing so far away? (over 225 metres away) Why is there no additional car parking provided for the Dallington Landing? (Rupert Place would have made a good car park location)	Car	Other: I use the road to commute for travelling through the area but would use the path for recreation	David Collins
14372		Car	I don't use this path	Ann Taylor
14390		Car	I use this path to commute	James Crowson
14376		Bicycle	I use this path to commute	Laura Botica
14400	I am excited for this to go ahead as it is such a fantastic area to cycle and walk in. The current bridges are fantastic and having more access to easier crossings will be so good for all the community	Walking / riding a scooter	I use this path to commute	Emily Smith

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14410		Bicycle	I use this path for recreation	Bruce Coleman
14447		Other: Resident of Swanns Road	Other: Resident of Swanns Road	Ewout Van Bruchem
14416	Is this enough parking on Eveleyn Couzins Ave? It gets really busy even on weekdays. I am not sure why closing the road would alter the anti social behaviour. 6 parks for parents going to the park, folk going to the river or community gardens and Avebury House users doesn't seem much to me. I agree with encouraging bus use and walking and maybe I am unnecessarily worried.	Car	I use this path for day-to-day tasks	Fay Brorens
14456		Car	I don't use this path	Campbell Church
14482	The Stanmore road crossing is by far the most important. Great project. The whole avon path is very subpar at the moment, this will make it drastically better.	Walking / riding a scooter	I use this path for recreation	Jack Gibbons
14484		Car	I use this path for recreation	Claudia Edwards
14522		Walking / riding a scooter	I use this path for recreation	Peter Hume
14718		Bicycle	I use this path to commute	Emmanuelle Cucchi
14756	I am not too sure about how i feel overall about the car parks being added as I thought the council was trying to reduce the number of car trips taken especially if this a cycle and walking route and i understand it is so that people can drive an walk along the rout however I feel like it is also important to increase other connections to this rout	Bicycle	I use this path for recreation	Zak Morrison
14775		Car	I use this path for recreation	Wayne Teutenberg

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14760		Bicycle	Other: 50% use to get to tasks (eg get to the market and riverside revulution repair cafe/ errands 50% for recreation)	George Laxton
14870	Get on with it.	Bicycle	I use this path for recreation	Andrew Kerrison
14925		Bicycle	I use this path for recreation	Patrick Kennedy
14936	Making a disjointed "afterthought" of a pathway along the river into an enjoyable experience that people would deliberately choose to have is a great plan. My Wife and I tried to walk along the Avon one weekend after moving here from Scotland in 2008, we were surprised to find that it wasn't actually possible to do let alone particularly enjoyable to do. This was due to private property, a lack of pathways and the car having priority over people along most of the route. The coastal pathway is great, and this pathway could be great too.	Other: Motorbike	Other: I commute by bicycle along the river when the weather is fine and I don't need to hurry home to collect my kids. My commute is town centre to Heathcote Valley but its not as good as it could be.	Mark Penrice
14937	I am looking forward to a nice new sealed route as I sometimes find the current surfaces difficult, particularly the large rounded shingle dumped over the end of River Road near Swanns Road. I don't imagine it is much fun for runners either.	Bicycle	I use this path for recreation	Joy Burt
14942		Other: Local resident on Swanns Road	Other: Local resident on Swanns Road	Liesbeth van Bruchem
14948		Bicycle	I use this path to commute	Hayden Johnstone
14953		Bicycle	I use this path to commute	Simon De verteuil
14938	Why no crossing on FItzgerald Avenue?	Car	I use this path for recreation	Bruce James
14960		Bicycle	Other: I live very near and use this to commute	Diana Duncan
14966	No	Walking / riding a scooter	I use this path for recreation	Linda Berryman

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14958	I am fully supportive of these crossings as they will make the path much safer for everyone to use. I have suggested some minor improvements to the plans which I hope can be addressed.	Bicycle	I use this path for recreation	Jono de Wit
14967	Like the design of the new walk/cycle bridge	Car	I use this path for recreation	Marion Ogier
14978	I support the crossing designs in general. Generally I think there should be less priority placed on accommodating motor vehicle traffic, and more priority placed on good pedestrian / cycle connections.	Bicycle	I use this path for day-to-day tasks	Oliver Hutchison
14979	I support the crossing designs in general. Generally I think there should be less priority placed on accommodating motor vehicle traffic, and more priority placed on good pedestrian / cycle connections.	Bicycle	I use this path for day-to-day tasks	Kate Hedworth
14981	The addition of a clear delineated path along the corridor, with road (and river) crossings to a higher standard that at present, and which is a bit more nuanced that always following the riverbanks, will be a great addition to the corridor. However, the route suffers from poor connection for ongoing travel at both ends of the route because the user is left at the Fitzgerald/ Kilmore intersection at one end and the Pages Road bridge and roundabout at the other. Neither of the places is particularly friendly to people cycling. As someone with good knowledge of options at the end I'd be looking at using the refuge crossing of Fitzgerald at Aleandra St or Heyward Tce at the west end, and Rawson or PRett St at the east end.	Bicycle	I use this path for day-to-day tasks	Stephen Wood
14982	Good signage is important. This is a great project that will be well used.	Bicycle	I use this path for recreation	Anne Scott
14986	This is a submission on the proposal for Eveleyn Couzins Ave (again apologies if this is another duplicate, it is unclear if the submission has been completed)	Bicycle	I use this path to commute	Kerry Mulligan
14988		Bicycle	I use this path for recreation	Allan Taunt

Submissions received on Proposal for a new policy on City to Sea Road Crossings, April 2024

ID	Is there anything else we need to know about this project?	What is your main method of travel through this area?	Why do you travel through this area?	Name
14990		Bicycle	I use this path for recreation	Graeme Edwards
15014		Walking / riding a scooter	I use this path for recreation	Cameron Bradley
15131		Other: Local resident	Other: Local resident	Rachel Heta
15060	I was reading about the road crossing improvements for the city to sea pathway which I ride to work, and I am happy to see the changes. I wanted to add that on my way to the city, biking across from pages road from the river path on the other side the is the worst part. The entrance to New Brighton Rd has been blocked for cars but leaving no room to squeeze a bike through. The curb doesn't have a section that drops down, so I have to get off my bike and lift it over the curb. I know there are plans for this bridge to be moved so you probably don't want to invest here, but at the very least it would be amazing if you could make a space in the car barricade to get your bike though and on to the path. It would be amazing if at minimum the barricade to enter the New Brighton Rd path from the Owels Terrace path could be trimmed back to get you bike safely onto the bike path without having to hop off and lift it over the curb.	Bicycle	I use this path to commute	Sally van der Bosch

Attachment, Submission #14942

Attachment, Submission #14942

Eveleyn Couzins Ave carpark

This letter is regarding the side-by-side car park proposal for Eveleyn Couzins Avenue. The primary concern is the potential unintended consequence of increasing anti-social behaviour at night in the area. Secondly, the proposed car parking reduces the number of car parking spaces compared to just closing the area of the road and leaving the parking as road parallel parking.

This letter also provides a number of suggestions that could be developed to support residents and potentially improve the situation.

Primary Concern – Further Facilitating Anti-Social Behaviour.

The proposed car park may potentially exacerbate existing anti-social behaviour.

Currently there is low level (but consistent) mischief going on at the end of Evelyn Couzins Avenue at night. The area is well known to boy racers (etc), and after living in the vicinity of this area for the past 5 years, the currently level of activity is (while unfortunate) somewhat tolerable as it is typically confined to single vehicles with people remaining inside their car.

However, occasionally things escalate and there are a few residents in the immediate area that are relied on to notify security, the fire department, and/or police department to intervene in dangerous situations.

We believe that the current level of activity is somewhat minimised by limited parking space available at the bitter end of the road. Hence, we are concerned that the provision of “side by side” car parking may have the unintended consequence of also facilitating the congregation of vehicles and people engaging in anti-social behaviour, particularly at night.

Summary of concerns:

- The widening of the road to provide the side by side car parks will then be sufficient road width to allow for burnouts to occur.
- We already struggle as a community with people lighting fires in the redzone, our concern is that a convenient gathering space may result in higher frequency of fires being lit in the area.
- General noise, drug abuse and antisocial behaviour related to the congregation of people parking up to party.

The current road width and linear layout of the carparks does not support a congregation of cars side by side. I.e. preventing the formation of groups. See attached images including notes.

Secondary Concern – Reduction in number of car parking spaces

Day to day activity of Avebury House and the playground create car parking demand. We note that the proposed car parking area is potentially the least optimised of three basic options:

- Option 1 - Leave road as is corresponds to the most number of car parking (current situation)
- Option 2 - Closing the end of the road corresponds to a reduction in the number of car parking.
- Option 3 (current proposal) - Closing the end of the road and reconfiguring to the proposed car park configuration (side by side) actually appears to provides the least amount of car parks.

There are some attached images in support of the points above.

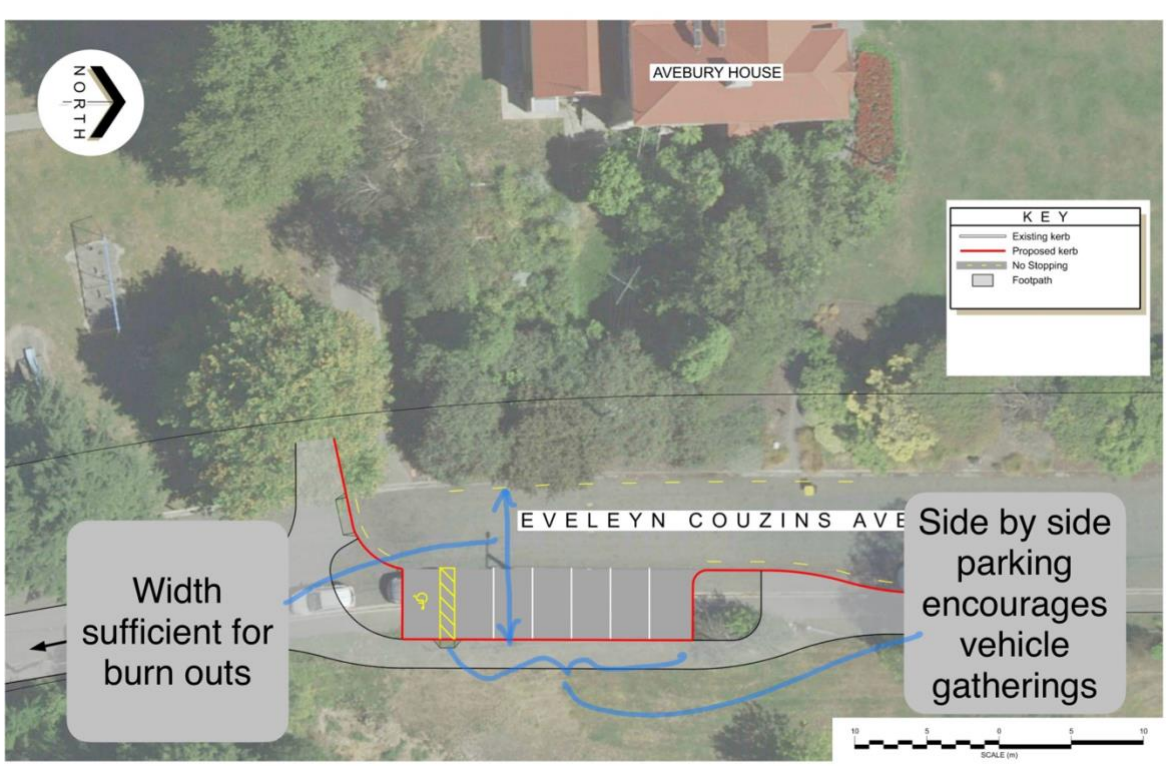
Suggestions

While we want to encourage positive development to our neighbourhood, we hope that any effort here considers the issues face by residents and is developed in support with local groups and residents. We have a few suggestions, or at least design intentions, that may help us deal with the potential issues we have raised and support the goals of the project.

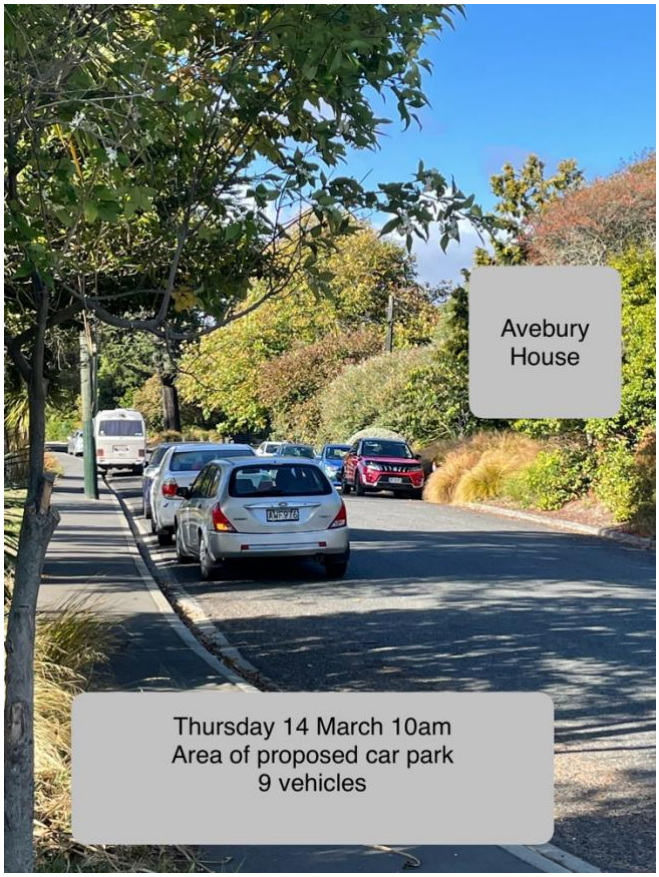
- Make all parking visible immediately from the road.
- Parking configuration that does not encourage gatherings of multiple vehicles.
- Improved street lighting around car parks or congregation areas. It is hoped that this would increase the visibility of the area and general disincentivize drug use outside of vehicles (and in general). However, we do like our dark skies (Star Gazing groups use Avebury House), so careful consideration of lighting would be preferred.
- Installation of speed bumps, while intended to make sure speed is kept to a minimum, it is hoped that this could minimise/ remove the likelihood of burnouts occurring, or high-speed take offs on existing.
- Visible CCTV cameras could be used to advertise that the area is under surveillance.
- Seek consultation for potential passive design to disincentivise localised antisocial behaviour.
- Review the parking demand and the need to reconfiguring the car parks.

In general, it is hoped that the above provides useful information about the current social state of the area, highlights issues faced by local residents considering this proposal, and provides our support of a collaborative approach to future development. The final image attached tries to illustrate an option that addresses the concerns while supporting community use of the area.

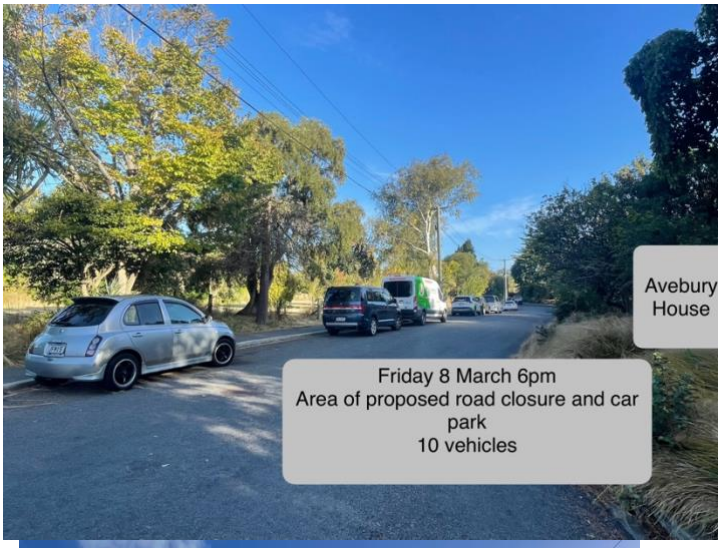
Supporting plans and images

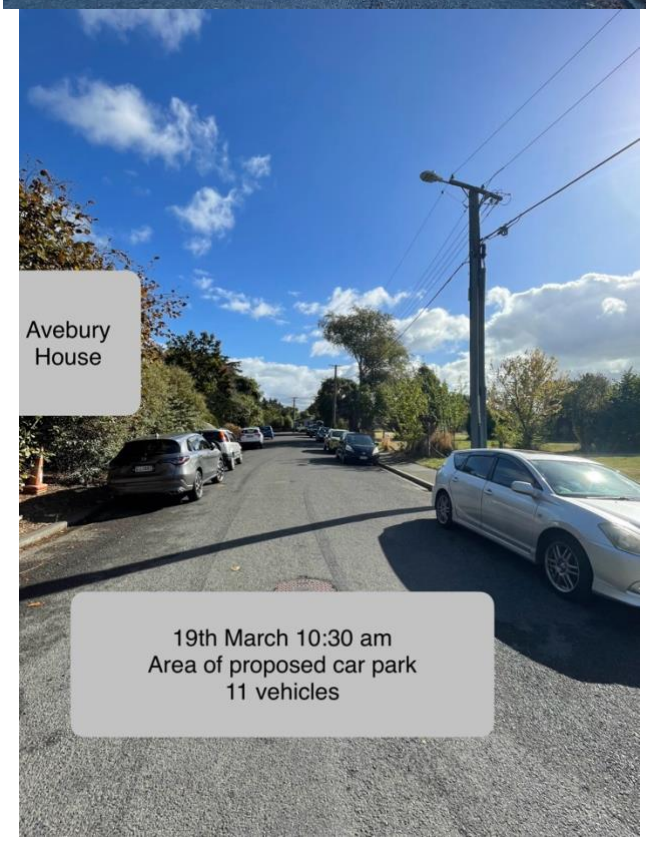


Attachment, Submission #14986

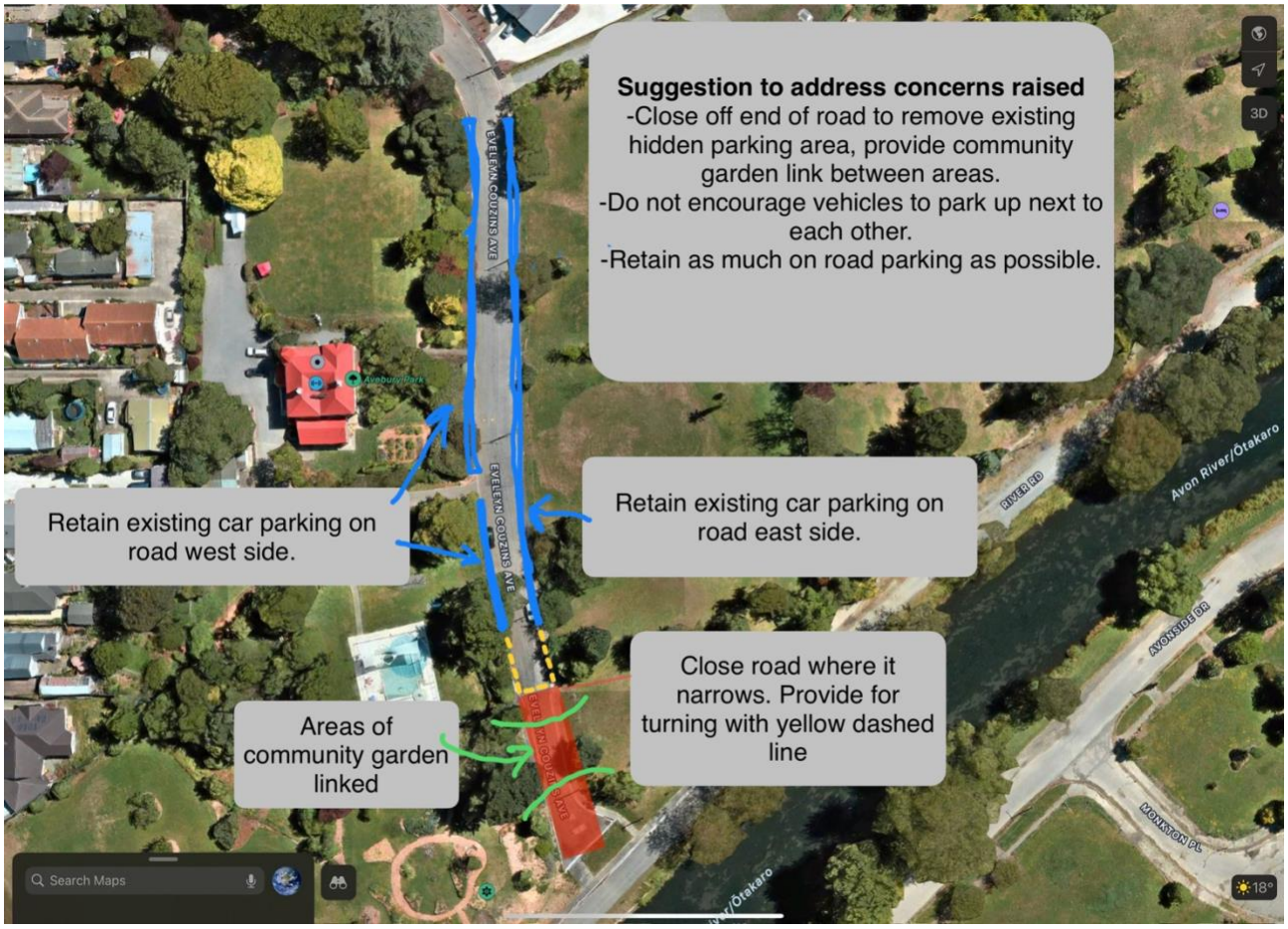


Attachment, Submission #14986





Attachment, Submission #14986



Submission to the Christchurch City Council on the Road Crossings for the City to Sea Pathway

Dallington Residents Association
22 March 2024

The Dallington Residents Association hosted a public drop in session at the Dallington Landing on Saturday 9th March, followed by a discussion at the Residents Association on Tuesday 12th March. The notes provided below is a summary of the feedback from these events.

General feedback

Overall feedback on the concept of the City to Sea Pathway is very positive. It is seen as adding amenity to our city, and to our suburb particularly. It will bring people to and through Dallington and other riverside suburbs and, we hope, showcase the beauty of the Ōtakaro Avon River Corridor. The pathway will encourage people from all over the city to enjoy the green space that has grown up, and provide an outlet for people to enjoy the outdoors and engage with the natural environment.

Although the pathway is not specifically designated as a major cycle route, it will provide good cycle access in and out of our suburb for people commuting to the city or to other suburbs along the route. The pathway provides a safe and kid-friendly place to cycle and walk without worrying about traffic.

The pathway route

We would like to see how the pathway will interact with the Dallington Landing, i.e. do you intend to create a side spur from the main pathway down to the Landing through the (future) forest for people to stop along the way? Or wayfinding from the crossing to encourage people to go down the roadside cycle path? Otherwise it would be easy to travel along the pathway and miss the fact that the Landing is there. The Landing is currently very well used and this is in part because it is on the cycle route. Diverting the pathway makes sense in terms of road crossing safety, but will make it more difficult to reach the Landing.

The Gayhurst Road Crossing

This crossing is an excellent addition to our suburb. We have noted (and submitted to the Community Board) that speed along this stretch of Gayhurst Road is very high. We welcome the speed cushions and platforms - they will slow the traffic approaching our suburb. This will also help with the concerns that the ECCC have around speed and safety of their children. We think that an off-street car park within the red zone beside the ECCC would be a helpful addition to this safety improvement.

The crossing is well-positioned away from the bridge - crossing the road at the bridge is very dangerous, but is currently the preferred route for children getting from the city to Kerrs Reach for rowing. It’s only luck that there had not been a serious accident at this intersection, and many of us have seen near misses on multiple occasions. This crossing will provide safe access to the flatwater facility for pedestrians and cyclists once it is in place on the Dallington side of the river.

As part of the work that is being done to reconfigure this area of road / pathway, we request that Council look again at how the bridge intersection could be made less complex for pedestrians and cars to navigate.

Car access to the area

We regularly receive feedback on the lack of car parking for the Landing. While we understand the intention of the area is that it's for active use rather than cars, we would like our less able friends to be able to enjoy the Landing and surrounding area. At present, the site is only easily reachable by foot or by cycle. While other works are taking place, we request that consideration is given to providing accessibility parking closer to the Landing than the ones that are currently there. The current accessibility parking is an approximate 10 minute up-hill walk to the Landing.

Flesher Ave Carpark

It’s great to see the plan for resolving street access for Casa Bamini while also stopping cars from going down North Avon Road into River Road. This is a regular spot for burnouts and rubbish dumping, so it will be good to see this stretch of road closed.

Eveleyn Couzins Carpark

It’s great to see the addition of designated car parking at Avebury House, including an accessibility car park, but the way that this has been designed will actually significantly reduce the number of on-street car parks outside Avebury House. During busy times, Eveleyn Couzins Ave is often full of parked cars, and reducing the number of car parking would reduce easy access to the House. We would prefer that the number of car parks remain the same.

Dallington Bridge

Feedback on the design of this bridge is very positive - it’s beautiful! Some people have commented that it seems like it’s a lot of money and effort to spend on a foot/cycle bridge when there are others so close by, but we can see that it will provide a good route across the river away from car traffic.

We would like to see the name of the bridge be the Dallington Footbridge to avoid confusion with the Gayhurst Road Bridge, which is colloquially called the Dallington Bridge.

Retention of trees during the works

There has been a huge effort in recent years to plant out the area, and we would not want to see trees being removed unless absolutely necessary. We hope that it is the Council's intention to build the pathway around existing trees so that our hard work is not wasted. We also hope that existing mature trees are treated as taonga and none are removed.

Attachment, Submission #15060

Attachment, Submission #15060

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