

New lease of life for central city

Yesterday

Most Christchurch residents feel upbeat about the central city.

The Life in Christchurch 2018 survey shows that 75 per cent of respondents agree that the area provides a range of shops, services and entertainment, a 13 per cent jump on the previous year.

Residents' approval of the range of restaurants, cafes and bars opening up in the CBD has also risen to 89 per cent, up 4 per cent on 2017.

The survey – commissioned by the Christchurch City Council – seeks feedback on key aspects of city life to help identify trends and changes.

In all, 3100 responses have been collected from a range of people and communities.

Christchurch City Council Chief Executive Karleen Edwards says the survey shows that residents' perceptions of the central city are improving greatly.

"Increasingly, people are enjoying the central city as they embrace the flourishing entertainment scene, complemented by a vast array of restaurants and bars – and plenty of new shops," Dr Edwards says.

"With work gearing up on new venues and facilities such as the Town Hall, the Convention Centre and the new central library, Tūranga, the central city is again a centre of attraction."

The annual survey also points to fewer people using a car to travel to work, the shops and social and recreational activities.

In 2018, 41 per cent of respondents use a car to travel to work compared with 54 per cent last year.

Residents have also cut their car use for shopping and activities to 65 per cent, compared with 76 per cent and 78 per cent, respectively.

Residents agree it is much easier to cycle in the city – up 7 per cent on last year – or walk, up 6 per cent to 70 per cent. They also agree that the central city is safer for cyclists, up 6 per cent; and pedestrians, up 9 per cent.



WHAT RESIDENTS SAY

In time, I can see that it is going to be magical (to cycle through the city).

I go into the city to explore the different types of shops from the malls, and love going to the different types of eating places. Little High is a firm favourite.

The central city is on track to provide a good range of recreation opportunities, shops, entertainment and cafes.

The Margaret Mahy playground is fantastic and people are always playing basketball at the basketball hoop, which my husband said would never be used. He was wrong and knows it.

The “look and feel” of new buildings, streetscapes and open spaces have won widespread approval.

The satisfaction rating for new buildings has risen to 64 per cent while 59 per cent of respondents are happy with the streetscapes and open spaces.

“These results show that we are all contributing to making Christchurch one of the best places to live, work and play,” Dr Edwards says.

“We are creating a wonderful environment with a thriving central city and multiple facilities that set the scene for a positive future.”

◀ **Newsline**

<https://www.ccc.govt.nz/news-and-events/newsline/show/2839>

July 25, 2018

Inject Common Sense into the Plans

Recommendations, to avoid comparisons with Levin, Palmerson North and St. Asaph Street:

A pedestrian-friendly street

- The street needs to be light, wide and airy to encourage footfall and economic activity
- Remove all footpath obstacles – this encourages comfort, safety, people meandering and so opening their wallets
- Remove the raised planters and trees – it not light enough, or wide enough. These block economic activity like on Cashel Mall
- The size of buildings, and dark building envelopes, make footpaths here dark, even in summer. This is not the Mediterranean
- Trees, even in raised planters, are being vandalised all over the city. It is money wasted, and a poor look

- Have 5-metre width all along on the South side. Consistency is key for footpath users. Width variation leads to wasted paving
- This width would encourage footfall from Manchester, Colombo and Oxford Terrace. This is key to business success
- ‘Casual seating’ does not work. Is it ever used on Cashel Mall or is it an obstacle? If it is not maintained, it becomes an eyesore
- Replace planters with barriers to driving/parking on pavements (currently frequent), that are permeable to pedestrians.
- Have frequent high-quality bollards right next to the road on all footpaths, all the way down Hereford Street

- Have zebra crossings, not courtesy crossings. These do not work in Palmerston North. Car, taxi and cycle behaviour is already woeful and inconsiderate here. It will not change.

- Yellow Tactile Ground Surface Indicators (TGSIs) are needed at crossing points now. These can be adhesive ones, prior to permanent ones
- Trees near crossing points shade areas that should be well lit – both during daytime and at night. Light crossings well
- Proximal raised beds, and vegetation, block and distract driver and cyclist views of crossing children and wheelchair users
- Signage. The plan gives no indication of pedestrian signage. It is non-existent currently. Where are services, toilets, bus stops/station, landmarks, tourist sites, taxi ranks, public services?
- Have CCTV monitoring of footpath use, cars/taxis mounting curbs, illegal parking (including by motorcycles on footpaths), non-disabled users in disabled spots, and parking timing
- CCTV is key to monitoring street safety after dark and street vagrancy

Encourage bus use

- Bus stops needed on both blocks, not just one
- Second bus stop between Rockpool and Ibis
- Multiple bus shelters needed at every bus stop. Avoid the hospital at rush hour look, with crowds waiting out in the wind and rain
- Signage is needed to bus stops, and which routes are served
- Bus stops should feature lit and large-print prices, timetables, and maps

Encourage cycle use

- Removing planters and trees, means more space for cycle parking

- Have lowered curbs as entry and exit points for cyclists. Mark these with a green surface
- Marked cycle lanes are excessive here. It is 30kph. Use chevrons and have wider footpaths instead
- Frequent cycle parking is more of a priority than cycle lanes in low speed central city areas

Street eating

- Footpaths are not wide enough, even at 5 metres width
- It looks like what Levin tried and failed in
- The maximum should be one-seat-width dining, right next to food outlets, not on the road side of footpath
- Avoid the mistakes of St. Asaph street at the bar/restaurant strip here, attempting to fit too much into the street width

Motor vehicle access

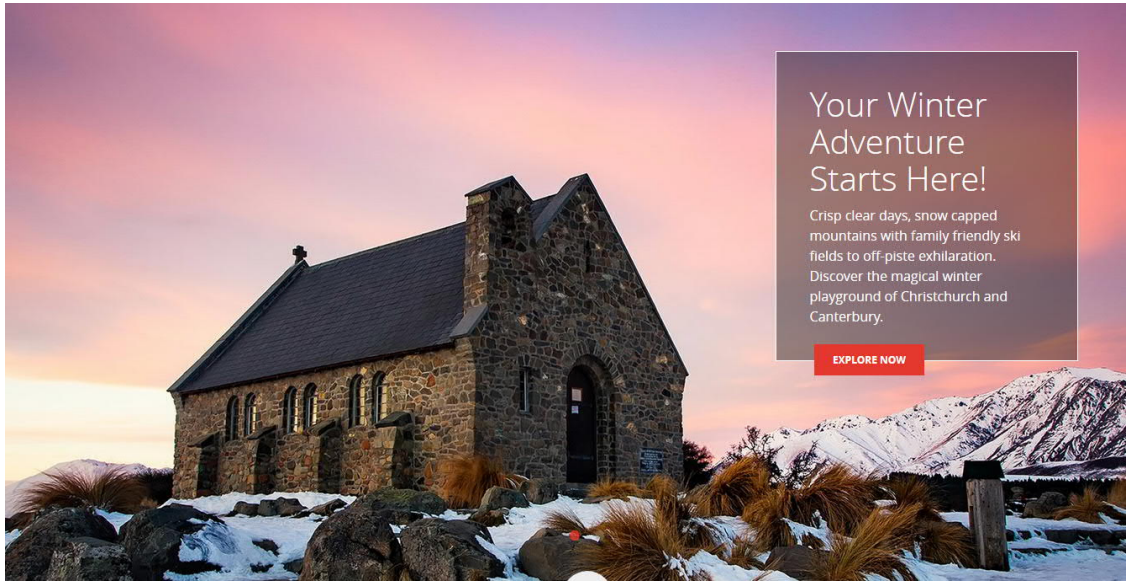
- There should be no non-disabled parking here. Remove 60-minute parking
- There is plentiful off-street parking here already, in addition to future plans. Model on Copenhagen, not Wanganui
- Are there current turning bans on Colombo and Hereford? Where are the signs? Can it be enforced? Another reason for CCTV, or just scrap it, as impractical?





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No, actually it starts here...



Attachment 5 - I Chesterman (submission number 17668)

I support the Council's desire to upgrade Hereford St. I like the wider footpaths, planting (though I note there are some concerns about the suitability of the trees proposed) and provision of space for outdoor dining. I am concerned that the proposed road markings do not achieve the council's aims of enhancing safety, are not compatible with encouraging the 30km/hr speed limit and do not provide an attractive street environment.

The picture below shows what is proposed.



There is good evidence that strong lane marking like these encourage faster driving. People become locked in the mentality that “provided I stay in my lane I am safe and can do no wrong”, so they speed up. Hans Monderman, a Dutch traffic engineer ([link below](https://www.pps.org/article/hans-monderman)) advocated removing all lane markings and signs. People are then forced to interact with each other, seeking eye contact. In cities where this has been implemented “traffic moves slower and the rate of major accidents declines drastically.”

<https://www.pps.org/article/hans-monderman>

Further, while I am normally the first person to advocate for more cycling infrastructure, the unprotected cyclelanes proposed for Hereford St will do little to encourage or protect the “interested but concerned” cyclists. It has been shown ([link below](https://www.cycleways.org.uk/wp-content/uploads/2014/09/Influence-of-road-markings-lane-widths-and-driver-behaviour-on-proximity-and-speed-of-vehicles-overtaking-cyclists-DOI-10.1016j.aap.2014.08.015.pdf)) that painted cyclelanes actually reduce the amount of space drivers allow when passing cyclists- again, the belief that “if I am in my lane I can do no wrong”. I have experienced this myself as a cyclist on Christchurch roads.

<https://www.cycleways.org.uk/wp-content/uploads/2014/09/Influence-of-road-markings-lane-widths-and-driver-behaviour-on-proximity-and-speed-of-vehicles-overtaking-cyclists-DOI-10.1016j.aap.2014.08.015.pdf>

I believe the only effect of these lanes will be to annoy drivers concerned about how much of “their” rates and taxes are being spent on cycling infrastructure. If a proper separated cyclelane can't be provided here (and with St Asaph and Tuam Streets close by there is little justification for the expense) then don't bother. So what does that look like? See below



This seems a bit extreme- I think we need to mark the parking bays and bus stops, and sharrows would be a good reminder of direction of travel and that drivers should be on the lookout for cyclists- see below.



This is a much cleaner street. It is more attractive and the evidence suggests it will be safer for drivers, cyclists and pedestrians as well as encourage the lower speeds required by the 30km/hr limit. Best of all, if it doesn't work out the centreline and cyclelanes could always be added later, just by adding paint. There is little risk and lots to gain with this proposal.

But could we go further? Auckland has had good success painting spots on two of their streets- Shortland St and Federal St- that have high pedestrian, cyclist and driver use.



<https://www.hotcity.co.nz/news/news-story/whats-dots-putting-fun-functional>

From that article: “The dots have meaningfully slowed down the fastest traffic in the area - technically speaking, there's been a 5.4% reduction in the 85th percentile vehicle speed - meaning they've had the intended effect. “When drivers and pedestrians are confronted with something different, their reaction is to be a bit confused, but to slow down and to make their way forward more carefully.” “

The NZTA has also done research into the effect of transverse marking on vehicle speed and driver awareness, albeit in a high-speed rural context:

http://www.reaaa.co.nz/publication/effectiveness-of-transverse-road-markings-on-reducing-vehicle-speeds-by-andrew-martindale-opus-international-consultants/wppa_open/

The results show that transverse markings do reduce speeds.

So how might that look on Hereford St?



More attractive? I think so, certainly compared to the council proposal. A better artist than me should pick the design and colours... It will make Hereford St into a feature, a talking point, maybe even an attraction with the right design. There is good evidence that it will be safer and result in lower vehicle speeds than the council proposal. Finally, it's just paint. It will be relatively cheap to apply and can be easily modified or removed.

