



# Living Streets Canterbury

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To: Philippa Upton  
Christchurch City Council  
PO Box 237  
Christchurch 8140

Dear Philippa

## **Re Cambridge Terrace (Madrass to Peterborough) Street Renewal and Landscaping**

I write on behalf of Living Streets Canterbury - part of Living Streets Aoteroa, a national organisation aiming to get more people walking more often and acting as an advocacy group for pedestrians in their many forms. We would appreciate any written feedback you can provide.

Overall, we support the work proposed on this stretch of road and look forward to its completion. We endorse the use of CPTED principles and strongly promote the use of the Avon/ Ōtākaro River Master Plan. The Avon River is an important feature of Christchurch City and as far as possible we want to see the best made of it. Anything that may help improve water quality in the Avon should be encouraged.

We have some small points we would like considered. First, we believe that 3 metres would be a better width for the shared path for several reasons:

- Pedestrians may be using walking frames, wheel chairs, push chairs. They may be on scooters or skateboards. They may be very young and unpredictable. They may be walking with dogs. They may also be sight impaired. For all these reasons. It is good to have a reasonable amount of space to accommodate these differences alongside cycling. We want to ensure ample provision for two people with pushchairs, particularly to walk side by side and allow others to pass safely.
- For cyclists, extra width is good because pedestrians seldom keep close to one side of a path.
- While 2.5 metres may suffice for current use levels, if cycling and walking etc increase, (as we expect they might given the projections for petrol prices) it becomes good to have the extra width. When oil prices rise it is only likely to become more expensive to widen these kinds of paths so we would advocate putting in a generous width now.
- We also note that Austroads recommend a minimum of 3 metres for shared paths, and that the NZTA Pedestrian and Planning design guide suggest Austroads specifications be followed for shared cycling and walking paths.

We would also advocate clear signage including painting on the pathway that warns pedestrians that cyclists may use the path and also makes it clear to cyclists that this is a cycling route.

Linkages at either end of this any section of pathway are always a concern. It needs to be easy and safe for both pedestrians and cyclists to move from the shared path back onto the roads as necessary. Again, additional signage, specifically for pedestrians and cyclists may be important for clarifying what is intended in some places.

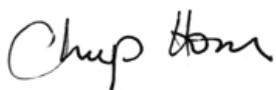
Tactiles are an important aspect of these linkages for sight impaired pedestrians. We recommend that the placement of tactiles adhere to the NZTA pedestrian planning and design guide and support any suggestions re the placement of tactiles from the Foundation of the Blind.

The plan does not make clear where, or even if, parking meters will be placed on this section of Cambridge Terrace, although P120 would imply that there will be meters. We would like to be sure that they are placed well clear of the proposed shared path. Specifically we want to avoid the situation that occurs on Oxford Tce between Manchester and Madras Streets where parking meters have been placed well into the shared path. This creates numerous pinch points and obstacles which sadly makes it almost non-functional as a shared cycling-walking path, particularly at busy times.

We applaud the inclusion of a seat and from the plans it appears that this will be place well to one side of the path. Again if the plans change we would specifically want to avoid having seats on the path so that the effective width of the path is narrowed.

I would also like to thank you for the opportunity to discuss this with you on the 17<sup>th</sup> March. Being able to chat and to see larger pictures of the plans was useful.

Yours faithfully,

A handwritten signature in black ink that reads "Chrys Horn". The signature is written in a cursive, slightly slanted style.

Chrys Horn  
Co- convenor  
Living Streets Canterbury