



**Living Streets
Canterbury**

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Submission from Living Streets Canterbury Draft Christchurch Hospital Redevelopment plans

Introducing Living Streets Canterbury

Living Streets Canterbury is a Christchurch-based pedestrian advocacy group established in 2004 as a branch of Living Streets Aotearoa. Our vision is “More people walking more often.” For more information about Living Streets Canterbury see <http://www.livingstreets.org.nz/regions/canterbury>

Overall, Living Streets Canterbury supports the proposed redevelopment proposal and land swap. The redevelopment proposal offers an opportunity to benefit quality of life for Christchurch residents and visitors, and public health, but for this to happen, full consideration must be given to the opportunities and potential implications for active and public transport use in and around the hospital area.

Living Streets Canterbury are excited by the opportunities to improve walking and cycling linkages through the park. We would advocate particularly for the provision of an off-road cycling and walking link between the existing shared path along the south side of north Hagley Park with the shared path on Rolleston Avenue via the existing hospital access bridge.

Living Streets Canterbury also strongly supports the improved provisions for pedestrian access and circulation within the hospital area.

However Living Streets Canterbury also has some concerns about the plan. Specifically:

- The idea that all service traffic will exit (and possibly enter) via the bridge to Rolleston Avenue over the Avon. This proposal will impact significantly on the large number of people currently walking and cycling on the Rolleston Avenue shared path, as well as on the general amenity of this relatively low traffic area. We note however, the existing motorised vehicle usage of this bridge warrants looking into, as appears to be more than the original consent use. The existing motorised vehicle usage of the bridge will be exacerbated if other traffic uses this route through the hospital as a short cut between Riccarton Avenue and Rolleston Avenue.

Our understanding is that when the bridge was built it was with the proviso that its use was restricted. Living Streets Canterbury believes the continued use of the bridge should be restricted to cycling and walking traffic only. Any continued motorised vehicular use of the bridge (which we indicated we prefer does not continue) should remain on an even

more restricted basis, with good monitoring of this to ensure compliance. Current conflicts between motorised vehicles and pedestrians and cyclists in this area may be ameliorated with a light controlled intersection at the junction of the bridge access and Rolleston Avenue similar to that found at Christ's College. However, some other configuration which gives precedence to the pedestrians and cyclists would be preferred, as this does not disadvantage people walking or cycling by interrupting their journey on a shared path where they already have precedence.

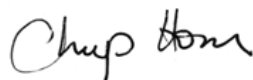
- Proposals for all public and emergency vehicles to exit the hospital at the corner of Oxford Terrace next to the Antigua Street bridge also seem problematic. The Oxford Terrace crossing by Antigua Street bridge is a very high use crossing for people walking and cycling. We are concerned that an increase in traffic exiting at this intersection will slow down emergency vehicles exiting the hospital, and both increase the potential danger to, and further delay walkers and cyclists crossing Oxford Terrace.

Living Streets Canterbury suggest it might be better to have all traffic entering and exiting the hospital on Riccarton Ave, or even at the intersection of Riccarton and Hagely Avenues. We request that the long delay for people wanting to cross Oxford Terrace near the boat sheds is looked into in relation to light phasing and timing to decrease the waiting times for people walking and cycling. There is also an urgent need to look at signage related to the separate walking and cycling crossings, as cyclists (many unaware of the alternative cycling crossing just metres away) are using the pedestrian crossing.

Living Streets Canterbury considers this redevelopment provides a fantastic opportunity to improve access for active and public transport users both to the hospital and on adjoining roads. We believe that the re-development could be used to further encourage hospital staff and visitors to use active and public transport.

We wish to speak to our submission sometime in the week of the 31st May.

Yours faithfully



Chrys Horn,

Co convenor, Living Streets Canterbury