

## St Asaph Street – proposed road layout options: comments received

(Table updated 26 October 2017. Previously sent to those who provided feedback on Friday 20 October 2017.)

### Key

 Support Option 1 (minor changes to existing road layout proposed by Council staff) / support current road layout - 266 (previously 264)

 Support Option 2 proposed by Christchurch Central Business Group / oppose existing road layout – 38 (no change)

 Preference for either of two options not clear – 25 (previously 27)

No.	First name	Last name	Speak?	Organisation	Role	Comments
7539	Nicky	Arts	-	Cardmakers		<p>My main concern is from Madras St to Manchester St.</p> <p>St Asaph street is different space from other areas on the outer CBD.</p> <p>The businesses along St Asaph St are historically DESTINATION shops.</p> <p>This is going to change in the future as the area undergoes change and the destination shops are forced to move further out. This is already occurring.</p> <p>The current design is slightly futuristic and does not really reflect the reality of trading in the CBD fringe NOW.</p> <ul style="list-style-type: none"> <li>- no shuttle buses</li> <li>- low foot traffic count</li> <li>- low population density</li> <li>- low cycle count</li> </ul> <p>Currently the parking issues and road layout is causing grief for many of the current business owners:</p> <p>Customers complain:</p> <ul style="list-style-type: none"> <li>- our clients can not get to us easily</li> <li>- many are afraid of St Asaph St, they complain that it is narrow and frightening when they are parking, (if they can find a park)</li> <li>-the lanes appear too narrow</li> <li>- doors open into traffic</li> <li>- the kerbs are multiple/excessive and distracting.</li> <li>-the sea of signage on the intersections is excessive</li> <li>- They complain that the current design is not user/elderly/ disabled friendly.</li> </ul> <p>The 2 proposed designs really have nothing in common.</p> <p>Option one: Tweaks the plan but does not really address the underlying issues.</p> <p>Madras St- Manchester St block Gains:</p> <ul style="list-style-type: none"> <li>- a loading zone, we assume it is a courier van and truck loading zone. Great!</li> <li>- kerbing will be softened. Good</li> <li>- Extra cycle stands will be added. Good.</li> <li>- re do road lane markings- good.</li> </ul>

-Going to 30km - good - makes no difference

Option 2;

-Is so lacking in detail/clarity- it is impossible to work out what is being suggested.

-The Madras- Manchester St block is not even mentioned.

-Reinstating multiple car parking is not helpful long term

- Expensive option

Option 3

Not a option to take out all parking on north side.

- leaves all disabled car users opening their car doors into the middle of a lane. ( exit via drivers door)

-will kill businesses on north side of street.

These plans do not address the

- The multiple kerbing level. (the step from footpath to cycle lane to curbing to road level, to kerbing again. Its an old/blind persons visual health and safety nightmare)

- overuse of signage, cf St Asaph/High/Madras st intersection.

-there has been no discussion of the turn from Madras St into High St which has a "tail-gateing issue"

-The use of kerbing/ planter boxes to traffic calm/nudge behaviour- has had the opposite effect. It is a physical control zone. Making people angry

-This street needs a compromise solution

- perception of narrowness- why do this ? we have plenty of space in CHCH. making people afraid to drive in St Asaph St.

- Lichfield St car park is perceived as too far away, we are a destination, we don't need long term parking.

- ebikes are doing 30kph. We currently have cyclists on the road way, the cycle way and the footpath, both ways!

Suggestions:

-Come up with a transitional solution.

- Be more innovative....

-Remove some of the multi levels.

-Make St Asaph 2 way. At 30km it could work.

-soften the tyre killing kerbs.

- Long Term: take .5m of each side of the street and add into carriage way. Could be done one side at a time. Footpaths are under utilised at present.

- use rumble strips not kerbs.

-Remove large "dead" asphaltic/concrete pits protrusions. ugly and wasteful.

-St Asaph Street has historically been used as a thruway across the city, there needs to be a campaign to divert cross city traffic to Moorhouse ave.

-Change parking times to 30 minutes to encourage parking turnover.

-A more open plan would allow more flexibility. Make it more shared space?- A free for all attitude...

- A rumble strips between the cycle lane and the road way.? As per outside Corrianders

hope this helps

7382	Robin	Robins	No			<p>As an 85 year old ebike rider who uses Tuam &amp; St Asaph streets to get east &amp; west across the CBD, I feel much safer in the cycle lanes than dicing with motorists on shared roads.</p> <p>Hence I oppose munting the plan by installing more car parks in St Asaph St. &amp; support doubling up on the vision by removing more car parks to make it safer for cyclists. Don't make it easier for motorists, there can never be enough parks. Drive in &amp; park is not how the future is going to pan out.</p> <p>If it can be done I think drivers crossing the cycle lanes when turning in or out of premises should be prosecuted if they hit cyclists going straight ahead.</p> <p>I drive &amp; have driven extensively, including overseas.</p>
7374	Lizzy	Pearson	No	Ōtākaro Limited	Manager of Planning, Placemaking and Urban Design	<p><a href="#">Please see Attachment 1 at the end of this table for comments on behalf of Ōtākaro Limited</a></p>
7373	Alana	None	No			<p>I regularly travel up Barbadoes, turn right on to St Asaph, then left onto Manchester...since the cycle way has gone in i have 3 issues</p> <p>Firstly when about to move left to turn onto Manchester from St Asaph, the first time i went up onto the UNMARKED curb??!! of an island thats hard to see, about 20metres back from the corner so maybe mark it as i have since seen other cars do the same?</p> <p>Second I wait as i have a red left turning arrow yet cyclists have a green bike light...the bike light turns to red &amp; my red arrow dissappears so i go to turn left onto Manchester BUT at least 3 times i have had cyclists scare the s*** out of me by cycling past ON A RED BIKE LIGHT?</p> <p>Third would be the green arrow time is way to short for the number of cars turning left onto Manchester to go to PaknSave (straight through have much longer BUT as we wait for imaginary cyclists we are stuck on a red arrow)</p> <p>So maybe some education for cyclists OR a better idea i feel is to MOVE the cycle lane to the RIGHT of the turning lane? as this would make both cyclists and car drivers be able to move &amp; lessen the already tension bikes &amp; cars have?</p> <p>I hope this makes sense otherwise please phone me.</p>
7364	Paul	Brown	Yes			<p>As discussed today I wish to register my concern in regards to road users [pedestrians and motorists]other than cyclists with present layout on St Asaph Street .</p> <p>Having worked in lower Manchester Street for over 40 years the St Asaph street layout is causing safety concern to pedestrians and motorists.</p>
7363	Hugh	Nicholson	No			<p>I would like to put in a submission on the proposed changes to the St Asaph Street. I note that the website says the consultation is closed however the consultation form states that the consultation is open until 8 October (see attached).</p> <p>I use the St Asaph Street cycleway every day commuting to work and to work meetings. The cycleway has made my trips significantly safer and more enjoyable and I have seen an increase in the number of cyclists using the street.</p> <p>My only criticism of this scheme is that I believe that it has been done on the cheap when compared to similar schemes on Tuam and other streets. In particular the St Asaph Street cycleway has been constructed with concrete kerb build outs without paving, street trees or street furniture. I would suggest that when reallocating parking lanes to other uses it is worth using the space to create something with more amenity - in other words providing something better to make the pain worthwhile.</p> <p>I also drive along St Asaph Street regularly and have noted none of the safety issues associated with narrow lanes that have been discussed in the papers. It is true that with a narrow lane drivers need to drive more slowly and pay attention to other vehicles and pedestrians. Occasionally we even need to give way or slow down to allow other people to turn or park - however I believe that this behaviour is a part of considerate and courteous driving.</p> <p>I would request that any additional funding spent on the St Asaph Street scheme is spent to provide a higher level of amenity and streetscape.</p> <p>Thank you for your consideration.</p>
7361	Mike	Miles	No	Orion New Zealand Limited	Reticulation Asset Manager	<p>Orion has no objection to the overall concepts indicated for the two road layout options.</p> <p>However Orion is making a submission on the Traffic Parking Bylaw as Orion is being restricted in having access to our substations.</p> <p>Orion is able to provide detail on tree issues.</p> <p>The two road layout options also indicate conflicts and access issues.</p> <p>Option 1 CCC version:</p> <p>Antigua - Montreal</p>

- a. Proposed trees on north side of road will need root-barriers as per IDS section 10 due to close proximity to oil filled 66kV cables.
- b. Existing Orion substation - currently there is a no-public parking zone outside our substation. The proposal does not allow any parking in front of our substation. Orion requires access for regular maintenance and switching abilities.

Montreal - Durham

- a. Propose tree outside 106 St Asaph is over an Orion cable so will need to meet requirements as per IDS section 10.

Durham - Colombo

- a. All Proposed trees in this section are in close proximity to Orion cables so will need to meet requirements as per IDS section 10.
- b. Existing Orion substation 165 St Asaph - The proposal does not allow for any parking in front of our substation for Orion vehicles. Orion requires access for regular maintenance and switching abilities.

Colombo - Manchester

- c. All Proposed trees in this section are in close proximity to Orion cables so will need to meet requirements as per IDS section 10.
- d. Existing Orion substation 217 St Asaph - The proposal does not allow for any parking in front of our substation for Orion vehicles. Orion requires access for regular maintenance and switching abilities.

Manchester - Madras

- e. All Proposed trees in this section are in close proximity to Orion cables so will need to meet requirements as per IDS section 10.
- f. Existing Orion substation 255 St Asaph - Thank you for providing parking zone outside this substation.

Option 2 Business Assoc version:

Antigua - Montreal

- c. Proposed trees on north side of road will need root-barriers as per IDS section 10 due to close proximity to oil filled 66kV cables.
- d. Existing Orion substation - currently there is a no-public parking zone outside our substation. The proposal does not allow any parking in front of our substation. Orion requires access for regular maintenance and switching abilities.

Montreal - Durham

- b. Propose tree on north side and outside 106 St Asaph is over an Orion cable so will need to meet requirements as per IDS section 10.

Durham - Colombo

- g. All Proposed trees in this section are in close proximity to Orion cables so will need to meet requirements as per IDS section 10.
- h. Existing Orion substation 165 St Asaph -The proposal does not allow for any parking in front of our substation for Orion vehicles. Orion requires access for regular maintenance and switching abilities.

Colombo - Manchester

- i. All Proposed trees in this section are in close proximity to Orion cables so will need to meet requirements as per IDS section 10.
- j. Existing Orion substation 217 St Asaph The proposal does not allow for any parking in front of our substation for Orion vehicles. Orion requires access for regular

					<p>maintenance and switching abilities.</p> <p>Manchester - Madras</p> <p>k. All Proposed trees in this section are either over or in close proximity to Orion cables so will need to meet requirements as per IDS section 10.</p> <p>l. Existing Orion substation 255 St Asaph - The proposal does not allow for any parking in front of our substation for Orion vehicles. Orion requires access for regular maintenance and switching abilities.</p> <p>Orion is available to meet and discuss in more detail the above conflicts, otherwise please provide details on how CCC will mitigate these issues.</p>	
7359	Francesca	Bradley	Yes	N/A	N/A	<p>I use the St Asaph Street cycleway every weekday for my work commute and in its current state I find it pretty usable. I support Option 1 for Council to make minor improvements to a cycleway which is functioning reasonably well. However this option needs to go one step further to ensure the safety of all road users.</p> <p>For cyclists: removing south-end car parks near driveways will improve visibility of cyclists using the cycleway. Going to work this is an issue as cars pull into driveways and can't see cyclists past the parked cars. After work I find vehicles pull out and sit in the cycleway to check for visibility, becoming a hazard for cyclists.</p> <p>For motorist: removing the south-end car parks, but retaining those along the north end, would allow for wider traffic lanes and ease of use for motorists.</p> <p>For pedestrians: removing of car parks along the south end would retain the width of the northern footpath for pedestrians.</p> <p>These suggestions could be explored on a trial basis to see what works for all road users.</p> <p>I cannot support Option 2 as it fails to address the safety concerns for all road users.</p> <p>For motorists: introducing more car parks along the south end will increase the safety risk to motorists exiting their cars.</p> <p>For cyclists: introducing more south-end car parks will decrease visibility of cyclists using the cycleway.</p> <p>For pedestrians: widening the width of traffic lanes will come at the cost of narrowing the northern footpath and will create a dangerous environment for pedestrians. It would be incredible foolish for our Council to spend the extra \$1 million on Option 2, when their own car parking monitoring data shows that the current number of car parks on St Asaph Street are under-utilised at 75% capacity.</p>
7358	Francesca	Bradley	Yes	Generation Zero	Submissions Co-ordinator	<p>Generation Zero is incredibly disappointed to learn that the Christchurch City Council is considering a proposal for St Asaph Street tabled by the Christchurch City Business Group. It is unacceptable that a small group of vocal business owners can bypass the democratic process of local government, to have a proposal accepted for consideration by the Council. It poses a major risk to the future of our city, that small minorities with short-term interests can have this much influence over our Council.</p> <p>Generation Zero supports Option 1. However, the current design of St Asaph Street needs to be improved to ensure the safety of all road users, and to encourage the use of sustainable transport modes. This can be achieved by;</p> <ol style="list-style-type: none"> <li>1. Removing south-end car parks near driveways to improve visibility of cyclists using the cycleway, and to avoid more near misses.</li> <li>2. Removing the south-end car parks to allow for wider traffic lanes and ease of use for motorists. The north end car parks would be retained.</li> <li>3. Removing the car parks along the south end would retain the width of the northern footpath for pedestrians.</li> </ol> <p>Removal of the south-end car parks could be trialed on a temporary basis to see what works for all stakeholders and road users. This trial could be further supported by collecting data on the car parking demand for the north-end car parks, and on the economic effects to local businesses.</p> <p>Generation Zero presents the following reasons why Option 2 is an unacceptable proposal.</p> <p>Option 2 raises major safety concerns for all road users;</p> <ol style="list-style-type: none"> <li>1. Introducing more car parks along the south end will increase the safety risk to motorists exiting their cars.</li> <li>2. Introducing more south-end car parks will decrease visibility of cyclists using the cycleway.</li> </ol>

					<p>3. Widening the width of traffic lanes will come at the cost of narrowing the northern footpath and will create a dangerous environment for pedestrians.</p> <p>Statistically there is no demand to justify introducing more car parks. According to the Council's car parking monitoring data, the current number of car parks on St Asaph Street are under-utilised at 75% capacity.</p> <p>Option 2 will cost ratepayers \$1 million more than Option 1 (\$210,000). This additional cost is not available within Council's current budget.</p>
7357	Ben	Cannon	No		<p>I think that the cycle lane is an effective and safe way for people to get through town, especially less confident cyclists. I think it is ridiculous that this is being considered for a one million dollar change to accommodate for more car parks, which seems to go against the goals set out in the accessible city plan.</p>
7356	Claire	Cameron	No		<p>I am a parent from Ao Tawhiti Unlimited Discovery. I feel pedestrian and cycle priority is key especially if there are going to be 1000s people using the new sports facility as well as the school, therefore loads of pedestrians (not always paying attention to road safety when crossing roads).</p> <p>I agree with having the loading bays extended but not the extra car parking spaces. If people want to go to a particular venue they will work out how to get there.</p> <p>'We' need to make the area as safe as possible for the students of the school who are as little as 5yrs old. A lot of them will come through the bus exchange as well.</p> <p>Short and brief. Hope this is what you are after. Thanks</p>
7355	Tim	Johnstone	No		<p>I feel that the narrowness of the road causes problems especially with trucks. My business has a number of trucks and I am concerned there could be an accident due to the amount of space left on the roadway because of the excessively large cycleway and pedestrian areas.</p>
7354	Alexandra	Smith	No		<p>The Christchurch cycle lanes, whilst perhaps not quite perfect, are a really positive symbol of Christchurch's transformation into a great modern city. They represent a willingness to provide safe, enjoyable and sustainable streetscapes for all city goers. Already the redesign of our inner city streets is helping to create a more pleasant inner city environment " one in which people will want to live, work and play (and therefore spend). The act of removing or altering these to further favour cars would be a discouraging step backwards" we do not want to have a city of car parks and car yards which is barely frequented by its wider inhabitants.</p> <p>- I am in my mid 20s and have recently bought a house as close to the city centre as I could afford a ten minute bike ride along St Asaph street to my workplace. I am a member of a younger generation that might potentially live in our city for years to come. I have chosen to invest in our city, and one of my central reasons for doing so was so that I can bike and walk into the city and enjoy the healthy, modern urban lifestyle that this affords me. The city needs people, especially residents, and the ability to bike into the city, in a safe enjoyable way, is a factor that will encourage people.</p> <p>In regards to the business on St Asaph St, studies of economic impact of cycle lanes on nearby businesses consistently show little to no impact... and in some cases might even increase business. <a href="https://www.citylab.com/solutions/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/">https://www.citylab.com/solutions/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/</a> and <a href="http://ontheplatform.org.uk/article/peddling-prosperity-economics-cycling">http://ontheplatform.org.uk/article/peddling-prosperity-economics-cycling</a> and <a href="https://beta.theglobeandmail.com/report-on-business/small-business/sb-managing/small-businesses-are-changing-their-tune-on-bike-lanes/article30365164/?ref=http://www.theglobeandmail.com">https://beta.theglobeandmail.com/report-on-business/small-business/sb-managing/small-businesses-are-changing-their-tune-on-bike-lanes/article30365164/?ref=http://www.theglobeandmail.com</a> &amp; and <a href="https://sustainable.org.nz/sustainable-business-news/cycle-lanes-are-good-for-retail/">https://sustainable.org.nz/sustainable-business-news/cycle-lanes-are-good-for-retail/</a></p> <p>Also, cyclists are consumers too. They will spend in your shop and studies show they are, in fact, more likely to. They travel slower, and frequent the city more often. <a href="http://ontheplatform.org.uk/article/peddling-prosperity-economics-cycling">http://ontheplatform.org.uk/article/peddling-prosperity-economics-cycling</a> and <a href="https://www.citylab.com/transportation/2012/12/cyclists-and-pedestrians-can-end-spending-more-each-month-drivers/4066/">https://www.citylab.com/transportation/2012/12/cyclists-and-pedestrians-can-end-spending-more-each-month-drivers/4066/</a>. There are cafes, bars, and a hairdresser on St Asaph that I now visit regularly because they are on my cycle route. When I used to drive this same route at 50km/h I barely noticed their existence. Additionally, I am hard pressed to spot any business's along this route that don't have private parking on their own site - there doesn't appear to be a dire lack of parks.</p> <p>Please see pg11, paragraph one, of your own SAT safety audit, which clearly states that the addition of parking spaces along St Asaph Street would greatly increase risk of serious injury. How could this be known and yet the option still be considered? The thought that there are people who know this, and apparently just don't care is frankly upsetting.</p> <p>- If anything, one change that could be made is to consider altering the left turning arrow operation. The current set up creates frustration amongst both drivers and cyclists. I am a moderate to quick commuter, travelling at about 15-17km/h. At each set of lights I take off, and the cars take off at 50km/h and I watch as they race ahead, only to stop short at a red turning light waiting, waiting, for a cyclist that isn't (yet) there. I see my light is still green, so I stand up in my seat and peddle hard to make it on time. Just as I get there, the light turns red. And so I sit puffing and frustrated for another light cycle as the frustrated drivers finally get to turn. I understand, and appreciate, the psychology of allowing cyclists to go first but perhaps, in this instance, it would be better to let the 2-3 cars that get there first get around first, and then allow the cyclists to go just as they're arriving a few minutes later. Better yet, let us self-manage the turn go if no one else is there. Risky I know since motorists suck at acknowledging the existence of cyclists. But perhaps they might manage okay so long as no one decides to add more parked cars that block their view of us.</p> <p>Yes, I too hate traffic. I too hate parking. That's why I bike. It's tough love. And it's better for me and for our city.</p>

						<p>Lack of parking may seem inconvenient or frustrating for many to begin with, but embracing a change in our habits will, ultimately, be better for both us and the prosperity of the city.</p> <p>I am excited by our new city coming to life - please don't go taking backwards steps now.</p>
7353	Felix	Collins	No			I oppose option 2. Christchurch should be taking steps to encourage use of public transport, cycling and walking and discourage car use in the city.
7352	Philip	Lamb	No	Eden Networks Limited	Managing Director	I am writing this submission as a business owner with staff located in the Central City. We are totally opposed to any changes that reduce the safety and utility of St Asaph St to pedestrians and cyclists. All of our employees cycle to our office at various times, and use the St Asaph St corridor. We have greatly enjoyed the enhanced streetscape and the safety it offers in comparison to streets with dense on-street parking. We implore the committee to resist the pressure being unfairly applied by a small vocal minority to revert to the failed modes of the past, and to respect the wishes of the general public and the silent majority to retain the highest possible degree of pedestrian and cyclist safety on this route.
7351	Lesley	Dunn	No			<p>I find st asaph st now to be extremely slow when I believe it is still supposed to be a main 50k thoroughfare.</p> <p>Delivery trucks struggle to fit into the space available which means everyone else gets closer in the narrowed lanes.</p> <p>A cycle lane is great but I think the gap between that and the car traffic is too wide and has created huge issues</p>
7350	Philip	Cooper	Yes			<p>The design and layout of St Asaph St is dangerous to users, ill considered and contrary to Health and Safety objectives.</p> <p>It has seriously deprived retailers their right to have the access to their premises caused by unnecessary barriers to those premises they leased before the cycle ways, concrete islands which serve no practical use other than to satisfy some council officers desire to discourage vehicles in the city. The council have undertaken this unilaterally and without proper consultation of the design</p>
7349	Al	Duncan	No			If changes are deemed to be necessary (not something as a user of the bike lanes I believe is neither necessary or a valid use of ratepayers' money), I support option 1. Option 2 is a regression, sends the message that Christchurch is backward-thinking in its approach to city design, and puts the views of a few business owners ahead of the interests of Christchurch ratepayers.
7348	Lindon	Boyce	No	Lindon Boyce		<p>I feel that I must respond</p> <p>I am the Owner and operator of most types of *vehicles using this road on a daily basis and are a Central city resident.</p> <p>It is my personal opinion that the design of this street (St Asaph) was designed, approved and completed without due care and those who did so did not have the qualifications or experience to do so.</p> <p>This road (St Asaph street) has become A joke of all which is wrong with the re-delvelopment of this city</p> <p>I have spoken to and heard from several persons who were involved in this design who have in their defence stated that the lane width is the same as Blenheim road (being 3.2 mtr) however in response my comment being "did you include vehicle parking on both sides of this" and to their own embarrassment was no. Also of defence is that this "design is of world best standard" which to me means they (the designer /planner) has just copied someone else's idea from another country</p> <p>This does not work</p> <p>It is also my opinion that all current designs of a similar nature the emphasis is more to PC / Cultural "feel good" rather than common seance or good design. this has to stop</p> <p>As a central city resident having lived in Christchurch since 1967 I am embarrassed</p> <p>St Asaph street as was originally a main one way system has now had added a dedicated Cycle lane that on all pretenses has failed in all respects, I dont have a responce to repair of fix to this other than "if not broken dont fix it" so now it is more dangerous for all users that it ever was in the past</p> <p>The current design of St Asaph street is a danger to its users, it is impossible for any emergency vehicle to travel on this road under lights (red blue)</p> <p>I note there is now proliferation of these "safety" devices especially cycle lanes and traffic lights which has turned my once beautiful city into an embarrassment</p> <p>It is my statement that all future development of any of the above should cease immediately until such time as CCC (Otakaro) personnel understand the actual needs of its population. St Asaph street for initial design should have the concrete "Safety" strip removed between lanes and cycle lanes, For a start.</p> <p>I currently own and operate</p> <ul style="list-style-type: none"> <li>- 2 feet</li> <li>- 1 bicycle</li> <li>- several cars trucks, Ambulance and Fire (rental) appliances</li> <li>- segway NZ Ltd</li> </ul>
7345	Ami	Murray	No			I don't support the changes to st asaph street. The cycleway is working fine. Vehicles need to slow down when driving down the street and businesses should provide on their own site or offer alternative ways for people to access their site. The council should put the money towards something else instead.
7344	Matthe w	Sandland	No			<p>As a cyclist, in the past, I have often felt like a second class citizen on Central Christchurch streets where I feel my safety is not taken into consideration. I do appreciate the changes to St Asaph Street (and other central city streets) and as a result feel safer cycling within the central city.</p> <p>I therefore strongly support option 1.</p>

7343	Angela	Walsh	No			<p>If car parks are so valuable to businesses then they should be prepared to pay for them. If businesses are prepared to pay the extra \$1 million plus for the car parks only then should it even be considered as an option.</p> <p>This is quite aside from the fact that re designing the cycleways to be less safe is not an appropriate response to a few accidents. Instead we should be looking for ways to make the cycleways safe, such as removing all parking from on street, perhaps on a trial basis in the first instance. This has shown to be a successful way of experimenting with change on a low cost basis in other countries.</p> <p>Safe walking and cycling environments have been requested in change an idea and the council should not be reverting to unsafe and unsuitable designs which will mean that the cycleways are not successful.</p>
7342	Andrew	Elliott	No			<p>I have never understood how having the benefit of beautiful straight wide roads anybody would wish to reduce their size by at least a third for the benefit of non tax paying cyclists. Even worse we spend money on concrete and kerbs creating wastelands and narrow gaps that are just rubbish traps. How much money will be wasted in future repairing these kerbs? How much street parking has disappeared when in fact the council should be making parking easier to attract the locals who just don't come in to the city. The whole thing seems backwards way round to me. My place of work has had bollards and cones of one sort or another in front of it since March 2016 when I started working there. This has also been replicated elsewhere in the city, does the Council care about its ratepayers?</p>
7341	Derek	Walsh	No			<p>Remove parking, put in the best shared / pedestrian / cycle facilities that you can and have a vibrant, liveable city as president AAC aims.</p>
7340	Sarah	Sandland	No			<p>As a cyclist, who often cycles into the central city, usually with two small children one on a bike seat and another in a bicycle trailer I have been impressed with the changes to the central city with regard to cycle paths. In particular I feel much safer when cycling especially when I have my two children with me.</p> <p>Therefore I support the changes proposed with option 1. I think the changes suggested in Option 2 would be a backward step, making the city once again the domain of the car at the expense of the cyclist and the pedestrians.</p>
7339	Emmie	King	No	New Zealand Chinese Association Inc Canterbury Branch	President	<p>On behalf of Canterbury Branch of the New Zealand Chinese Association where our community building is situated on the left hand side of St Asaph Street (Hagley Park end), we as a community wish to object to any further developments with cycleways along St Asaph Street creating major issues and a problem due to restriction and lack of car parking spaces close to our building.</p> <p>For many years our community members have enjoyed coming along to our Chinese festival gatherings at our Hall. Functions, events, conferences and celebrations are regularly held at the Hall which requires parking spaces.</p> <p>With changes on St Asaph Street into a one way system and reducing car park spaces, our members and the general public are reluctant to come into the city. Our effort is to get people to explore, experience and enjoy coming into our new and exciting city.</p> <p>The Hall is owned by our association which is hired out for many activities. This is our source of income to pay for the on going expenses such as insurance, maintenance, rates, etc towards the Hall.</p> <p>With the car park issue, our community competes for parking spaces during the week with students, workers and the general public, and weekend people playing sports at Hagley Park.</p> <p>We hope you will take our request into consideration with the new road structure to benefit businesses along</p> <p>St Asaph Street in Christchurch. Thanking you.</p>
7338	Richard	Barnacle	No	Space Academy		<p>I'm really frustrated that this is even a thing. That we've been delivered some cycleways and now it's coming down to the free time of busy citizens to find the time to make submissions on this.</p> <p>This feels like an unfair process where the needs of the many (city users who both cycle and those (non-cyclists included) who benefit from a city that supports cycling and walking) might not be heard with the loud voices of a few with money.</p> <p>I operate a business (Space Academy) further down St Asaph St. We sadly do not have cycleways and yet we're still incredibly tight for parking BUT we are aware that we're operating within the city centre and within a city in the 21st century that both wants and needs to be a 21st century city. A city that prioritises people where walking, cycling and slowness are supported and we no longer prioritise the car.</p> <p>There are other places in the region where walking and cycling are not such a high priority and where a business can easily setup if they would like to be surrounded by carparks. What century is this?</p>

					<p>My personal experience on the cycle lanes</p> <p>I cycle to my business as do other staff and many patrons of ours. Leaving west we cycle down St Asaph St and use the cycle-lanes which is great. If I was to give any feedback it would be that if anything I feel like the cycleways are already compromised by the proximity of parked cars. I also notice this when I'm travelling by car and wanting to turn left and struggle to see if people (and now with a young son I worry even more about small cyclists) beyond/behind the parked cars.</p> <p>Please do not give this more time than you already have.</p> <p>If you are to make any further changes to the road/cycle-ways please make them ones that improve the trip, visibility and enhance the enjoyment of cyclists and pedestrians.</p> <p>Ngā mihi nui</p>
7337	Martin	Kozinsky	No		<p>I really like the work being done with AAC and believe it is absolutely needed to create a city that encourages healthy lifestyles.</p> <p>Going back on the work that has already been done will send the wrong message about the city's commitment to build an accessible and inclusive city. If we look at any number of other major city around the world we see initial resistance from businesses, but they eventually come around. If they are that unhappy they can take up residence at any of the numerous suburban style malls in Christchurch.</p> <p>As a resident of the central city I would be deeply disappointed to see the Council give up on their vision for Christchurch.</p>
7336	Reuben	Williams	No		<p>I use this St Asaph Street cycle way as part of my morning commute to work. I support option 1.</p> <ul style="list-style-type: none"> <li>- This is likely to be a cycleway used by a lot of children who are going to Hagley High School and eventually Discovery school, and the Metro sports facility as well as by Ara students and staff. Isn't it important that the cycleway is safe for all these users and that it encourages less confident cyclists to get out and give cycling a go (and save us money building expensive car parking buildings)? How will the city cope if these groups DON'T choose to use the cycleway because it is unsafe and get into cars instead?</li> <li>- Please could we do a trial to remove parking beside the cycleway for a block and keep an eye on how businesses there do and how road users fare without it, rather than leaping in and spending a LOT Of ratepayers money to make the cycleway less safe.</li> <li>- Share an idea sent a strong message that people want our city to be cycling and walking friendly. Cyclists clearly ARE using the cycleways in Christchurch and recent counts indicate that already the number of cyclists using the cycleways is having a significant effect on the number of parks needed in the City.</li> <li>- The CCC has the goal of making Christchurch City Carbon neutral Isn't making a cycleway less safe and less enticing for new cyclists an own goal?</li> </ul> <p>People with money and lawyers representing their own interests are being treated very differently to those volunteers acting on behalf of the wider community " volunteers who are getting sick of having to defend the need for a high priority on safety time and time again as each cycleway is treated as a separate entity.</p> <p>How many businesses are actually involved in saying there is a problem? How many cyclists are likely to be injured? How much will new cyclists be discouraged from using an unsafe cycleway? Why do people assume that cyclists will not be customers for businesses?</p> <p>The current design already breaks from best practice guidelines and represents a compromise. The best practice design was not even offered in the consultation process in deference to business owners worried about the removal of parking. Cyclists are already being injured in accidents because of this design and putting in more parking with hides cyclists only makes the potential safety risks worse.</p> <p>Cost of changing and adding 53 parks is over \$1 million or 18,000 per park which is effectively a ratepayer subsidy for private businesses where there are already adequate parking spaces.</p> <p>Parking surveys show that the current parking spaces are not full much of the time and there is a new 800 park parking building opening in Lichfield Street soon which is very close, so why do we need more parks? (with luck we will also have some figures about the number of parks available in the vicinity of St Asaph St. Watch this space)</p> <p>Why is it ok to remove carparks to add extra lanes for cars (as has been the case in Fendalton Rd)? There was a problem at the time but the CCC pushed it through and now everything seems fine.</p>

						<p>Removing car parks rather than putting them in (ie going back to the best practice design) would mean the lanes could be wider for cars using the street, it allows more space for parking on the other side and increases the safety of cyclists. St Asaph St is not yet a 30km/hour street but it would be good if it were. It would also make things safer for all users.</p> <p>Why are businesses only now protesting this issue. The cycleway has been on the books for a long time. Many businesses have moved in after the cycleway was built.</p> <p>People are quite capable of walking and often show a preference for parking and walking (or indeed for cycling. Re:Start, Cashel Mall, New Regent St don't have ANY parking outside their premises but the businesses there seem to survive ok. Cars generally only have one person in them and with a 60min turnover, that is 8-10 people for each car park that's not a large number of customers, particularly as many people do walk from their park and may not be coming into businesses on St Asaph Street.</p> <p>We need to keep in mind that this is not about individual businesses or even streets. It is about making our city more cycle and pedestrian friendly. It is extremely annoying if cycle groups have to keep writing submissions and contacting the council every time a few businesses in a section of cycleway trying to move the CCC away from putting in cycleways. Congested streets are not conducive to attracting customers into the central city. Too much congestion and people will go to the malls where they can park in a parking building and get away from the cars as they wander around the shops.</p>
7335	Katie	Dugan	Yes	Engineering New Zealand Transportation Group, Canterbury/West Coast Branch	Chair	<p><a href="#">Please see Attachment 2 at the end of this table for comments on behalf of the Canterbury/West Coast Branch of the Transportation Group, Engineering New Zealand (formerly IPENZ)</a></p>
7334	Robert	Phillips	No			<p>When I venture into town I am impressed with how well the shift to cycle transport is. I am a university student, among many others who often cycles and I have found that since the cbd has become more cyclist friendly and safe (more space given to cyclists) I have been spending more time (and regrettably more money) there. This I know of other students as well who where were often scared to cycle on roads or anywhere near a cbd because of feeling cars getting too close, instead spending their money in places like Riccaton mall.</p> <p>It would be great to see Chch developing into a cycling friendly icon. It has ideal geography, and a chance to start over new and fresh. Don't squander it.</p> <p>Additional comments 20 October: I would say my concerns fit best into option 1. However I would like to note that myself and a few others would like a stipulation that the cycle way will not be modified/diverted. It is currently used for efficient, bulk travel of people and interruptions would reduce the flow... (I feel that cycle flow management is just as important as car flow engineering and management in a city)</p>
7333	Mark	Darvill	No			<p>I commute by bicycle three days each week on average, from Mt Pleasant to Church Corner and back. I have tried to use the St Asaph cycleway but I have abandoned it for a number of reasons. 1) Car drivers standing or walking in the cycle lane. 2) Cars/vans turning left into premises without checking for bikes. 3) Erratic working of lights - cycleway stays on red even though car lanes are on green, cause me to wait a full cycle of lights for no good reason. 4) Poor design of connection with cycleway in park (and then you have to compete for space with walkers with headphones on - makes a mockery of cyclists being asked to use a bell).</p> <p>I have seen very little in Option 1 to persuade me to give the cycleway another chance. If Option 2 was put in I would abandon this route altogether.</p> <p>Currently I cycle along Moorhouse Avenue and then onto Blenheim Road. There is a decent on-road cycle lane and no danger of a pedestrian wandering across in front of me.</p>
7332	Frances	Ross	No			<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> <li>4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.</li> </ol>
7330	Jareth	Cocking	No			<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> </ol>

					4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.
7329	Patrick	Kearney	No		<p>I strongly support the Council's push to provide more cycling facilities around Christchurch. Cycle lanes separated from the road are a great way to make cycling safer so more people feel confident commuting by bike in our city.</p> <p>I was recently hit by a car on Riccarton Road while cycling. The car turned in front of me while I was biking straight-the driver did not see me and there was no separation from the traffic. Luckily, I did not suffer lasting injury although my bike was irreparably damaged. I have biked along the St Asaph St cycleway several times and recall once nearly being hit by a car turning across the lane to reach offstreet parking on the other side.</p> <p>I support Option 1, small kerb upgrades and no increase in parking. I am worried about the independent road safety audit that has raised safety concerns about Option 2.</p> <p>I am also concerned that a small group of businesses are abusing the consultation process and petitioning to degrade the separated cycleway to the long term detriment of the city. Increasing parking at the expense of cycling uptake and safety is an unsustainable path for the city.</p>
7328	Bevan	Read	No		I support Option 2. It is vital to the success of the businesses operating out of the buildings that I own, to have parking available adjacent to their businesses.
7327	Connie	Christensen	Yes	Go Cycle Christchurch	<p>Initiator, ride organiser and ride leader</p> <p>Go Cycle Christchurch support Option 1. But would have preferred the original and safer design with no on-street car parking along the south side of St Asaph street.</p> <p>Go Cycle Christchurch strongly oppose Option 2.</p> <p>It is disappointing that this flawed and potentially dangerous option put forward by a group, representing only a few (3?) businesses, has been given this excessive amount of attention, time and public money, and now also put out for public consultation without other key stakeholders being consulted at an earlier stage.</p> <p>Why is this option even being considered? There is no evidence that more car parking is needed, CCC parking demand shows 75% occupancy on current St Asaph street parking, and a large car parking building is due to be opened this month nearby.</p> <p>The St Asaph street cycle lane was built to enable all cyclists (young and old) to ride safely. Even though this cycle lane is still being finished with green driveway surfaces, signage and future extension to Hagley park, it is already seeing a significant increase in number of cyclists using it.</p> <p>This cycle lane will be used by school children, commuters, shoppers and users of the new metro sports/swimming centre, so number of cyclists are set to go up significantly in the near future.</p> <p>The public road space is there to allow all users, whether it be cyclists, pedestrians, car drivers or bus passengers safe movement from A to B. Allowing on-street car parking to block visibility of moving cars, cycles and pedestrians is not achieving this.</p> <p>In 2 years time everyone will look back and think 'why did we not build more cycle infrastructure 20 years ago?'</p> <p>And finally a plea to council and the ITE committee, to use the Share An Idea as a starting point for all cycle infrastructure options. This would prevent sub-standard and potentially dangerous compromises wasting public and private time and money. The sheer number of cycle infrastructure consultations is frustrating, draining and taking valuable time away from helping more adults cycle with confidence in Christchurch ;-)</p>
7326	Douglas	Horrell	No		<p>I use St Asaph Street as a cyclist, pedestrian, and as a car owner.</p> <p>First, I should declare my support and praise for the CCC cycleway network. Though unfinished and imperfect it has already made cycling safer and more accessible to people of a greater range of ages and abilities than before. It is a necessary part of Christchurch's transition from a 20<sup>th</sup> century city to one of the 21<sup>st</sup> – where the need for sustainable and inclusive transport networks is taken seriously by the city.</p> <p>As such, I oppose the changes to St Asaph Street proposed in Option 2.</p> <ul style="list-style-type: none"> <li>They are highly likely to decrease safety for all users of the street – by impeding sightlines in and around the cycleway with parked cars, and creating hazard blindspots that will inevitably lead to further injuries such as this one: <a href="http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks">http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks</a></li> <li>It is unacceptable that Council is considering a proposal outside of the democratic process from three vocal business owners. Their call for extra south-end car parks at such considerable expense to ratepayers such as myself is not justified by actual parking occupancy. According to the Council's parking monitoring</li> </ul>

				<p>data, the current number of car parks on St Asaph Street are under-utilised at 75% capacity. There is statistically no demand to justify introducing more car parks to St Asaph Street.</p> <ul style="list-style-type: none"> <li>• I oppose Option 2 because the Council would be required to spend 1 million extra than is required by Option 1. In attempting to assuage the unjustified concerns of a few at the expense of safety of all road users, this spending would actually undermine the cycleways programme on which the CCC has worked hard to gain the trust and acceptance of the public of Christchurch.</li> <li>• Actual cycleway use will always be governed by the user's perception of their safety. Should it be implemented, Option 2 would be a million-dollar "own goal" by Council against the efficacy of their own cycleway programme.</li> </ul> <p>I suggest the following improvements to increase road user safety in St Asaph Street.</p> <ul style="list-style-type: none"> <li>• Trialling the decrease of parking near driveways from the south-end of St Asaph to improve visibility for all road users. The actual impact of this should be measured with parking occupancy figures and transport mode surveys of local businesses.</li> <li>• Bringing out the cycleway marking so that it can be clearly seen by cars in the lane that they are about to cross a cycleway before they turn into the driveway.</li> </ul> <p>Extension of the 30km speed zone to St Asaph Street and other areas of the central city that contain cycleways. This is the benchmark for improving safety to the largest number of road users, and will give drivers encountering cyclists and pedestrians the reaction time they need to avoid injury or worse.</p>
7325	David	Moorhouse	Yes	<p>I strongly oppose toption2 - see comments below from attached file.</p> <p><i>Imagine if a team of scientists devised a drug which massively reduced people's chances of developing cancer or heart disease, cutting their overall likelihood of dying early by 40%. This would be front page news worldwide, a Nobel prize as good as in the post.</i></p> <p><i>That drug is already here, albeit administered in a slightly different way: it's called cycling to work. One of the more puzzling political questions is why it is so rarely prescribed on a population-wide level.*</i></p> <p>Quite frankly I'm surprised that the city council is asking for this submission at all – and has provided an option that seeks to reduce the safety, attractiveness, and effectiveness of the newly installed St Asaph St cycleway.</p> <p>I'm concerned that our fragile democracy is under attack – rather than one vote for one person it is becoming one vote for one dollar. I'm really concerned that option two is being driven by the monied interests of a tiny vocal minority when the citizens of Christchurch spoke out strongly as part of the share an idea exercise post quake – and specifically asked for an attractive city that was easier to walk and cycle around.</p> <p>I want a menu of transport options: rather than being forced to drive by an dangerous and unattractive physical roading environment, I want a safe and inviting city where I can walk, bus, cycle, and when I really need to – drive.</p> <p>I want an attractive city where the reason I patronise busines and support them with my hard earned money, is because they provide the right mix of quality goods/services, selection, and price. Being able to park outside a shop has never spun my wheels.</p> <p>I want responsible hospitality businesses that value their clientele and rather than encourage them to drive while under the influence of alcohol - by providing adjoining car parking - , support them to have a safe night out and a safe journey home.</p> <p>I support the orignal option from 2015, and strongly oppose option 2 as put forward by business lobbyists.</p> <p>I would like to be heard at the hearing.</p> <p>Specific Points</p> <p>St Asaph St needs to be made more person friendly – reduce the speed limit to 30 kph from Barbados St to Hagley Park.</p> <p>Remove the car parks on the southern side of the roadway as it creates a hazard for cyclists using the cycle lane – car drivers turning off the carriageway find their vision is blocked.</p> <p>Why would you add more parking (option 2) when the current lack of visibility has already caused many close calls, at least one hospitalisation, and the independent road safety audit has raised safety concerns.</p> <p>The current design is already a compromise and does not meet the original best practise design. Why compromise it further ?</p>

					<p>Our democracy is under attack by business owners and their lawyers. Citizens are not being listened to. E.g. the Mayor's promise made during the Annual Plan hearings has been disregarded, Council staff have only worked with the business owners on St Asaph St.</p> <p>You can't build your way out of congestion – you have to change behaviour. Encouraging more cars into the city makes it less attractive. Cycling cities are prosperous cities – learn from the European model.</p> <p>Public roads are for transport, not storage. I do not expect to store my junk on the roadway outside my house. Why are businesses any different? And there is plenty of under utilised parking nearby. Use it, instead of asking for another explicit ratepayer subsidy for private businesses.</p> <p>Finally, regarding the cycle stand design chosen, the rounded style makes it really hard to secure a bike onto as the sloping top encourages a bike to roll fwd or back and there is nothing to stop this. What was wrong with the inverted U "Sheffield" style racks that were previously used?</p> <p>* <a href="https://www.theguardian.com/environment/bike-blog/2017/sep/17/the-miracle-pill-how-cycling-could-save-the-nhs">https://www.theguardian.com/environment/bike-blog/2017/sep/17/the-miracle-pill-how-cycling-could-save-the-nhs</a></p>
7324	Eneka	Burroughs	No		I'm totally against this road plan. The cyclists and pedestrians may be safer but the lanes are too narrow. There is no room to see if your lane is clear before pulling out of a driveway. We have been close to being hit multiple times coming out of the wilsons car park that runs beside little high. Please combine the cycle and footpath so that we can remain safe in our cars.
7323	Elese	Cocking	No		<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> <li>4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.</li> </ol>
7322	Conor	Keena	No		<p>In summary I am in favour of Option 1 and opposed to Option 2.</p> <p>While I am personally opposed to the layout of the cycle-ways on St Asaph St, Tuam St and Colombo St, I do appreciate that they make the city safe and accessible for most casual cyclists, as it removes them from the main stream of road traffic.</p> <p>My issue is that they are not safe for cyclists who travel fast (maintaining 25-30kmph), and therefore I will continue to use the main road lanes.</p> <p>Reintroducing additional parking to St Asaph St in my view is an expensive and extremely short-sighted solution to a problem that could be better addressed by investing in extensive cycle-ways and public transport systems, as well as promoting the construction of more living accommodation within the CBD.</p> <p>On the whole, I think Christchurch depends too much on personal private car use and Option 2 seems like a step away from changing this culture.</p>
7321	Connie	Christensen	No		<p>I support Option 1.</p> <p>Ideally I would like to see the original design without on-street car parking on the south side of St Asaph street, as this would solve the increased risk of cyclists being hit by car drivers not being able to see cyclists when turning left into driveways. This would also enable more space for safer parking on the north side of St Asaph street and make crossing St Asaph Street safer for pedestrians too.</p> <p>Council data clearly shows that even though the new cycle infrastructure is still being built, it is already seeing greater numbers of cyclist than predicted. St Asaph street will be used by school children, commuters, shoppers and users of the new metro sports/swimming centre, so number of cyclists are set to go up significantly in the near future.</p> <p>I strongly oppose the flawed Option 2 put forward by the Central City Business Group (different from Central City Business Association), which I understand only represents a few of the many business along St Asaph street.</p> <p>The Road Safety Report looking at this option states that this option 'has numerous inaccuracies, including proposed raised separators or parking bays across existing driveways and accesses'.</p> <p>Why is this flawed and potentially dangerous option put forward by a group, representing only a few (3?) businesses, being given this excessive amount of attention, time and public money, and now also put out for public consultation?</p> <p>Why have council had many meetings with this small business group about this option, with no other stakeholders invited or asked for input at an earlier stage?</p>

						<p>CCC parking demand shows that current on-street car parking has a 75% occupancy, and with several hundred safer off-street car parks available very soon at the new Lichfield street car parking building, there will be plenty of safe car parking available in addition to the St Asaph street car parking.</p> <p>Putting in more on-street car parking is madness, when there is a big car parking building opening nearby at the end of October, and when on-street car parking is making everyone less safe:</p> <ul style="list-style-type: none"> <li>- to park you have to stop in the flow of traffic and reverse into on-street car parks.</li> <li>- getting in/out of your car is unsafe and can be dangerous or impossible for the elderly and people with disabilities.</li> <li>- crossing the road between parked cars is dangerous and can be impossible for children, the elderly and people with disabilities.</li> <li>- opening car doors into traffic is dangerous for all other traffic, but especially cyclists.</li> </ul> <p>The Share An Idea should be the baseline for what minimum requirement any new infrastructure should live up to. Streets are for safe transport of ALL, no matter what mode of transport you use. Streets are not for storing cars!</p> <p>Let's make the existing St Asaph street cycleway safer for all cyclists, this is after all why it was built in the first place!</p>
7320	Jeremy	Teague	No	Energy Messengers	Director	<p>The problem with the cycleway is the cars. They constantly go through the red turning arrow and cut bicycle riders off when the bike is green.</p> <p><a href="#">Please see Attachment 3 at the end of this table for supporting information from Jeremy Teague, Energy Messengers.</a></p>
7319	Jayden	Wales	No			<p>I use this cycle-way daily to get home from work. I am already concerned as it is with the potential safety risks that are posed by drivers pulling into, and exiting driveways, that are unable to see cyclists past parked cars. More parked cars along this route will only make it more dangerous to use the cycle-way, and will make it difficult for cars to drive safely along already narrow lanes. The benefits of more on-street car parks are likely to have been overstated by the Central City Business Group and their proposal is not in line with the Council's nor the communities' vision for safer, more accessible transport options within the CBD. It is my view that if CCBG see readily accessible parking as essential to their business model, then they (and any other privately owned companies in the vicinity with similar views) should look into alternative, private options that they can fund themselves on privately owned land. The proposed parks in Option 2 will cost the ratepayers, put lives in danger and may only provide marginal economic benefits to a few select businesses. As the AAC ST Asaph Street - Proposed Road Layout Option Report states (section 7.13), "Don't implement possible option".</p>
7318	Andrew	Beat	No			<p>I work on St Asaph Street, I drive to and from it 5 days a week. I have a dedicated off street car park.</p> <p>I have no problems with the current structure. Once parked, it is easy to walk about - crossing to and fro for the many cafes. These also help to make it an enjoyable street to walk along. The separated cycleways also make what is quite a wide street much more accessible - as you walk across the road you have a second pavement.</p> <p>The life has been brought back into what previously was a dead thoroughfare only. The trees that have been planted will further add to that image of a pleasant, cafe filled boulevard.</p> <p>The only things that seems at odds with this are the speed limit, (still 50, when 40 or 30 would be fine) and the on street parking (given how many car parks are scattered around the area these bays would be better used for goods vehicles and pick-up/drop-off only - 5 minutes max). Both these would also make it much easier to get in and out of the off street car parks, garages, etc as the line of sight would not be obscured by parked vehicles.</p> <p>The city centre is becoming more and more accessible, and very enjoyable to work and live in. Christchurch should become a beautiful 21st century working city.</p> <p>If we go back to having cars rule everything then any gains that have been made, may be lost - please keep the future in mind.</p>
7317	Lynley	Shaw	Yes	Central City Business Group Incorporated	Society Secretary	<p><a href="#">Please see Attachment 4 at the end of this table for comments on behalf of the Central City Business Group.</a></p>
7316	kyle	haskell	No			<p>I am in favour of option 2. Why you might ask.</p> <p>Firstly I would like to point out that I am a cyclist and I all for making it safe for the cyclist, I just think that the council is going overboard with all the cycle lanes and not worried about business.</p> <p>What I have seen around the cbd that roads and intersections have been narrowed making it more difficult for the motorist to park their vehicles and make left hand turns .</p>

				<p>I have had four different instances since the roads have been revamped.</p> <ol style="list-style-type: none"> <li>1 this has happened twice while changing into the left hand lane I had to correct myself as there was a an island.</li> <li>2 at an intersection the rear wheel hit the kerb as I was making a left hand turn. In this case I had learnt that I need to drive further in to the intersection before making a left hand turn.</li> <li>3 another intersection I was making a right hand turn. Once again the turn was too tight the front of the car was in the other lane and forcing the other car to stop. Once again I now drive further into the intersection before making the turn</li> <li>4 Lane marking when wet I was not sure if I was in Lane as there were lane markings everywhere</li> </ol> <p>These instances just not only apply to St Asaph st but to all the streets that have been narrowed throughout the CBD. I have seen other drivers having to correct themselves in particularly Tuam and Colombo st intersection. Along Colombo st you have the footpath, cycle lane and the road at different levels.</p> <p>What was pointed out by the Safety Audit that the design of the Ferry Rd St Asaph intersection was poorly designed, not only that the cycle lane is also poorly designed.</p> <p>Who would put a cycle lane between the footpath and parked vehicles. Everyone knows except for the design team the problem that it has caused. How are you suppose to see the cyclist behind parked vehicles when making a left hand turn into someone's driveway.</p> <p>There has already been cases where a cyclist have been hit by a vehicle.</p> <p>Then there are the parking bays, why is the council so intent on making parking bays everywhere, on top of that we have the visual pollution. Every parking bay whether it is one car or three, have poles at each end giving advice to the motorist.</p> <p>The other problem that we also have, which was caused by narrowing the road is the drivers leaving their vehicles. Because the road has been narrowed there is no longer the space between the parked vehicle and the vehicles travelling along St Asaph st and any other street in the CBD.</p> <p>Council is that they want to put in more bike stands. Do they really think people are going to cycle into town purchase goods and then hop back onto their cycle and head home no likely</p> <p>The other thing that was mentioned in the Safety Audit was the speed limit. As I recall the council asked for submissions for reducing the speed limit along St Asaph ST. The people had spoken. We do not want the speed limit reduced from 50kmh to 30kmh, only to find out in the Safety Audit that the traffic lights phases are set for speed limits at 30kmh and they wonder why motorists are already driving at that speed. The other reason why that is happening is some streets use have three lanes and now have two lanes. As an example Durham st. Lets say 300 vehicles travel down Durham st an hour with three lanes what do you think happens when you make it two lanes, you don't have the same volume of traffic as before, the traffic builds up then the speed is reduced.</p> <p>The catch phrase that has been used quite often Accessible City. I am still try to work out how it has become more accessible.</p> <p>Roads and intersection have been narrowed. We have parking bays, tree pits even car parks have been removed to make way for gardens, footpaths have been widened, people have to walk across the cycle lane to catch a bus, business have no place to put their wheelie bins that's some of the problems that have been encountered not just ST Asaph st but many others.</p> <p>I am sure that someone in the design team have problems turning right, as there are many streets that you cannot turn right.</p> <p>High and St Asaph st you cannot turn right onto a one way st.</p> <p>Worester st and Fitzgerald ave. We have been told the reason for it help with the flow of the traffic. The last time I used that intersection vehicles turning right had their own lane. Just wondering how it could effect the traffic flow.</p> <p>England st Some idiot decided that it would be best to put a cycle lane in the middle of the road and restricting traffic to left hand turn only. Signs have been put up advising motorists to give way to them. Cycle lane should be along the side of the road not in middle.</p> <p>I would like to thank you for giving me the opportunity to put in this submission.</p>
7315	Neil	Hellewell	No	<p>Thank you for the opportunity to provide feedback.</p> <p>I would like to express two specific concerns with the current layout</p> <ol style="list-style-type: none"> <li>1. The road is no longer suitable for larger vehicles. The width of the road lanes are too narrow. I have seen busses, and other large vehicles which due to their size are required to straddle the centre line, which then subsequently blocks off the northern vehicle lane. In addition when turning into Colombo street - the busses are unable to pull into the left turning bay and end up poking out blocking the whole South lane traffic flow.</li> <li>2. When cycling down the cycle lanes, in order to get visibility of oncoming traffic, cars need to pull into the cycle lane to see oncoming traffic - blocking the cycle lane completely. The car parking on the Southern Side obstructs safe vision when coming out of driveways so results in the car needing to sit in the cycle lane to see oncoming</li> </ol>

				<p>traffic. At times cars pull into the cycle lane quickly without looking for cyclists ie turning from St Asaph into a driveway - so to not block the traffic on road lanes on the street.</p> <p>Suggestion:</p> <p>Consideration to purchasing small parcels of land for off street carparking on each block would provide additional parking for local businesses - and reduce the need for massive reconstruction.</p> <p>Removal of parking on the Southern side would be helpful to improve safe visibility.</p> <p>Removal of parking on the Southern side could enable the widening of the road lanes to a safer width by narrowing the divider between the cycle way and the road which is currently quite wide due to safety issues around car door opening.</p> <p>A much narrower divider could provide a space for vehicles to pull out of the traffic flow before turning into driveways.</p>
7314	Nigel	Rushton	Yes	<p>My submission on the St Asaph St proposed road layout options.</p> <p>First I want to say sometimes when looking details we lose sight of the "Big picture". I wonder if this has happened to the ITE Committee.</p> <p>I say this because my understanding of the original reason for the Chch Cycleway Programme is to provide for the safety of people riding bicycles. This particular consultation suggests this is not happening.</p> <p>While safety is undoubtedly better, it isn't as good it should be. It isn't as good as it should be due to compromises this committee is making.</p> <p>Everytime the ITE committee makes compromises in favour of the convenience of motor vehicles users over the safety of cyclists, you devalue the investment you are making on behalf of ratepayers.</p> <p>You must understand that only the highest level of safety will attract the maximum number of users.</p> <p>Every time the safety of people on bicycles is compromised, fewer people will abandon their cars. This has the flow-on effect of greater traffic congestion on roads and higher levels of ill health in the community. It also makes the city's attempt to reduce CO2 emissions more difficult, contributing to climate change.</p> <p>Addressing Climate Change through reductions in CO2 emissions is becoming more urgent. Evidence of change manifests itself almost weekly now, through extreme climatic events around the globe, including here.</p> <p>So the choice is yours - pamper to the short-term vested interests of a few or do the right thing for the benefit of the city as a whole.</p> <p>Think of the legacy you will be leaving future generations. I doubt you want to be remembered as the committee that continues to gaze in the rear view mirror of nostalgia.</p> <p>In consideration of the above, the follow are my preferred options&gt;&gt;&gt;</p> <p>1) The original option presented to the ITE Committee (no car parks next to the cycle path).</p> <p>Failing that,..</p> <p>2) Option 1 (enhancement with minor changes). I also want to draw attention to the surface of the St Asaph St Cycle Path. With green paint already down I presume it is the final treatment. So why is it so uneven and of general poor quality? It is nothing near the smoothness of the adjacent traffic lanes.</p> <p>3) I strongly oppose any consideration of Option 2 (business group's 53 new car parks). This option is so flawed I can't believe anyone takes it seriously. *****</p> <p>Finally a couple of related things:</p> <p>1) Submission Fatigue: Please change the process to one where people who want to ride bicycles in safety do not have to go to war with local shop keepers every time you present another cycle path for public consultation.</p>

					2) Car parking. The nearby car parking buildings provide adequate parking. More parking can be created when the Metro Sports site is developed.
7313	Nicholas	Sewell	No		<p>In general I do not support any change to the St Asaph st layout at this stage, and I strongly oppose Option 2 - CCBG.</p> <p>The current layout was finished less than a year ago and it is premature to assess and make changes to a project that is so new. This is majorly exacerbated by the ongoing disruption of construction, adjacent road works, and changes to traffic patterns and people within the city. Further to this there are significant developments in the next few years which will have direct impacts on this street; Metro Sports, Discovery, and connection and completion of the other major cycle routes. This will bring numerous and varied users to St Asaph St over the next years, and this, along with other major developments in Chch, will bring massive changes to culture and usage of the city.</p> <p>It is arrogant and selfish of the CCBG to expect changes to infrastructure projects which have already been through consultation, especially with budget pressure on so many other infrastructure projects.</p> <p>The success of the street layout can not genuinely be assessed until the rebuild is "complete", when the city culture and patterns of travel are established by new public projects, connection of cycle ways, and major residential projects in the east frame. This is years away, but any changes made to infrastructure to support that culture are only going to be an irritating waste of money.</p> <p>I wish that accessible city and anchor projects were given a chance to succeed, projects and infrastructure like this would take at least one, probably more, seasonal cycles to be integrated into peoples lives. I don't think that its an unreasonable time-frame on a city scale.</p> <p>Have faith in your own design and give it a chance.</p>
7312	Jennifer	Dray	No		<p>I select Option 1 - Minor Enhancements although I think the CCC should complete the existing proposal for St Asaph Street and let people get used to the layout before proposing any changes. Plant the street trees that were intended to be planted as well. I also think we could remove all of the on street car park, there are plenty of new car parking buildings in the city now. If cycling becomes safer and more convenient, less cars will be sued for shopping anyway. The streets should be safer and more convenient for cyclists and pedestrians than for cars.</p> <p>I definitely do not support making any major changes such as that proposed by the Business Groups, it's a waste of money, and would only benefit those few that are more concerned with their own issues than the greater good if the City and its residents. St Asaph Street are doing exactly what was intended; a slower speed environment, with a safer separated cycle lane. Give us all time to get used to it, it may need modifications in the future to improve safety for cyclists, but not to benefit a few greedy business men.</p>
7311	Jason	Donnithorne	Yes		<p>I am generally in support of Option 2 - Central City Business Group option, however:</p> <ol style="list-style-type: none"> <li>1. I do not support any modifications or changes to the existing footpath on the northern side of St Asaph Street; and</li> <li>2. In my opinion Option 2 is a best endeavors band-aid approach to making the Accessible City changes to St Asaph Street more practical for users than it is currently. This is not a best outcome option, but a best that can be made of a bad situation outcome.</li> </ol> <p>The current format, and all the above formats do not address the fact that the St Asaph Street layout doesn't work for any user of the street, period. Prior to the modifications St Asaph Street was (and still is to a large degree) a semi CBD fringe, semi industrial street that served the purpose of transferring larger volumes of traffic from and around one side of the CBD to the other.</p> <p>I summarise the issues I now see daily from my office as a result of the accessible city changes:</p> <ol style="list-style-type: none"> <li>a) Cyclists regularly cycling the wrong way up St Asaph Street on the northern side of the road, startling and near missing hitting pedestrians using the footpath.</li> <li>b) Complete lack of education from CCC on how users are to navigate the street. Currently a large proportion of users 'assume' they are in the right of way. This education needs to be added to the road code because the real life anti-intuitive application of navigating St Asaph Street pedestrians, footpaths, cycle lanes, offset aggregate islands, parked cars, and finally entering the narrow traffic flow with trucks and buses is even challenging for the most confident road users.</li> <li>c) Buses can't fit in the lane and regularly encroach both lanes and drive down the middle of the road</li> <li>d) Cyclists using the road carriageway with the traffic flow because the cycle lane lights generally mean they have to stop at every intersection.</li> <li>e) Trucks parking in one lane blocking the street because they can't navigate the tight islands to deliver to businesses.</li> </ol>

					<p>f) Pedestrians stepping into cycleways without looking and being abused by cyclists. The comment 'get out of the fxxxxing cycleway' is one of the more regular comments I overhear.</p> <p>g) No accessible parks and the inability for an accessible vehicle to park and load/unload in the street. If it is an accessible plan why has the most dependent group been excluded?</p> <p>h) the deliberate narrowing of the street has made the exiting from parked vehicles exceptionally dangerous. How nobody has been killed exiting or entering a parked motor vehicle on the street side is already surprising. There have been many very close calls.</p> <p>In summary the St Asaph Street layout doesn't work for any user of the street and is putting all users at danger of serious injury or death. Option 2 is my preferred option but does not go far enough to address the structural problems being faced by the users of this street.</p> <p>We have an anchor project asset being constructed which seems in part to be recreating large elements of what the CCC are trying to insert and provide for in the St Asaph Street road corridor.</p> <p>The government is spending around \$26million on 'The Greenway' through the properties fronting the northern side of the street. Clearly no communication or joint planning with CCC has been engaged upon around how this asset integrates with all the users of the bordering street. Prior to being given the fancy name 'The Greenway' it was simply referred to by the Crown as 'The Cycleway.'</p> <p>Clearly, despite the CCC being unwilling or unable to spend the significant sums of money to fix this problem, a complete replan of St Asaph Street is required, taking into account the neighbouring anchor project and the double up of objectives being provided for in the street (such as pedestrians, cyclists, asthetic outlook etc) .</p>	
7310	Kathy	Zeng	No		As an property owner of 49 Manchester Street, the street layout will effect the value of around properties and also the accessibility.	
7309	Robert	Henderson	Yes	C-lab, Narrative Campaigns, Cycle Solutions	Business Owner	<p>I currently operate, or am involved with, three businesses at the south end of St Asaph St. Until May 2017 I was also a director of a 4th business at the North end of St Asaph St. All forms of transport are important to my businesses. As well as trading on St Asaph St I also spend a significant amount of time driving, walking, and cycling in the area.</p> <p>It is my understanding that the existing cycleway design does not follow best practice and is already a compromise. Safety issues for people riding bicycles are related to parked cars and visibility issues. I have seen near misses from vehicles being unable to see people on bicycles in the cycle lane. I'm concerned that increasing parked car numbers (option 2) would increase risks to people on bicycles. I'm also concerned about reduced amenity to pedestrians from option 2.</p> <p>St Asaph St contains a wide mixture of business. Not all of which require short term parking right outside their premises. Current on street parking is adequate from my view as a business owner. With the remainder catered for by off-street options. Current on-street parking is actually under-utilised. However a number of people are treating St Asaph Street as all day parking which means it's not available for short term use. This is of more concern to me as a business owner. I do however support the addition of further loading zones (Option 1)</p> <p>As a St Asaph street business operator I have not been consulted by the Central City Business Group. In my opinion council needs to make the clear distinction between land owners and business owners/operators. While land owners claim to represent the views of businesses often their viewpoints and motivations differ. I cannot support the cost and disruption that option two would cause for a small increase in carparks.</p> <p>I'm concerned about the precedent this council is setting with privately developed plans, which contain inaccuracies and don't follow best practice, being allowed to progress to such a level of consultation. It seems to be a public relations move, not democratic, and a waste of time and money.</p> <p>I support Option 1 only.</p>
7308	Jamie	Stevenson	No			<p>I am a Christchurch resident who cycles to and/or through the CBD most days, often using the St. Asaph St cycleway. I think it is crucial that the Council retain, and look to enhance, features which will protect cyclists and pedestrians using St. Asaph St, and other busy CBD streets. I support slower motor vehicle traffic through the CBD, e.g. lowering the speed limit to 30 kph on St. Asaph. As a cyclist, if travelling through the CBD become too dangerous, I am likely to avoid the city, and travel to and through the suburbs, meaning I will not make use of CBD businesses. Others will feel that, if CBD cycling is too dangerous, they would prefer to drive, and will then compete for parking and driving space with existing drivers. Having cyclists and pedestrians is essential to creating a thriving CBD, rather than creating roads that people use as a thoroughfare from suburbs on one side of the city to the other. Many cities around the world have large areas of their CBD cut off from motor vehicle traffic, which creates a space for people - people who linger, stop, meet, and visit businesses. These are spaces people want to spend time in, rather than feeling that they are on the side of a motorway. There are a number of large main roads in the city which provide for those travelling in cars from one side of town to the other. Having some roads which fill this same need for cyclists, while also creating more comfortable spaces for pedestrians and customers of CBD businesses, is an important part of our transport infrastructure, and of rebuilding a CBD where Christchurch residents will want to spend time.</p>
7307	Nicki	Williams	No			<p>My initial comments relate to the consultation information that's been provided. It's very difficult to compare the two schemes because the two plans that have been provided aren't comparable - I can't look at a page on one scheme and then compare the same page on the other scheme. There are also a lot of documents to trawl through; it would</p>

					<p>have been really useful to have a summary of the two schemes that laid out the pros and cons of each etc to make it easier to make an informed decision. I wonder how many people have bothered to read the executive summary of the road safety report that states "Unfortunately Option 3a has numerous inaccuracies, including proposed raised separators or parking bays across existing driveways and accesses." It really makes me wonder why we are consulting on a scheme that can't even be implemented.</p> <p>In regards to my feedback on this proposal, if I have to choose between one of them I select Option 1 - Minor Enhancements. However, my preference would be to complete the existing proposal for St Asaph Street and let people get used to the layout. We need to be designing for the future, not for today. There are multiple car parking buildings around the city for people to park in, we don't need all these carparks on the street. Let's make the streets safer for cyclists and pedestrians and less convenient for cars.</p> <p>I definitely do not support making any major changes such as that proposed by the Business Groups, it's an absolute waste of money. The changes already being implemented in St Asaph Street are doing exactly what is needed - to create an environment that requires people to drive more slowly.</p>
7306	Jill	Winfield	No	Jill Winfield	<p>The Council has done so much work to make Christchurch a city to cycle in. Having lived in Melbourne, Australia, I have seen how investing in safe cycling infrastructure has greatly increased the numbers of people cycling and in particular, allowed less confident people to give cycling a go and improve their mental and physical well-being. Better cycling infrastructure has increased the numbers of women cycling.</p> <p>Reinstating car parking along St Asaph Street would negatively impact the amenity of the route which feeds several schools. When the Metro Sports Facility opens, this route is like to see even more traffic with children, families and others giving cycling a go for the first time in many years.</p>
7305	Nigel	Weston	No		<p>I am a regular user of the cycle lanes, paths and businesses on St Asaph Street and support the minor enhancements option. This has a good compromise of providing public space for parking, slow through movement of traffic, some trees and the opportunity to visit the businesses along the street.</p> <p>Because of the extensive tight parking and the desire for more people to be on the street, I support the safety audit calling for the road speed limit to be reduced to 30km/h. This will improve the street environment, safety and attract people to stay longer and create more options for business opportunities.</p> <p>This is also a major link for cycling around the inner city attracting people without their cars clogging the roads.</p> <p>I also believe the central City Cycling numbers are seriously under estimated. I would expect those numbers of cyclists by 2020 not 2041 which is a ridiculous number of years to be projecting. If the inner city is to recover from pre quake decline it will be by providing space for people on the street and separating cars to the edges into parking buildings and building accessibility through active and public transport.</p>

7303	Peter	Brixton	No			<p>I am currently operating a used car business at 144 St. Asaph St. which is on the cnr of Durham St. I took up the lease in June 17 short term to test the area and have an option to renew at the end of November for 12/24 mths. The lack of on street parking created by the cycle lane on St. Asaph coupled with the dangerously narrow lanes giving no room for error when entering or leaving the premises has just about made the operation of the business weekend only when the traffic is quieter.</p> <p>As to the amount of cycles using it it is pathetic and those that do, appear to have different rules to cars and routinely just cycle on through the red light and abuse any motorist that takes exception after he has braked heavily to avoid them. The curb extention on St. Asaph/Durham for traffic turning left into Durham forces cars/trucks across to the far lane unless they want to ruin their rims or tyres turning over it. The same goes for the Tuam/Durham cnr and numerous others in the city and suburbs. Traffic turning left on St.Asaph into Durham has to wait for the left arrow with cars behind sounding horns as they can't see the light if there is a large car/van/truck in front. These drivers are further frustrated by no cycles coming along anyway.</p> <p>The lanes are so narrow that it is positively dangerous. An example from two days ago, a client of ours was driving through the lights on St. Asaph at the Durham intersection in the near lane heading west when a Police vehicle came along in the far lane and took his right door mirror off. Speaking to them at the time they are not happy either.</p> <p>In short the whole scenario is ridiculous and downright dangerous. All it has done is pit cyclist against vehicles and vehicles against vehicles by reducing space vehicles have to maneuver in. All this to cater for a few cyclist who don't care about the road rules anyway. Some don't even bother to use the lane and ride in the center between the cars.</p> <p>To add to this you have another 10mtr lane going through the center of the blocks between Tuam &amp; St. Asaph. Is this for pedestrians and cyclists? Just who is going to use this and how can you justify the millions being paid (which I note hasn't been put in the public domain as yet but I know some of the figures and its been a gravy train for valuers/consultants) to the already overburdened rate payer.</p> <p>As to my position I will certainly will not be renewing my lease if St.Asaph St. is not rectified. I appreciate it is of not much concern to the council staff as you/they get paid either way but to business's in the area whose staff rely on their wages to support family and pay their own rates it is of huge concern.</p> <p>It would appear the tail (read cyclists) has wagged the dog (vehicles) and it is time someone was accountable for the fiasco and put out to pasture and someone with traffic and business sense put in charge.</p> <p>Going on past history of council responses to business owners opinions eg. Riccarton Bus exchange, I don't hold much hope that sanity will prevail but I can tell you for what its worth not one person being client, fellow business people, or drivers who I have spoken to is happy with the current set up. As matter of fact it is the main topic of discussion by anybody that has ever driven down St.Asaph St.</p> <p>.</p>
7301	Jim	Harland	No	New Zealand Transport Agency	Regional Relationship Director	<p><a href="#">Please see Attachment 5 at the end of this table for comments on behalf of the New Zealand Transport Agency.</a></p>
7300	Ross	Cocking	No			<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> <li>4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.</li> </ol>
7299	Brendan	Chase	Yes			<p>My wife (Diane Smith) and I are the directors and shareholders of Petra Holdings Limited which owns the property situated at 174 St Asaph Street. Our tenant operates the hospitality business Baretta at the property.</p> <p>We are happy with the consultation process that was run before the original changes to the streetscape were carried out. We engaged in that process and as a result of it we,</p>

						<p>together with our tenant obtained the outcomes we sought, namely, retaining a vehicle crossing for the property, getting a loading zone outside the neighbouring property (172 St Asaph Street) for shared use with our three neighbours (Engineers &amp; Merchants, Empire and Cafe Valentino, all of which are hospitality businesses), getting late night taxistands outside our property and Engineers &amp; Merchants, getting daytime taxistands situated across the street.</p> <p>We are happy with the cycle lane 'as built' outside our property and do not require any changes be made to it.</p> <p>We believe that the speed limit in St Asaph Street should be reduced to 30 kmph and have made a submission to Council in this regard previously, and even more so now with the school to be uilt opposite.</p> <p>We believe that the speed of cycle traffic in the cycle lane should be regulated too, to perhaps a maximum of 15 kmph.</p> <p>We are supportive of Option 1 (only) changes being made to the St Asaph Street, estimated cost \$200,000.</p>
7298	Tyler	Grant	No			<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> <li>4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.</li> </ol>
7297	Jordan	Warlich-Koole	No	n/a	n/a	<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> <li>4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.</li> </ol>
7296	Matt	Willoughby	No			Keep it as it is - the cycleways are great! Keep them coming!
7295	Amie	Cocking	No			<p>I DO NOT support the Business Groups Option (Option 3a) due to the following:</p> <ol style="list-style-type: none"> <li>1. CCC should not prioritise on-street parking ahead of cycle safety.</li> <li>2. The safety audit has highlighted significant risks with this option which is likely to be less safe for all modes of transport.</li> <li>3. Redevelopment of St Asaph St is not good use of Council funding and comes at the expense of investing in other cycle projects.</li> <li>4. This option is not consistent with CCC policies aimed at improving access and safety for cyclists.</li> </ol>
7294	Mitchell	Cocking	No			<a href="#">Please see Attachment 6 at the end of this table for comments by Mitchell Cocking.</a>
7293	Jessica	Halliday	Yes			<a href="#">Please see Attachment 7 at the end of this table for comments by Jessica Halliday</a>
7292	Erika	Wilson	No			<p>I support Option 1 because I value our city's identity and sense of place and the health and well being of our people.</p> <p>As a person who cares about how our city is experienced, I wish to have a city that can be experienced slowly, at a pace that it can be absorbed and enjoyed by our people and by visitors. This can be achieved by reducing the amount of car traffic in the central city and increasing the amount of foot and cycle traffic. In doing so you create more connections between the city's people and its buildings. Option 1 provides this.</p>

					Secondly, the natural environment is important to the health and well being of the people who live in chch. We are a city who values the outdoors and our health. I am in full support of Option 1, as it provides opportunities for people to get fit - cycling or walking to work, and be safe in our central city streets using the separated cycle way design and does so in a way that reduces carparks and increases a safe and comfortable area for cycling.
7291	Malcolm	Locke	No		<p>I would like to commend the council for the St Asaph and Tuam Street cycle lanes, and support Option 1.</p> <p>I do not think that the council should compromise their vision of a more accessible city by caving to pressure from business groups.</p> <p>I also strongly believe St Asaph Street should be dropped to a 30kmh speed limit for consistency, to avoid confusion and to create a safer environment on the street.</p>
7290	Pubudu	Senanayake	Yes		<p>Before specific comments on the options are made, the very important issue of process and transparency must be raised.</p> <p>It is unacceptable that a very small minority of influential businesses have managed to table an option for a project that had already had consultation as for all intents and purposes is complete. If I were to make a proposal on a completed project, how seriously would that be taken? Would it be put out to public consultation and tabled in front of council to make a decision on? Would that option even be considered by council?</p> <p>Why is it, in addition, that the businesses can refuse to participate in the avenues set up for discussion and provision of feedback (Central City Transport Liaison Group) and are still able to table such an option? This is completely contrary to the spirit, and principles of democratic local government.</p> <p>To the specifics of the proposals:</p> <p>Option 1 should be enacted. This provides the minor modifications required to increase the utility of the St Asaph's street's new layout. I believe that this new layout provides is a positive investment in our city's infrastructure, and the uptake and rapid increase in cycling along this route (as presented in the "Central City Cycle Numbers" resource) is direct evidence of this.</p> <p>Option 2 has unacceptable safety flaws, including lack of visibility of cyclists, less space for pedestrians, and a greater risk to those getting in and out of their cars if parked on the south end. The overwhelming evidence from other cities shows that cycling diminishes as the safety, and perception of safety decreases, and option 2 will have a negative impact on the uptake and use of cycling.</p> <p>In addition, the safety of thousands of people should not be compromised because a small minority of businesses are able to gain influence through liaison with the Mayor of a city. The question here is simple, "should we decrease the safety of cyclists, pedestrians, and disembarking passengers, for the wishes of the CCBG?"</p> <p>My answer to that question is No!</p> <p>Therefore I prefer option 1.</p>
7288	Shane	Murphy	Yes		<p>Main transport Arterials should not be restricted by obstacles, berms, visibility obstructions, traffic conflicts and poorly thought out urban planning. Almost everything in the Saint Asaph Street redesign has resulted in a significant decrease in safety, accessibility, visibility and efficient usage. No one is safer, whether they be cyclists car uses, or pedestrians ( I see evidence of dangerous traffic conflict everyday). No business is happier as access and usage is ridiculous restricted. No customer is happier as access is dangerous parking restricted and with the insane parking/ lane/ berm/cycle land/ footpath/ driveway layouts leading to stepping out into traffic flow (who measured these lanes?) Bus stops in front on main business driveways (oh yes not only do you have to block the cycleways but buses block the ability to see to merge safely) Bus stops with mini pedestrian crossings over cycleways with traffic sign no cyclist pay attention to, narrow lanes being obstructed by people struggling to park, or by people trying to turn into driveways whilst scanning behind for obscure cyclist on the cycleway, or by cyclists in the narrow main vehicle lanes... the list of potential disasters is almost end less. So the result? Lots of angry dangerous conflict causing unnecessary risk and for the business owners yet another reason for customers to avoid the central city for the safety, comfort and FREE PARKING of the Suburban malls.</p>
7287	Joe	Kuntz	No		<p>Thank you for this opportunity to express my views about the proposed changes to St Asaph Street road layout. I work in the City Centre and utilise the cycleways for my commute to and from work, and for occasional visits to the Central City on the weekends. The debate about our city's cycling infrastructure has sometimes been framed in terms of meeting the needs of all road users, while supporting community growth of various types (including economic). In this case, those who are advocating changing the changing the current layout to St Asaph Street are spearheaded by a group of businesses that have an economic interest in the road layout which has been the catalyst for this consultation.</p> <p>I will here present a number of objections and considerations to the proposal from CBD Business Group.</p> <p>1. The proposal is unclear and inaccurate. The road safety audit form 3 August 2017 states:Option 3a has numerous inaccuracies, including proposed raised separators or parking bays across existing driveways and accesses. That the proposal itself is unclear and inaccurate renders it prima facie untenable for consideration and should be returned to the CBD Business Group for elaboration, clarification and revision of material errors before being presented for public consultation. As it stands, the Committee and CBD Business Group have offered too vague of an idea to reasonably consider as a via option.</p>

					<p>2. It suffices to say that the community has identified economic growth as a value that should be promoted. However, we should not confuse holding a shared value for the economic prosperity of our community with that a particular person or group having a right to claim that we as a community owe them the conditions to be economically prosperous. The difference here is easily overlooked; it is sometimes hard to see the difference between having the right to be economically prosperous and the right to claim that others owe or acquiesce to conditions that uniquely promote your economic prosperity.</p> <p>3. Conversations with colleagues and friends revolve around the perception that the CBD Business Group has presented their case in the following way: The Council has put in place infrastructure that has negatively impacted on their business and ability to engage in commerce. Hence, those businesses have a legitimate claim on the Council, and the rest of the community, to remediate those negative impacts by providing the conditions that they perceive as required for their economic prosperity. It's a widely shared intuition that undue harms should be remediated, but we don't repair harms to one group by imposing disproportionate burdens on others. Option Two changes seek to do just that by imposing greater risks to cyclists. Furthermore, no evidence has been presented for this public consultation that CBD Business Group or any of its members has suffered actual harms or that harms, actual or perceived, are not temporary. Nor has it been established that the harms, actual or perceived, are 'undue' since there is considerable public interest and community benefit enjoyed by cycleways generally and the current St Asaph Street specifically.</p> <p>I choose to cycle because it's the most efficient and convenient option, made moreso by the added safety and feeling of security that cycleways provide. Changes to St Asaph Street will be particularly impactful for me, along with the hundreds of other cyclists who work or study at Ara Institute of Canterbury. I've not commented on the cycleways previously because I've felt that the building and improvement of the cycling infrastructure was headed in a positive direction and various proposed options available for public comment were relatively good options. I don't see that to be the case here. That is, given that Option Two changes deviate in significant ways from best practices in infrastructure design, the proposed changes in Option Two are more likely to result in harm, significant injury and death than Option One. In my view, those burdens do not outweigh the benefits of additional on street parking advocated for by CBD Business Group adjacent to St Asaph Street. Moreover, it is my view that the reasoning behind the proposed Option Two changes and the proposed changes themselves are not transparent, intentionally or unintentionally vague, incomplete; and or, inaccurate. Conversely, Option One changes are viable and mostly beneficial to all types of roads users.</p>
7286	John	Ascroft	No		I support option 1
7285	Dawn	Proud	Yes		<p>Why do I object to businesses trying to influence what was a strong message from public feedback that they/we wanted the new Christchurch to be more bike and pedestrian friendly? Stop watering everything down.</p> <ul style="list-style-type: none"> <li>- Car drivers (of which I am one on occasions) will get used to what they need to do to get to their destination; whether that be a business or just getting from A to B through or around the City. No one likes change; it's how you manage it that makes the difference.</li> <li>- Looking at the design/safety reports you see the example of poor parking discipline (someone is parked partly in the car through lane because they are not capable of parallel parking I suspect). You can't change a design for incompetence. Another picture showed middle of the road driving. Why change things for the cyclist when the car drivers are at fault?</li> <li>- Have you ever been to Cities like York and Bath in the UK. York City centre is a no go for cars and you are only allowed in at times either side of the day; even for deliveries and if you live or are renting there. Is the City quiet? Hell no, it makes for a great experience to browse around the BUSINESSES. Cyclists are allowed through. It's a fantastic feeling. In Bath there are large pedestrian areas which buzz with people. Personally I'd not drive into any large City and actively seek out Park and Ride set ups. Unfortunately Christchurch has ZERO.</li> <li>- I've used St Asaph Street on my bike and love it but with parking being allowed close to access areas I have had a few close calls.</li> <li>- Removing parking actually allows for a better flow of traffic because no one is slowing looking for spaces or stopping the traffic while they make their inept attempts at parking.</li> <li>- How can CCC ever reach its goal of being carbon neutral if you are not driving forward with more cycle ways and pedestrian areas and so discourage the cars from the City Centre all together?</li> <li>- Why is the City making compromises by not sticking to best practice? You're being weak. Removing more parking is actually the best way to go. Are you brave enough?</li> <li>- Why has CCC not considered large park and ride schemes to encourage parking away from the City? You might even encourage people of part drive and part cycle.</li> </ul> <p>I tried to submit this as a file but it would not connect for some reason.</p>
7284	Mark	Donaghy	No		I am not in favour of Option 2 as it is focussed primarily on parking for the benefit of a few. I use St Asaph Street as both a motorist and a cyclist and would not like to see the cycle lane narrowed at all. I would like to see the speed limit dropped to 30 to bring it in line with the rest of the central city

7283	Charlotte	Bebbington	Yes			<p>Over the course of the last year alone I have submitted on and attended 3 public hearings where the council has compromised best practice cycle infrastructure design due to threatening behaviour from those opposed to removing car parking for cycleways. As an advocate attending the consultation meetings people with money and lawyers representing their own interests are being treated very differently a single volunteer like myself. CCC has backtracked on every cycleway design in every consultation i have attended in a very illogical and undemocratic way (i.e accepting new options contrary to submission guidelines) and should not be guilty of repeating the error AGAIN as well as closing down my voice in an extremely undemocratic way.</p> <p>As a volunteer I attend these meeting over and over because i am passionate about safe, sustainable and liveable cities but i'm becoming tired of having to defend the need for high priority on safety time and time again as each cycleway is treated as a separate entity.</p> <p>Do not go down this track again. Continue with option 1 and consider upgrading the cycleway so that the road becomes safe for all users. Consider trials that remove parking beside the cycleway and keep an eye on how businesses there do and how road users fare without it, rather than leaping in and spending a LOT Of ratepayers money to make the cycleway less safe.</p>
7282	Charlotte	Bebbington	Yes	Action Bicycle Club	Director	<p>Over the course of the last year alone there have been at least 3 occasions where the council has compromised best practice cycle infrastructure design due to threatening behaviour from those opposed to removing car parking for cycleways. As advocates attending the consultation meetings, what we have noticed is that groups with money and legal resources are using their clout to undermine the development of our city for personal and vested interests. Some City Council members are not only backing down to them but treating them differently to those who advocate on behalf of the wider community. Increasingly, doors are being shut in our face. These organisations make up that they are speaking for Central City businesses or the public good. As central city business operators ourselves and members of the CCBA this isn't true.</p> <p>Many of our customers who ride bikes believe the St Asaph Street cycleway is unsafe and doesnt do as well as a job as it should. At present the safety of someone on a bicycle is compromised because public on street parking near entrances can make people riding along them unseen by people who drive. Some who are not use to looking out for people who bike when they turn, and some even run red lights. Implementing Option 2 will raise all the above concerns for all road users.</p> <p>Specifically:</p> <ul style="list-style-type: none"> <li>- Introducing more car parks along the south end will increase the safety risk to motorists exiting their cars.</li> <li>- Introducing more south-end car parks will decrease visibility of cyclists using the cycleway.</li> <li>- Widening the width of traffic lanes will come at the cost of narrowing the northern footpath and will create a dangerous environment for pedestrians.</li> </ul> <p>The current design implemented on St Asaph Street is already a compromise. The initial best practice design was not even consulted on back in 2015 out of fear of backlash from business owners over the removal of public on-street parking. It's unacceptable that Council is again considering a proposal outside of the democratic process. More importantly Mayor Lianne Dalziel has disregarded her promise during the Annual Plan hearings to engage with all stakeholder groups (not just business owners) on proposed changes to our city. Staff at Action Bicycle Club are volunteers and members of Spokes Canterbury and RAD Bikes.</p> <p>According to the Council's car parking monitoring data, the current number of car parks on St Asaph Street are under-utilised at 75% capacity (Parking Demands on St Asaph August 2017 [PDF, 9.7 KB]). There is statistically no demand to justify introducing more car parks. 200m radius from St Asaph Street is the due to open Lichfield Street Car Park building with 800 car parking spaces and 370 car parks at the Innovation Carpark building . A proposal has also been put together for 600 carparks at The Crossing. With many more on street car parks available on surrounding streets such as Welles St, Walker St, Durham St etc.</p> <p>We strongly recommend that the council fix the minor safety issues in option 1 and seriously consider upgrading the cycle way to become a safe area for all road users (refer paragraph 2). What we strongly recommend the Council trial removing the public on-street car parks along the cycleway side of the road and instate a 30km/ph speed limit to make a safe and comfortable corridor for all users. What this will do is make wider car lanes so the traffic flow doesn't feel so tight. Have more visibility and easier turning at driveways and improve the light sequencing for people who cycle. We suggest they trial yellow lines and bollards for 1 year and most importantly track the perceived profit loss.</p> <p>We need to keep in mind that this is not about individual businesses or even streets – it is about making our city more cycle and pedestrian friendly and more liveable and environmentally friendly. Stop bending over backwards and compromising a good vision for the city every time some business group cries about how they can't survive without on street parking right on their doorstep. This is submission is really about improving infrastructure for now and the future and not about undermining the wider public's vision to please businesses that can't seem to adapt, stay relevant or be hospitable to the idea that people who bike are customers too. Thank you.</p> <p><a href="#">Please see Attachment 8 at the end of this table to view a map showing car parking buildings and bus routes.</a></p>

7281	Mike	Currie	No		I support Option 1 Minor Enhancements as it is important to recognise the rights of cyclists and have cycleway safety maximised. Additional car parking spaces will diminish the cycleway safety making it hazardous for cyclists.
7280	Tim	Holmes	No		<p>Option 1 should be adopted on safety and cost grounds.</p> <p>It is unfathomable why the council have not fully implemented the 30km speed limit. This is a safety issue, why the delay, peoples lives are at risk.</p> <p>Spending a further \$1m to carry out measures which are contrary to the design of the accessible city and further reinforces the current dominance of the car is not acceptable.</p> <p>We need to keep cars in parking buildings and leave the streets for Cyclists and pedestrians.</p>
7279	Paul	Roberts	No		<p>Thank you for the opportunity to make this submission on St Asaph Street</p> <p>1) Of the 2 Options presented, I strongly support Option 1 and oppose Option 2.</p> <p>2) In my view, the scheme currently implemented does already represent a significant compromise, in terms of (assumed) Project Objectives, by virtue of its provision of onstreet parking spaces on both sides of the street over much of the corridor, when space is inevitably constrained. Indeed Option 1 seeks to address some of the issues arising from this compromised design.</p> <p>3) I consider that an overall- better solution might have been achieved, such as one of the original concepts (without south-side parking). However, given pressure on Council budgets, I also recognise a need to now be pragmatic, given the investment to date – and this points towards adoption of Option 1. Option 2 would incur significant additional expenditure, on top of that required (by Option 1) to address (some of) the issues raised by the post-construction Safety Audit.</p> <p>4) I believe that the scheme development process could have been assisted by greater engagement at an early stage – but also greater buy-in may have been or still be achieved, were the Project Objectives to have been – or still be, more explicitly stated and clearly prioritised. This may have been done at an internal level, but from my reading of publicly-available Consultation material these are not clear, for either the revised Options now being considered<sup>1</sup>, nor when the Approved Scheme was put before Council in December 2015.</p> <p>5) For example, paying cognisance to the project's role within the AAC, these Objectives <i>and their priority</i> might have been stated as:</p> <ol style="list-style-type: none"> <li>1. Support the wider goals of the Central City Recovery Plan and AAC transport networks</li> <li>2. Facilitate a safe and convenient cycle corridor that will be attractive to both existing and prospective ('interested but concerned') cyclists;</li> <li>3. Maintain an efficient and safe one-way corridor for motorised traffic, including public transport, which reflects its' Main Distributor movement function to provide efficient circulation around the Central Core area and enable traffic relief within that Core.</li> <li>4. Enhance the amenity of the corridor through additional soft and hard landscaping and minimisation of street furniture clutter; and</li> <li>5. Support adjacent business through on-street loading and parking, where this does not comprise higher project priorities.</li> </ol> <p>(The above list is not meant to be exhaustive but merely to illustrate how a clear <i>vision of the Project objectives and priorities</i> could assist in not only development of Options to meet these, but also their subsequent relative evaluation against each other)</p> <p>6) It is notable that the 53 'additional parking spaces' may overstate the number that could actually be enabled by Option 2: As the Safety Audit of this option notes: "Unfortunately "Option 3a" has numerous inaccuracies, including proposed raised separators or parking bays across existing driveways and accesses. If this option was to be considered further, it is strongly recommended a thorough walkover is undertaken by the designers to ensure the design can actually be built as intended, and to more</p> <p><sup>1</sup> <i>It was stated only that 'The primary driver for this project was to provide a separated cycle facility that pairs with the one under construction on Tuam Street such that a consistent level of service is provided for cyclists'.</i></p> <p>accurately locate the positions of separators and number of parking bays that can realistically be accommodated."<sup>2</sup>. Additionally, the Audit raises a number of Significant safety concerns.</p> <p>7) The additional \$700,000 cost of Option 2 compared to Option 1 would represent a significant subsidy by ratepayers to a very limited number of business owners that should be responsible (as others are required to be) for meeting their own parking needs.</p> <p>8) Notwithstanding my view the maximisation of on-street parking should, in this case, be a very low priority against other objectives, the parking surveys do not appear to provide a strong case at all for additional spaces, given that the overall occupancy is generally below the levels (85-90%) that would represent efficient use of inner city on-street parking<sup>3</sup></p> <p>9) The AAC Transport Networks and this project in particular form critical pieces of a wider jigsaw, which ultimately are about enabling connections and creating a City, and</p>

Central City, for the future. One that will be (more) attractive than it would otherwise be – with attendant economic, environmental and social benefits for the wider City.

- 10) I would therefore implore decision makers to look at the 'bigger picture', rather than being focussed – or side-tracked – by local vested interests or short-term thinking. This is not to suggest that those aspects may not have some merit, nor warrant dismissal -but rather that elected members should (hopefully) act with Vision, in the best interests of the 'greater good' - and in this case, support Option 1.

Thank you for the opportunity to make this submission on St Asaph Street

- 1) Of the 2 Options presented, I strongly support Option 1 and oppose Option 2.
- 2) In my view, the scheme currently implemented does already represent a significant compromise, in terms of (assumed) Project Objectives, by virtue of its provision of onstreet parking spaces on both sides of the street over much of the corridor, when space is inevitably constrained. Indeed Option 1 seeks to address some of the issues arising from this compromised design.
- 3) I consider that an overall- better solution might have been achieved, such as one of the original concepts (without south-side parking). However, given pressure on Council budgets, I also recognise a need to now be pragmatic, given the investment to date – and this points towards adoption of Option 1. Option 2 would incur significant additional expenditure, on top of that required (by Option 1) to address (some of) the issues raised by the post-construction Safety Audit.
- 4) I believe that the scheme development process could have been assisted by greater engagement at an early stage – but also greater buy-in may have been or still be achieved, were the Project Objectives to have been – or still be, more explicitly stated and clearly prioritised. This may have been done at an internal level, but from my reading of publicly-available Consultation material these are not clear, for either the revised Options now being considered<sup>1</sup>, nor when the Approved Scheme was put before Council in December 2015.
- 5) For example, paying cognisance to the project's role within the AAC, these Objectives *and their priority* might have been stated as:
  1. Support the wider goals of the Central City Recovery Plan and AAC transport networks
  2. Facilitate a safe and convenient cycle corridor that will be attractive to both existing and prospective ('interested but concerned') cyclists;
  3. Maintain an efficient and safe one-way corridor for motorised traffic, including public transport, which reflects its' Main Distributor movement function to provide efficient circulation around the Central Core area and enable traffic relief within that Core.
  4. Enhance the amenity of the corridor through additional soft and hard landscaping and minimisation of street furniture clutter; and
  5. Support adjacent business through on-street loading and parking, where this does not comprise higher project priorities.

(The above list is not meant to be exhaustive but merely to illustrate how a clear *vision of the Project objectives and priorities* could assist in not only development of Options to meet these, but also their subsequent relative evaluation against each other)
- 6) It is notable that the 53 'additional parking spaces' may overstate the number that could actually be enabled by Option 2: As the Safety Audit of this option notes: "Unfortunately "Option 3a" has numerous inaccuracies, including proposed raised separators or parking bays across existing driveways and accesses. If this option was to be considered further, it is strongly recommended a thorough walkover is undertaken by the designers to ensure the design can actually be built as intended, and to more

<sup>1</sup> *It was stated only that 'The primary driver for this project was to provide a separated cycle facility that pairs with the one under construction on Tuam Street such that a consistent level of service is provided for cyclists'.*

accurately locate the positions of separators and number of parking bays that can realistically be accommodated."<sup>2</sup>. Additionally, the Audit raises a number of Significant safety concerns.

- 7) The additional \$700,000 cost of Option 2 compared to Option 1 would represent a significant subsidy by ratepayers to a very limited number of business owners that should be responsible (as others are required to be) for meeting their own parking needs.
- 8) Notwithstanding my view the maximisation of on-street parking should, in this case, be a very low priority against other objectives, the parking surveys do not appear to provide a strong case at all for additional spaces, given that the overall occupancy is generally below the levels (85-90%) that would represent efficient use of inner city on-street parking<sup>3</sup>
- 9) The AAC Transport Networks and this project in particular form critical pieces of a wider jigsaw, which ultimately are about enabling connections and creating a City, and Central City, for the future. One that will be (more) attractive than it would otherwise be – with attendant economic, environmental and social benefits for the wider City.
- 10) I would therefore implore decision makers to look at the 'bigger picture', rather than

					<p>being focussed – or side-tracked – by local vested interests or short-term thinking. This is not to suggest that those aspects may not have some merit, nor warrant dismissal -but rather that elected members should (hopefully) act with Vision, in the best interests of the 'greater good' - and in this case, support Option 1.</p> <p>2 Emphasis added 3 It is presumed that the bold numbers (2nd column from left) represent 'current' supply. However, it is not possible to be fully certain how many spaces were finally approved in this block as the relevant Council Agendas available to the Public online: (<a href="http://christchurch.infocouncil.biz/Open/2015/12/ITEC_03122015_AGN.PDF">http://christchurch.infocouncil.biz/Open/2015/12/ITEC_03122015_AGN.PDF</a> and <a href="http://christchurch.infocouncil.biz/Open/2015/12/CNCL_10122015_AGN_SUP.PDF">http://christchurch.infocouncil.biz/Open/2015/12/CNCL_10122015_AGN_SUP.PDF</a> both omit Sheets 1, 3 and 4 of the Scheme Plans of Attachment A, to which the Recommendations set out in 3.1-290 refer -and the Minutes of these meetings only record the resolutions, excluding Attachment A to which these refer in its entirety. (If these are the documents of record, it may be that the legality of the resolutions e.g. parking restrictions could be the subject of challenge?) The 'final' plans are, however, presumed to be those shown in <a href="https://www.ccc.govt.nz/assets/Documents/Transport/Improvements-planning/AAC4FinalPlans.pdf">https://www.ccc.govt.nz/assets/Documents/Transport/Improvements-planning/AAC4FinalPlans.pdf</a>, available elsewhere on the Council's website. I support St Asaph Street and the associated cycle lanes remaining as per the current design with minor modifications as recommended by the Independent Road Safety Audit.</p> <p>I DO NOT support the Business Groups Option (Option 3a).</p> <p>2 Emphasis added 3 It is presumed that the bold numbers (2nd column from left) represent 'current' supply. However, it is not possible to be fully certain how many spaces were finally approved in this block as the relevant Council Agendas available to the Public online: (<a href="http://christchurch.infocouncil.biz/Open/2015/12/ITEC_03122015_AGN.PDF">http://christchurch.infocouncil.biz/Open/2015/12/ITEC_03122015_AGN.PDF</a> and <a href="http://christchurch.infocouncil.biz/Open/2015/12/CNCL_10122015_AGN_SUP.PDF">http://christchurch.infocouncil.biz/Open/2015/12/CNCL_10122015_AGN_SUP.PDF</a> both omit Sheets 1, 3 and 4 of the Scheme Plans of Attachment A, to which the Recommendations set out in 3.1-290 refer -and the Minutes of these meetings only record the resolutions, excluding Attachment A to which these refer in its entirety. (If these are the documents of record, it may be that the legality of the resolutions e.g. parking restrictions could be the subject of challenge?) The 'final' plans are, however, presumed to be those shown in <a href="https://www.ccc.govt.nz/assets/Documents/Transport/Improvements-planning/AAC4FinalPlans.pdf">https://www.ccc.govt.nz/assets/Documents/Transport/Improvements-planning/AAC4FinalPlans.pdf</a>, available elsewhere on the Council's website. I support St Asaph Street and the associated cycle lanes remaining as per the current design with minor modifications as recommended by the Independent Road Safety Audit.</p>
7278	Edward	Pilbrow	No		I support option 1
7277	Glen	Koorey	No		I support Option 1 over Option 2 (NB: really should be tick boxes to make this easy for people to submit). The safety audit reports make it quite clear that Option 2 has significant flaws in its proposed design that compromise the safety of all road users for negligible gain (by the way, the Option 2 plan provided does not show the entire length of each block - rather difficult to fully assess its merits!). Having said that, I'm not even sure that the Option 1 amendments are needed; the proposed minor adjustments resulting from the post-construction safety audit recommendations would alone make significant improvement to safety and operations. And it's important to remember that a lot of the concerns about cycleways, traffic lanes, etc along St Asaph St were only because the original design that removed parking from the south side was discarded...
7276	Claude	Meffan	No	Claude Meffan	<p>I'm saddened to see that what I think is a super positive change for our city potentially being reversed. As a young-researcher at the University, one of the key reasons I feel compelled to leave the city is because of city planning issues which have made this a city only for cars. This has been a key contributor to feeling isolated in this city, and what the Vice Chancellor Rod Carr recently said is a "get out of Christchurch" mentality among UC students.</p> <p>I understand the frustration of the business owners, and perhaps there are some planning issues on Asaph Street in particular which can be addressed. However, placing further emphasis onto roading in our city degrades the quality of life of people living here, and I really feel like it is a step backwards. At this rate, you can count me among the students with a "get out of Christchurch ASAP" mentality. I sincerely hope this changes.</p> <p>I support option 1.</p>
7275	Don	Babe	Yes		<p>The current compromise that is the delivered project on St Asaph Street does is not providing safe passage for cyclists yet. This is because of the loss of connection between cyclists and motorists by the addition of car parks between them. Accidents are occurring when motorists turn left to access a business or service and fail to give way to the cyclist. If all of the car parks were removed from this side of the street the connections between the motorist and cyclist is re-established and these accidents will diminish.</p> <p>The option proposed by the Central Christchurch Business Group increases the number of car parks on that side of the road so will reduce the connection between the cyclist and motorist so is likely to lead to more of these accidents. The reason given is that businesses require on street parking to lure customers. This argument has been proved to be incorrect in a number of studies around the world and even as close as Wellington in New Zealand. Furthermore when the available car parks are full and all of the businesses have a dozen or so extra customers to share between them do the rest just shut their doors because no more customers will come?</p> <p>At the very least the current layout could be maintained for a longer period to see whether motorists and cyclists learn how best to use the infrastructure without hurting or delaying each other.</p> <p>Cyclists reduce demand for car parks. Cycles can park in a lot more places than motor vehicles so there is little cost to park an additional cycle. However, the car park that is</p>

					released by the person choosing to bike is available for other road users. Given that St Asaph Street is projected to bring in excess of 800 cyclists per day to the city this is the equivalent of a large car parking building that will not be required.
7274	Anton	Angelo	No	Anton Angelo	<p>I am a regular multi modal transport user, taking my bike in on the bus from Lyttelton, and the cycling around town from the bus exchange. I use this stretch of cycle lane often.</p> <p>I am very much in support of option one, and would support removing all car parking from this area. I also drive a car, and I tend to visit businesses if they have provided their own car parking, rather than rely on the public to service their needs. Otherwise I cycle to their location, and am much more likely to use a business on a dedicated cycle lane.</p> <p>Thanks you for the opportunity to submit on this issue,</p> <p>Ngā mihi</p>
7273	Aline	Taylor	No		<p>I am writing in strong support if option 1 (more bike lanes). I strongly believe that adding more car parks anywhere in town is a temporary measure that will not help people find sustainable, long term transport solutions. And in a few years time the new car parks will once again be inadequate, because more and more people will be driving their cars into town. What then? Continue widening roads and adding a car parks forever, until their are hardly any safe places left in chch for people to walk or bike? The bike lane option for St Asaph st is the only one creating positive change for the future, even if in the medium term people find it hard to get used to not finding parks easily in town. Also, since a school is being constructed in St Asaph st, there needs to be a huge amount of consideration for the safety of the children walking around the area. I strongly support the addition of more bike lanes and the removal of car parks.</p>
7272	Dirk	De Lu	Yes		<p>I support option 1 and the submissions made by Spokes and Generation Zero.</p> <p>I am disgusted that narrow special interest groups continue to dominate staff and Council action on cycling infrastructure. That projects already implemented can be undone and/or emasculated by the bullying of self centered short sighted special interests contributes to Chch remaining a backwater of transport planning.</p> <p>My long experience making submissions to Council has been that submissions made on behalf of the thousands who currently cycle and the thousands more who would like to cycle are rarely heeded, and certainly do not have an influence relative to their importance or the proven efficacy of the suggestions made.</p> <p>I urge Council to rebuke the forces which seek to hobble progress and to direct staff to pursue the long term public interest and sustainable mixed mode transport options.</p>
7271	Michael	Bush	No		<p>I am currently travelling around europe where most cities I've been to are well designed for cycling. Its fantastic being able to get around safely without the need for a vehicle. Christchurch has an amazing oportunity to design a city for the future. With climate change and an increasing population, we need to provide sustainable transport options to ensure our city doesn't become a congested, air poluting mess.</p> <p>To get more people cycling you need to ensure that the entire journey is safe otherwise people will be put off. If St Asaph street is not safe for cycling then the connection is broken. Once we create a connected city that encourages cycling, more and more people will cycle until it becomes a cultural norm.</p> <p>Option 2 is quite frankly embarassing. It looks like a design that would have been implimented 30 years ago. Option 1 brings the city into the 21st century. My understanding is that option 2 will also cost about \$1 million more than option 1 which I imagine would be funded by ratepayers. This is completely unexceptable.</p> <p>I strongly support Option 1 and will be very disappointed if a small proportion of businessmen sway the council to impliment option 2</p>
7270	Betty	Shore	No		<p>I urge you oppose option 2. The St Asaph cycleway is important for making cycling a safe and practical means of transport within our city. Putting car parks along this street is costly in terms of safety to cyclists and also funding. This option considers only the short-term profits of individual shop-owners rather than the carefully thought through plan for the city as a whole, developing a range of practical routes for varied kinds of traffic, including safe routes for the growing number of cyclists. We have to move from expecting car parks along busy streets, to providing transport systems that will work long term in our growing city. We have to understand also, that putting car parks into a cycle way undermines the safety for which the cycle way is constructed. The money this option would cost is needed for other aspects of the transport plan.</p>
7269	Allan	Taunt	No		<p>St Asaph Street proposed road layout submission</p> <p>Preferred choice - Option 1 (minor enhancements)</p> <p><a href="#">Please see Attachment 9 at the end of this table for comments and photos taken from videos by Allan Taunt.</a></p>
7268	Vince	Eichholtz	No		<p>Ridiculous- the process is supposed to be democratic- a small number of businesses cannot hold the council by the throat- force them to spend more money when public submissions have already been completed. The majority of people interested in this issue have switched focus to other matters.</p> <p>- the increase in car parking will make traffic less visible and hence be an increase in danger for cyclists and pedestrians. The reduced pedestrian space will be an inconvenience for pedestrians, and people with walkers/strollers/prams and Electric scooters.</p>

					- The proposed cost is unacceptable- private businesses cannot be allowed to force council to spend PUBLIC money for private business against the stated desires of the majority of submitters. The businesses have had their chance to put their case.
7267	Julia	FitzGerald	No		<p>Why is the CCC proposing to subsidise private business to the tune of over \$1 million â€” or \$18,000 per park when there are already adequate and some free parking spaces at Lichfield Street carpark building, Welles Street, Colombo and Manchester St, Walker St and surrounding areas?</p> <p>Why is the council even considering providing the facility for people to store their privately owned property (cars) on publicly owned land (St Asaph St) for minimal charge?</p> <p>This is likely to be a cycleway used by a lot of children who are going to Hagley High School and eventually Discovery school, and the Metro Sports Facility as well as by Ara students and staff. It is important that the cycleway is safe for all these users and that it encourages less confident cyclists to get out and give cycling a go.</p> <p>Surely the council has a moral obligation, if not duty, to protect it's youngest and most vulnerable citizens from harm on their way to and from school? Just because they can't vote YET, doesn't mean they don't count!</p>
7266	Ian	Ross	No		<p>I am both a business owner on St Asaph and a parent of a child that will addend the new school once it is complete.</p> <p>I am strongly against options 1 &amp; 2 on the following grounds:</p> <p>Safety - The existing road layout was a compromise on best practice (which would have been to have now car parks on the cycle lane side of the road). Add more car parks only makes the worse. Changing the curbs to make it easy for a car to "mount" the curb seem illogical. I would suggest that if a driver is not capable of parking safely them make the curb easier of them to mount is only increasing the risk to those on the far side of the curb.</p> <p>Any reduction in the size of the footpath increases the likelihood of pedestrians entering a traffic lane (cycle or car) with likely negative effects with regards to safety . Please consider that with the opening of the school there will be a large increase in both the footpath users, and a decrease in the average road sense of users.</p> <p>As a business owner I am of the view that cars do not buy, people do. I pedestrian friendly city is a business friendly city. Business locations are commonly rated in terms of "foot traffic". In my experience cars do not make may purchase. I have never had a client complain about parking. I have personally not found it hard to find a park when I have chosen to drive into town.</p> <p>I would like the council to consider removing all more of he car parks near driveways on the cycle lane side of the road to improve visibility (safety) cycle lane users. Ideally I would like all cars parks on the cycle lane side of the road removed to a) provide more space for the traffic lanes b) improve the visibility of the cycle lane.</p> <p>I would like the council to find better uses of rate payers funds than changing perfectly functional curbs. There are no shortage of more important issues that need attention in our city.</p> <p>I would like the council to listen to the engineering and safety reports that have been tabled and put these before the dubious financial "needs" of a small group of land owners who are masquerading as "business owners". I suspect that any unlike legal action that this small group my attempt to engage in pales in comparison to the council being asked to front up to a coroners court hearing, and have to defend not listening to professional warns.</p>
7265	Jeremy	Teague	No		Don't go backwards Christchurch. Why in the hell would you take out a cycle lane after having spent so much \$ putting it in? The human race is going forward when cycle lanes are built, everybody wins. LEAVE THEM IN.
7264	Nicola	Berry	No		I support Option One, minor enhancements. When the City Council called for feedback on what Christchurch residents wanted, it was a city with enhanced cycling and walking, a city that is not dominated by cars. It's going to take a while for these changes to become habits. The Council needs to see this process through, not be frightened into backwards steps.
7263	Hayleigh	Miller	No	Hayleigh Miller	<p>Personally, I love the St Asaph's cycleway.</p> <p>I am both a cyclist and a driver - I bike into the city every weekday to study at the hospital as a medical student.</p> <p>Obesity and low activity are two massive determinants of health. New Zealanders are also overwhelmingly overweight.</p> <p>Anything that supports people to get active and makes it easier to take the easy option (cycling over driving), should be supported. However it is unfortunate that some people feel like they're not good enough drivers to cope with St Asaph's street as it currently is. I have driven down there and I agree that its quite narrow, but it is manageable.</p> <p>For these reasons I support option one above.</p>

						Nga mihi
7262	Sharon	Ross	No	Ao Tawhiti Unlimited Discovery School	Parent	When our school moves back into town onto St Asaph street. It will need to be as child friendly as possible so that children can bike to school from where ever they live or walk easily from the bus stop. More parking is not a necessity if this impedes safety of students aged 5-18 years.
7261	Jean	Bell	Yes			<p>a) I support the original and safest option of no parking adjacent to the cycle path. Failing that:</p> <p>b) my choice is Option 1 plans- minor enhancements.</p> <p>c) I totally reject Option 2 plans by the Business Group.</p> <p>The reason for my submission is because I am a 70-something born-again lady cyclist, who requires the safest possible environment. Please do not compromise my safety.</p>
7260	Jill	Scott	No			I prefer the current solution but if I need to pick an option then option 1 would be it. I am getting used to biking along here now and I do not see a need to change it.
7259	Anne	Scott	No			It is very disappointing to be filling in this submission as the result of three business owners putting their own short term interests ahead of the best interests of the community. There is no need to change the current solution as the best option is already in place. It simply needs more time to allow road users to get used to the new layout. If I need to chose option 1 is preferable, but a waste of money.
7258	Regan	Stokes	No			As a keen cyclist I am proud of the existing changes to St Asaph as the cycle lane is of great benefit to the whole community, and actually makes it more likely for me to stop and engage in the local businesses. I do not support adding more street carparking as this will be going backwards towards the car-central cities of yesterday. Kia ora.
7257	Heather	Lunn	No	Heather Lunn		I support Option one. I park on St Asaph St and have never had trouble finding a park. I'd like to cycle more frequently and appreciate the safe cycle lanes in the inner city. As a driver it's not difficult to adapt.
7256	Michael	England	No	Mike England		I have 3 children who will be attending the School, Ao Tawhiti, on St Asaph St. Any changes that allows for more traffic in the area is opposed by me. If anything a reduction of traffic and making the footpath even larger would be my preferred option. Safety for my children is paramount.
7255	JOHN	HORGAN	No			After being brushed twice by cars while cycling around Christchurch, once while cycling along a straight section of road at the top end of Selwyn Street and almost hit by a truck which went straight through an intersection in Gasson Street, I am keen to see our future cycle-ways totally separated from motor vehicles. I therefore support Option 1 for the construction of the St Asaph Street cycle-way and ask the Council to stand strong on giving us safe cycle-ways rather than giving into the short term gains of business people who want more car parks. Please take this once only opportunity to make us all a lot safer and encourage cycling as a safe and healthy method of transport. Even though I am retired and in my 70's I still clock up around 50 or 60 kilometres of cycling per week and take no medication. I am confident that by voting for Option 1 the Council will be encouraging more people to cycle regularly including our Grandchildren
7254	Rebecca	Sunderland	No			<p>It's unacceptable that Council is considering a proposal outside of the democratic process, from three vocal business owners with short-term interests.</p> <p>The Mayor Lianne Dalziel has disregarded her promise during the Annual Plan hearings to engage with all stakeholder groups (not just business owners) on proposed changes to our city.</p> <p>Option 2 raises major concerns for all road users;</p> <p>introducing more car parks along the south end will increase the safety risk to motorists exiting their cars.</p> <p>introducing more south-end car parks will decrease visibility of cyclists using the cycleway.</p> <p>widening the width of traffic lanes will come at the cost of narrowing the northern footpath and will create a dangerous environment for pedestrians.</p> <p>According to the Council's car parking monitoring data, the current number of car parks on St Asaph Street are under-utilised at 75% capacity. There is statistically no demand to justify introducing more car parks.[1]</p> <p>Option 2 will cost ratepayers \$1 million more than Option 1 proposed by Council staff (\$210,000).[2]</p> <p>The additional cost of Option 1 is not available within Council's current budget.[3]</p> <p>The current design of St Asaph Street needs to be improved to ensure the safety of all road users and encourage the use of sustainable transport modes;</p> <p>To avoid more near misses and accidents, visibility of cyclists using the cycleway needs to be improved by removing south-end car parks near driveways.[4]</p>

					<p>Removing the south-end car parks, but retaining those along the north end, would allow for wider traffic lanes and ease of use for motorists.</p> <p>Removal of car parks along the south end would retain the width of the northern footpath for pedestrians.</p> <p>8. Removal of the south-end carparks could be trialed on a temporary basis to see what works for all stakeholders and road users. This trial could be further supported by collecting data on the car parking demand for the north-end car parks and on the economic effects to local businesses.</p>
7253	Sarah	Cutts	No		I really appreciate the cycleways the council is providing, and they make me much more likely to cycle into town. Please keep the cycle way rather than taking it away for carparks
7252	Kay	Robertson	No		<p>I filed this once already, but didn't get a confirmation email, so this may be doubled, but I think it's just the once.</p> <p>Personal Submission-St Asaph Street proposed road layout options</p> <p>I come into the CDB several times a week for various things: restaurants, movies, errands or other business tasks and my partner works in town. We both typically ride bikes or take the bus. We have a very nice car and truck, but prefer other modes of transport in the city.</p> <p>I used to be one of those people who drove heaps, but Christchurch is so bike-friendly that I gradually cycled more and more and increasingly left the car at home. My partner is now doing the same. We both appreciate the health benefits of driving less and being more active.</p> <p>Over the years, I've noticed (and appreciate) the CCC efforts to improve the safety of cycling and definitely feel that it gets better every year.</p> <p>Now, to the proposed changes...I feel there are people who are very car-focused and want our cities to be designed with cars first and everybody and everything else second. That seems to be the idea behind the 3a proposal. I spent quite a bit of time trying to understand what they're proposing and it seems to me they want a large amount of taxpayer money used to add a lot of car parking space, and that's about it.</p> <p>Adding heaps of carparks will ruin the aesthetics of the new St. Asaph.</p> <p>It will just support continued car use instead of encouraging people to make changes and do things a new way.</p> <p>I've also heard that St. Asaph is very difficult for bus drivers as it is very narrow—have they been contacted about these proposed changes?</p> <p>So, I support the Option 1 proposal...a few tweaks to improve things, but it basically keeps the design we've got which was the result of a robust consultation process.</p> <p>As an aside, I understand there have been some bad accidents on the St. Asaph cycleway from left-turning cars crossing the cycleway. I can see where that could easily happen as the cars parked on the south side of St. Asaph would make it harder to see cyclists...hopefully you folks can come up with a way to improve that situation. My preference is that ultimately people change their habits enough to ditch their cars and then we could get rid of the on-street car-parking altogether.</p>
7251	Katrina	Miller	No		Keep Christchurch CBD progressive for the future. Minimise cars being brought in.
7250	Garth	Nowland-Foreman	No		I am a car driver and a cyclist. I drive more than I cycle. But one of the factors I am most concerned about when cycling is safety. AS I get older, I am sure this will be even more important. I want our major investment in cycle routes to be sound investments, which means they are safe and well used. That is why I object to a few big business owners pushing a costly and unsafe option on the rate payers of Christchurch for the sake of more car parks. I oppose Option 2. Removing the south end car parks will improve safety for cyclists, allow wider lanes for drivers and wider footpaths for pedestrians. Christchurch is already too car and carpark focussed for today - let alone the requirements of tomorrow. Please do not allow a few loud, self-interested voices to foist an unsafe and costly Option 2 on the rest of us.
7249	Graeme	Lindup	No		<p>I visit Christchurch reasonably often and hire a bike to get around. I support Option 1 and believe the Council should get on with providing this option and a city for all, not 3 business owners.</p> <p>It's completely unacceptable that Council are even considering a proposal outside of the democratic process, let alone from a vocal minority with short-term interests.</p> <p>Their proposal comes at a high cost to all road users' safety and a \$1 million cost to the city.</p> <p>Stick with Option 1 and provide a safe, lower carbon city for all!</p>
7248	Ned	Ma	No	Ned Matheson	As a parent of children attending the school that will be going into the area soon, I feel major changes at this time are pointless as anything that reduces pedestrian space will need to be revisited in the near future. Prudence at this point would suggest some touch ups now and wait until major developments have finished before deciding on any major changes.
7247	Robert	Biggs	No		<p>The 30km speed restriction needs to be extended to include St Asaph St. Currently the speed restriction covers too small an area. Anyone who has walked or cycled in that part of the city will attest to how much more relaxing the experience has become (it was one of the Share an Idea concepts) There need to be more signs warning motorists to be careful when turning left across the cycle lane. Parking for motorists should be mainly provided by Parking buildings as this clears streets more for pedestrians.</p> <p>Motor cars have been around for a much shorter time than bicycles or pedestrians. The council needs to look towards the future for city centres where they are more attractive for people walking or bicycling. People need to obtain more exercise to maintain health. Most of us use motor cars now; most of us used bicycles prior to the 1960's</p> <p>There will be resistance from diehard motorists about some of these changes but the two I have recommended will cost next to nothing to implement.</p>

					<p>Education for motorists, bicyclists and pedestrians takes time but is also very important. Pedestrians and cyclists can be injured severely if hit by a motor car and the reduced speed of 30km per hr reduces the severity of the outcome considerably. We should take our lead from Europe and our own Share an Idea. Copenhagen has managed to facilitate 42% of its population cycling to work. Many cities in Germany now have 30km/hr speed restrictions in their city centres. Why cannot Christchurch be in the forefront of this change in N.Z.?</p>
7246	Ken	Ching	Yes		<p>Please stick to Option 1 as Option 2 shouldn't even be listed as an option. CCC already backtracked on the Ferry Road cycleway design in a very illogical and undemocratic way (accepting new options contrary to submission guidelines) and should not be guilty of repeating the error every time a few businesses or institutions decide to spend ratepayers money for their own benefit!</p> <p>Reinstating on street parking at ~ \$18,000 per park to the tune of a million dollars for 53 parking at the expense of the safety of people who choose to cycle is going against everything the cycleways stood for. It is simply the most shortsighted and wasteful option in that it will make cycle trips into the central city more dangerous, jeopardising the cycle commuting experience for those that bike and even worse... discourage new uptake of people who wants to try commuting by bike. Every person commuting into the city by bike is one less parking space required in the central city! There are plenty of parking everywhere within walking distance. CCC cannot expect to transition to an accessible city without ruffling a few feathers, that does mean finding firm ways to discourage vehicle use and promote alternative modes of transportation (e.g. less car parks, parking fees, etc). Every other city in the world trying to stay competitive in the liveability index to attract the best and brightest is doing just that... reducing car usage.</p> <p>So please stop bending over backwards and compromising a good vision for the city every time some business group cries about how they can't survive without on street parking right on their doorstep, this is submission is really about improving infrastructure for now and the future and NOT about pleasing businesses that can't seem to adapt, stay relevant or be hospitable to the idea that people who bike are customers too.. can't believe CCC would even consider given the independent safety audit, countless studies about how cycling improves the accessibility, liveability, the economy of local businesses, societal mental and physical health and air quality.</p> <p>Please consider trials that remove parking beside the cycleway and keep an eye on how businesses there do and how road users fare without it, rather than leaping in and spending a LOT Of ratepayers money to make the cycleway less safe.</p> <p>Share an idea sent a strong message that people want our city to be cycling and walking friendly. PEOPLE are clearly using the cycleways and recent counts indicate that already the number of PEOPLE using the cycleways is having a significant effect on the number of parks needed in the City.</p> <p>I find it extremely unjust that vested groups with money and lawyers representing their own interests are being treated very differently to those volunteers acting on behalf of the wider community â€” volunteers who are getting weary defending the need for safety time and time again as each cycleway is treated as a separate entity.</p> <p>Parking surveys show that the current parking spaces are not full much of the time and there is a new 800 park parking building opening in Lichfield Street soon which is very close, so why do we need more parks?</p> <p>We need to keep in mind that this is not about individual businesses or even streets â€” it is about making our city more cycle and pedestrian friendly. It is wearing the patience of many GOOD citizens who have to keep writing submissions and contacting the council every time a few businesses in a section of cycleway are trying to block the CCC away from putting in cycleways.</p> <p>You've just conducted the Streets for People event and the city has never been busier, life doesn't just go on with less on-street parking and less cars, it thrives!</p> <p>Again.. there is already plenty of parking everywhere, people who can drive can pay for parking or can take a short walk. Do not compromise to the CCBG (not even a real association like the CCBA) with a \$1million ratepayers dollars over a vision worth far more.</p>
7245	Louise	Landess	No		<p>I am writing to ask that the Council support Option 1.</p> <p>Like many of us who travel around/through this city, I can be a motorist, a bus passenger, a cyclist and a pedestrian depending on the reason for my travel and my start/finish point. Both as a cyclist and a motorist, I see some downsides to the current St Asaph Street design.</p> <p>I ride this road a few times a week and based on my experiences so far would say that drivers often seem to forget that cyclists might be riding across a driveway they're turning in or out of, and that cyclists sometimes ride way too fast for the set up, riding as though they're in Le Race rather than down a busy city road, showing little consideration to other cyclists or drivers.</p> <p>Rather than a complete overhaul of the street and reinstatement of 50+ car parks, I see the solution as being a few minor design tweaks (including some fluoro paint of some sort on the kerbs) along with some driver and cyclist education/two-way empathy building campaigns.</p> <p>People have to park and walk to all sorts of places/businesses within the city. I believe Option 2 advantages the few - in a very costly way - to the detriment of the many.</p>

7244	Peter	Holder	No	Holder family	Male parent	<p>Thank-you for the opportunity to make a submission.</p> <p>Summary: I support Option 1. The safety benefits alone compel the City to maintain and improve cycle and pedestrian-friendly infrastructure. The argument for maintaining the cycle lane and existing footpath is especially compelling when combined with functionality and cost considerations. I suggest a slight modification of on-street car parking to improve visibility for vehicle drivers turning across the cycle lane and so enhance pedestrian and cyclist safety.</p> <p>Our perspective. We are a household with 4 members. We all cycle commute 2- 3 times a week to school and work. Two of us cycle in the area several times a week – one for work and the other to Hagley High School. The improved cycle road-infrastructure directly boosts our quality of life, and the increased safety has encouraged one of us to switch from car to cycle commuting.</p> <p>My detailed submission is given below</p> <p>Option 1</p> <p>I support Option 1 minor enhancements. On the grounds of:</p> <p>Environment</p> <p>I'm enjoying living in a city that is becoming pedestrian and cycle friendly. The separated lanes for pedestrian, cyclist and vehicle layout is easier to use for all modes and hence is less stressful and encourages visiting businesses in the city. Further, the treed urban environment is very pleasant aesthetically giving an atmosphere of sophistication and calm, yet still being a vibrant and desirable destination.</p> <p>Functionality</p> <p>On the immediate scale of St Asaph, the existing separated cycle lane and full-width foot path is working well for both commuting (all modes) and visiting the businesses; and is fantastic during busy evenings. (Myself and family members commute through and visit businesses in this very section of the city regularly). That said, there are some blind spots, where drivers turning across the cycle lane cannot see cyclists or pedestrians due to parked cars; I discuss this in Safety below.</p> <p>At the network scale, St Asaph Street section of cycle lane is an essential link in the city wide cycleway network (i.e., the east to west trans-city route). For the full network to function to its potential, the cycle friendly aspect of this section MUST be retained. This becomes increasingly important as the new feeder cycle routes are installed, bring in additional cyclists from suburban Christchurch, as-well-as the additional students commuting to and from Ao Tawhiti Unlimited Discovery School and the ARA Institute, plus the predicted 5-7000 visitors per DAY(!) going to the Metro Sports Centre.</p> <p>I support the concept of additional loading zones; these facilitate traffic flow and improve commercial functionality.</p> <p>Safety</p> <p>Cyclists in New Zealand have much greater risk of injury and death than car users (approx. 30 per million hr travelled vs 6 – 4), and the vast majority of these deaths and injuries occur in the urban environment. Improved cycle road infrastructure, especially separated cycle lanes, both decreases these risks and increases the number of people cycling. With more people cycling there is a further reduction in cyclist injury or death risk. Therefore, the existing cycle-friendly infrastructure must be preserved.</p> <p>Safety in this section could be further enhanced by minimising the blind spots, where drivers turning across the cycle lane have hit cyclists, by reducing the on-street car parks immediately upstream of the driveway crossings, and/or putting the new loading zones before the driveway crossings</p> <p>Cost</p> <p>The forecast cost of Option 1 is \$210, 000. This is a reasonable cost for the improved commercial functionality.</p> <p>Moreover, it will be vastly more acceptable to rate payers, particularly when considered alongside the safety benefits, than the expected cost of Option 2 (\$1,200,000).</p> <p>Option 2</p> <p>I totally oppose Option 2 - Central City Business Group Design Option (3a). On the grounds of:</p>
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					<p>Environment</p> <p>This option calls for the removal in-place traffic calming urban design elements and reduces the number of trees along the street. This will be a much harsher street scape. Further, the average speed of the cars is likely to increase . Both aspects will contribute to a less people-friendly city than the existing layout.</p> <p>Functionality</p> <p>Option 2 requires a reduction in the footpath width to only 2 meters on the northern side of the street that is very narrow for the inner city and likely to expose pedestrians to car door injury. Further, this option puts the trees in the middle of the footpaths. Both of these compromise pedestrian egress, and may ultimately damage business viability.</p> <p>In addition, this option is forecast to need months of road works, negatively impacting both businesses and commuters.</p> <p>Safety</p> <p>Option 2 exposes the uses of the street to greater risk of death or injury. Further, the safety risks identified in reference 7 [7] are inconsistent with the CCC's Plans and Policies, which puts additional financial risk on CCC and the rate payers.</p> <p>Need</p> <p>Parking occupancy during business hours is currently only 75%. Is clearly indicates there is no need for additional car spaces.</p> <p>Cost/ Cost benefit</p> <p>The forecast cost of Option 2 is \$1,200,000 - this is 6 times more than Option 1.</p> <p>Moreover, given the reduced safety, environment and functionality parameters identified above, the spend on Option 2 has vastly poorer cost-benefit ratio.</p> <p>Both the higher relative cost and lower cost-benefit make Option 2 a poor use of public money.</p> <p>Furthermore,</p> <p>a) it is outrageous that the rate-payer be asked foot a \$1.2M bill to provide car park spaces that might benefit a small number of business owners, while reducing safety, functionality and environment. And</p> <p>b) any public money spend on Option 2 is especially unsustainable given the need is currently unnecessary, and any future benefits unproven.</p> <p>These businesses should be providing and paying for their own car spaces. We do.</p>
7243	Paul	Tougas	No		Cycle commuter and bus user. Love the cycle lanes, we need all we can get!
7242	Ian	wells	Yes		<p>I am writing in support of option #1 and against option #2. I am a bicycle commuter. I always ( except 3 x last year) cycle to my clients where I do IT work for them. I ride the St Asaph st cycleway 3-10 times every week.</p> <p>Firstly, I am so impressed with CCC moving ahead and supporting cycling in Christchurch. Thank you so much for the work and budget and time you have allocated to making cycling safe and efficient. The improvements you have made to St Asaph st make this route much more comfortable for me. Fantastic job.</p> <p>Secondly, I agree with option #1 to remove some parking in order to make it easier for drivers to see cyclists before turning left - I have had to stop to avoid such turning cars several times ( I now always watch over my shoulder approaching any of these turns)</p> <p>Thirdly, being a business person myself, I realize the need of businesses to have access to their properties. Many of these businesses are however car dealerships. I would expect a car dealership would have enough places on their property to park cars and not have the citizens of chch pay for street parking. Cycling does change the ways they can attract business. I propose these businesses look at new ways to attract cyclists to stop at their places. There is much more cycle parking space in front of their businesses than car parking, so they have a bigger business upside. It is also easier to stop on a bike and look around than in a car. For those who do have to have to drive into the CBD, park in one of the big new parking garages, just as you do for all the other businesses in the CBD.</p>

						Fourthly, I encourage the CCC to be very careful with our taxpayer money. Spending over \$1million dollars on providing parking spaces on a street for just a few businesses is a poor investment for the city. Especially redoing work that those businesses already had their chance to have input to. The money should be spent improving transport systems for safety, efficiency and throughput, not to put parked cars in our valuable CBD land assets.
7241	Andrew	Hudson	No			The independent road safety audit concluded that it would be "inappropriate to undertake substantial changes as the current layout is functioning well.". It is therefore in my opinion inappropriate use and prioritisation of ratepayer money to undertake any works beyond minor enhancements when there are numerous other projects in urgent need of funding across Christchurch that should and could be prioritised above substantial changes to what is a recently upgraded area.
7239	Warrick	Mason	No			Please keep the cycle way as it is with just minor enhancements. Thank you
7238	Edward	Wright	No	Public Transport team (Metro), Environment Canterbury	Manager Public Transport Strategy, Planning and Marketing	<p>Thank you for the opportunity to provide feedback on the St Asaph proposed road layout measures.</p> <p>This submission is from the staff of the Public Transport team at Environment Canterbury.</p> <p>St Asaph St is the key bus corridor in the central city for buses travelling west, and was identified as such in the An Accessible City plan. The following bus routes use part or all of St Asaph St between Madras St and Antigua St:</p> <ul style="list-style-type: none"> <li>- Blue Line to Cashmere</li> <li>- Purple Line to Airport/Sheffield Crescent</li> <li>- Yellow Line to Hornby/Rolleston</li> <li>- Orange Line to Halswell</li> <li>- 17 to Byndwr</li> <li>- 28 to Lyttelton</li> <li>- 44 to Dallington</li> <li>- 60 to Hillmorton</li> <li>- 80 to Lincoln</li> <li>- 95 to Pegasus</li> </ul> <p>We support option 1, as we recognise that this will increase safety for all users of the road. Improvements that allow cars to enter and exit carparks more quickly will improve the flow of all modes on the road, including buses, and will also improve the safety for vulnerable users of the road in particular. The addition of loading zones will also improve the flow of traffic, as some vehicles are currently stopping in live traffic lanes.</p> <p>We also note that option 1 is designed in accordance with the principles of the An Accessible City Plan, of which greater public transport use is a key part.</p> <p>We do not support option 2, which increases the amount of parking on the street. The current street design supports the ability of all modes to travel along the street. Additional parking would increase the delays experienced by other modes, including buses, as more vehicles would be pulling in and out of the parks. We would encourage the exploration of other short term ways to provide additional parking, such as off street options, if additional parking is deemed necessary.</p> <p>We are also concerned about the disruption that additional major works, such as those proposed in option two, would have on our services. There are still a number of roading projects to be completed in the central city, and these will cause a level of disruption to our passengers. However we are not supportive of any major additional works on as St Asaph St, as there have already been major disruptions to our customers here during the previous construction period. Such works compromise our ability to provide a service that is as reliable as possible. Customers have experience improved service delivery in recent times with the completion of a number of major road projects across the city. Reintroducing major disruption on St Asaph St will have a negative impact on them.</p> <p>As part of option 2 it is mentioned that the northern footpath could be narrowed in the future. We note that Ao Tawhiti Unlimited Discovery School will be located on the northern side of St Asaph St, and students of this school are likely to be regular users of our bus services (both from the stop on the southern side of St Asaph St, and the Bus Interchange). We would therefore not support any narrowing of this footpath as it could impact on these users.</p>
7237	Joao	Roldao	No			I support option 1. I am both car & cycle lane user. I believe that no major changes are required on St. Asaph Street. The street works well as it is. I don't see any advantage in reducing the North sidewalk, as proposed on option 2. Democracy in cities is measured by the width of their sidewalks. Cities should always change to improve and expand the

						public space, not to reduce it. The future trend will be shared cars, so there is no point in increasing the number of car parks. I also believe that Christchurch should not be building car park buildings. They are not visually attractive, affecting negatively the city experience at street level. Car park buildings will be obsolete in a very near future!
7236	Matt	Jackson	No			<p>I don't believe either Option 1 or Option 2 are ideal. However Option 1 is clearly far superior to Option 2 and I therefore support Option 1.</p> <p>Reasons I support Option 1 - lower cost to Council and ratepayers, far better road safety audit performance, less disruption to transport route users.</p> <p>Reasons Option 2 sucks - it involves spending \$1m to implement a scheme that will make the transport route less safe for all users as demonstrated by the safety audit - do Council really want to be responsible for making the city less safe due to lobbying by a small minority of well funded and connected businesses? There is no demonstrated need for additional parking in the area - existing parking space occupancy never hit 100% even at the busiest times according to the survey. Additional parking will hamper all route users - pedestrians and cyclists will be hidden by parked cars increasing likelihood of collisions with vehicles turning across the footpath/cycleway and through traffic being held up by motorists attempting to park on the street.</p> <p>The best outcome from a safety and usability perspective would be to remove all parking from the south side of the street so that cyclists and pedestrians are not obscured by (badly) parked cars. This would also enable traffic lanes to be widened and allow the route to better serve its one of the project objectives which is "St Asaph Street is to be a priority within the central city as a car and bus route". Making half the route a car park does not achieve that or any of the other objectives.</p> <p>I also support the more detailed submissions of the Spokes group and Action Bicycle Club. I am not affiliated to these organisations/businesses in any way.</p> <p>Council needs to continue to show leadership on the issue of making the city safer and more accessible to all. It has been shown from increased cycle numbers that the new cycleways are working and their overall success will depend on purity of design based on council cycleway guidelines, not capitulating to half baked compromise 'options' submitted by armchair experts. This St Asaph St and Ferry Road designs are worrying examples of design compromises that attempt to please everyone and ultimately end up pleasing no one completely.</p>
7235	Patrick	Morgan	No	Cycling Action Network	Project Manager	<p>CAN asks the Council to</p> <ol style="list-style-type: none"> <li>1. follow its own cycleway design guidelines, and NZTA guidance at <a href="https://nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance">https://nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance</a></li> <li>2. prioritise safe and attractive cycling over on street public parking. It's not acceptable to trade off safety against parking. Recent crashes demonstrate this.</li> <li>3. introduce a 30km/ph speed limit to make a safe and comfortable street for all users, like Tuam Street.</li> <li>4. trial yellow lines and bollards for one year</li> <li>5. enforce parking restrictions.</li> <li>6. measure the effects and report them.</li> </ol>
7234	Oliver	Marsh	No			As a cycling commuter I strongly disagree with Option 2 to make street parking more available at the expense of pedestrian and cycling access and landscaping aesthetics. The additional funding required for Option 2 would be better spent to develop infrastructure elsewhere. It is necessary to discourage car access to the city (and car use for urban trips in general) in order to mitigate climate change and improve safety in the city. A U-turn on the policy here goes against the long-term plans for a green 'garden city' and sets a bad precedent for future infrastructure projects which have been through the proper process and are then changed soon after completion.
7233	Gabe	Ross	No			<p>I work on St Asaph and commute regularly from home in Sumner on both bike and private car. The redevelopment of the street has dramatically improved the pedestrian and cycle experience and I do not support moves to compromise this in favour of reinstating parking. With the redevelopment of the area it is always going to be challenging to accommodate the traditional model of driving and parking outside outside of your destination and I think it would be a huge waste of resources and space to reinstate parking that in all likelihood will become less essential as people start to adopt multimodal transport options.</p> <p>I do support modifications to Kerbs to make current onstreet parking entry and exit easier and further recommend replanting/adding street trees where ever possible to improve our urban forest with all the attendant benefits this brings in terms of temperature moderation, stormwater management (if designed correctly) and pollution reduction.</p>
7232	Chrissie	Williams	No			<p>I use the St Asaph St cycleway most days in the evening on the section from Manchester St to Antigua St. I feel vulnerable using this cycle way, and am always anxious and cautious using it.</p> <p>From my experience using this cycleway I consider the current design is a compromise because of:</p> <ol style="list-style-type: none"> <li>1. The large number of vehicle crossings across the cycleway - with drivers having restricted views of approaching cyclists because of the number and location car parks on the south side of the road. I have witnessed a cyclist being knocked off their bike and injured by a vehicle entering the police station.</li> </ol>

					<p>2. At most intersections cyclists give up their right of way for 50% of each traffic light phase to allow for left turning vehicles.</p> <p>3. The speed of vehicles</p> <p>4. The narrow lanes meaning buses and larger vehicles intrude into the neighbouring lane.</p> <p>5. Frequently pedestrians walking on the cycleway with little awareness they are on a cycleway. This seems to occur especially when trees take up space on the footpath.</p> <p>Options:</p> <p>Of the two options proposed Option 1 is much more acceptable than Option 2.</p> <p>My preferred option:</p> <p>BUT my preferred option is not presented. My preferred option is the removal of all the car parks on the south side of the road, and reduction of the speed limit to 30kph.</p> <p>By removing these carparks drivers would have an unrestricted view of cyclists in the cycleway improving the cyclist safety when cars are turning across the cycleway, and would provide the opportunity to have wider vehicle lanes.</p> <p>I do not understand why the aerial photos provided as Option 1 and Option 2 are at least 3-4 years old (compare with current Google maps). This makes it extremely difficult to assess the effectiveness of the two options as the photos do not represent the current activity on adjacent sites.</p>
7231	Erin	Harrington	No		<p>I am writing in support of option 1 re: the proposed changes to the layout on St Asaph St.</p> <p>There has been so much consultation done in Christchurch re: what we would like our city to be like, from the Share an Idea project to smaller scale or more targeted issues. A lot of the underpinnings of these have been about a slow culture change - a shift away from a vehicle-centric CBD towards one that functions for people, and that supports the use of sustainable transport options such as public transport and bikes. However, option 2 sits in opposition to these public-oriented aims.</p> <p>There is no doubt that there is room for improvement on St Asaph St. I've had a few near misses on the south side of the street, as both a pedestrian and a motorist, and they've been pretty frightening. There are some visibility issues with cyclists. The lanes are precariously tight.</p> <p>I can understand that business owners - everyone in the CBD really - are deeply frustrated with ongoing changes and the impacts upon their businesses. That said, cities are for people. Their proposed plan is less pedestrian friendly (and therefore less friendly for people with mobility issues or physical disabilities), less cycle friendly, and more dangerous for cars and motorists. It is less safe.</p> <p>Additionally, seems really bizarre that after so much work, parts of it might be ripped up again at significant cost so quickly. It undermines the work that's been done to make the area look, feel and function.</p> <p>Individual business owners are not the only stakeholders in the city; they are not the only people who have a vested interest in the use of this thoroughfare. Having read through the documentation, there seems to be little support for the idea that option two works for anyone except the businesses. It is unfair that a small group is able to supply their own plans / proposals, with the possibility of zero public engagement. I was also surprised to see in the documentation that that the car parks are not being used to capacity, which perhaps indicates there is not demand for these spaces.</p> <p>The road needs improving, but it needs to be for the benefit of all the people who use this space, and with an emphasis upon the safety of the most vulnerable road users, and for the benefit of those who use it the most.</p>
7230	John	Falconer	No		<p>My view is that Option 2 is totally inappropriate for the following reasons:</p> <p>An Accessible City (the transport chapter of the Christchurch Central Recovery Plan) identifies the southern section of Antigua Street (between Colombo St and Antigua St) as a primary (movement) route for cycling, public transport and car travel. A massive compromise has already been made to adequately accommodate the movement function of these three modes. Adding additional parking into the mix is stretching things too far (too many functions for a single road) and will significantly interfere with the movement function and safety of all three modes of travel. Including on-street parking to the level proposed in Option 2 will therefore totally undermine the AAC road hierarchy and make movement more difficult (and less safe) than intended (for all modes), nothing that St Asaph Street is one of the few roads allocated to provide a primary movement function (main distributor one-way). The one-way operation of St Asaph Street is potentially efficient for vehicle movement due to the 'green wave' provided by synchronised sets of</p>

						<p>traffic signals. Vehicles mid-block maneuvering in to on-street carparks can potentially block a full lane of traffic such that the limited window of time required to maintain the 'green wave' (and corresponding efficiency gain) is not achieved.</p> <p>If car parking is deemed to be critical to a particular business (for it to be viable), then clearly they should be providing their own parking on site. The District Plan allows businesses to do this, with only a minimum provision required (i.e. they can exceed the Council requirement if desired). In the Central City Business Zone, up to 50% of the gross leasable floor area can be used for parking. It is understood (from pg 18 of AAC document) that this rule was introduced as a fair and reasonable way to offset the loss of public parking facilities, including the reduction in on-street parking to accommodate anchor projects, cycleways and streetscape enhancements. It is therefore unfair that some businesses are providing parking at their own cost, while others expect Council to provide parking for them (effectively subsidising their business). Some businesses without any car parking (or less than the current District Plan requirements) may have existing use rights, which means they can choose not to have car parking. However, that doesn't preclude them from adding car parking if they want to (especially if it is considered to be essential for their viability).</p> <p>Related to the above point, businesses often have to make decisions based on risk vs reward. In this case, businesses potentially have a benefit (reward) by not having to pay to provide on-site car parking. The risk associated with this is that Council could re-purpose the road at any time and potentially remove car-parks. This is a valid business decision, but the business must therefore accept any consequences associated with the risk. Council should put the needs of the wider community first, and maintain on-going flexibility to make best use of road space to best achieve this. Otherwise, a small group of people can tie up valuable road- space indefinitely for their own personal gain.</p> <p>The current (approved) design for St Asaph Street had already gone through a robust democratic process. This included compromises made after consultation to accommodate 12 additional car parking spaces on St Asaph Street (between Ferry Road and Antigua Street) and adding more time restrictions to increase turnover outside businesses). No new information appears to have been provided that indicates that provision of additional car parks outweighs the significant negative impacts associated with this (increased safety risk, disruption to through traffic, decreased lane widths, narrower footpaths, significantly increased project cost).</p>
7229	Simon	Kingham	Yes			<p>Context</p> <p>I am a Professor of Geography at the University of Canterbury where he has been for the past 17 years; I previously held similar posts in the UK. I was also a member of the Regional Transport Committee (and its predecessor, the Regional Land Transport Committee) from 2002 to 2016; and was on the Christchurch Urban Development Strategy Forum. I research and teach on urban issues specifically transport and health, and have developed international reputations in these fields and have published widely on a variety of funded research projects. In addition I teach on a number of topics related to sustainable transport on a range of courses. This combination of in-depth up-to-date research and the broader knowledge required for teaching means we have a great deal of expertise on issues relating to urban transport. More information about both can be found at:</p> <p><a href="http://www.canterbury.ac.nz/science/contact-us/people/simon-kingham.html">http://www.canterbury.ac.nz/science/contact-us/people/simon-kingham.html</a></p> <p>Much of the submission is based on a research project I conducted for the NZTA1. This research investigated what type of cycling infrastructure would encourage 'new cyclists' (i.e. people who either do not currently cycle at all, or people who do not currently cycle for utilitarian trips) to use cycling as their mode of transport for daily activities in Christchurch. The research showed that safety was the most significant issue for potential cyclists. The solutions that were most likely to effect a significant change in cycle numbers related to the nature and consistency of infrastructure. It concluded that planners should develop a comprehensive, consistent network of cycle-only paths with separation from motor vehicles, and with dedicated intersection facilities. We now have a unique opportunity to implement this.</p> <p>I wish to be heard at the ITE in support of this submission.</p> <p>Thanks</p>
7228	Roger	Davidson	Yes	Property Council New Zealand	President, South Island Branch	<p>Property Council recommends that Option 2, or a similar design, be chosen.</p> <p>In our view, Option 2 is best placed to ensure both the safety of road users and usability of the space for cars and customers of the businesses on St Asaph St. We encourage an outcome that addresses these issues. While the changes proposed under Option 1 provide some improvements, this option does not address the lack of parking on the street. We do not believe that cost should be the primary driver in selection of the preferred solution.</p> <p><a href="#">Please see Attachment 10 at the end of this table for comments on behalf of Property Council New Zealand.</a></p>
7227	Graeme	Cook	No			<p>Having observed the very large numbers of people using reserved cycle lanes in Europe, I would like to see more of them here. If businesses need bus/car/cycle parks for their customers then they should provide them not the city. I am not a cyclist but believe that will move to more environmentally friendly modes of transport in the future.</p>
7226	Rosalee	Jenkin	Yes			<p>I think it's a huge concern that a small number of vocal businesses can attempt to compromise the long-term benefits of this cycleway to all road users, and put the safety of hundreds of cyclists in jeopardy.</p> <p>We have an opportunity to build a world-class city that is sustainable and forward-thinking, but we need to change our travel behaviour and part of this is encouraging more people onto bikes (which also benefits motorists and businesses!)</p> <p>There has been an enormous uptake of cycling along St Asaph street thanks to this separated path, and a vocal minority should not be able to completely back-track progress at the cost of ratepayers!! - by directly lobbying the Mayor. That is not democracy!</p>

					<p>Option 2 has MAJOR safety flaws, including lack of visibility of cyclists, less space for pedestrians, and a greater risk to those getting in and out of their cars if parked on the south end.</p> <p>Furthermore, the Council's own data on car parking shows that the current number of car parks on St Asaph Street are under-utilised at 75% capacity - there is clearly not the demand to justify introducing more car parks.</p> <p>Rather than re-introducing car parks, St Asaph Street needs to be improved to ensure the safety of ALL road users, while encouraging sustainable modes of transport. This could be done by removing south-end car parks near driveways to increase visibility and allow for wider traffic lanes. Removing these parks would also mean the footpath could remain a decent width for pedestrians. Why not trial this and see how it goes?</p>
7225	Richard	Suggate	No		<p>I support Option One</p> <p>Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</p> <p>Option 2 has safety issues and will cost ratepayers over \$1 million.</p> <p>We do not need more parking in streets. Cars should be in parking buildings and people should walk the necessary distance to shops.</p> <p>Option 2 is a completely retrograde step to appease business people who want to take us back into the 20th century Christchurch.</p>
7224	George	Moon	No		<p>As a keen user of the council's new cycleways, I am against making significant changes to the St Asaph St cycleway.</p> <p>As discussed by geography academic Professor Simon Kingham, there is significant evidence that show people who cycle to shops spend more money, and having a coherent cycleway network in Christchurch will help encourage more people into cycling.</p> <p>Modifying the cycleway as per the options listed in 5.14.2, 5.14.3 or 5.14.4 are unacceptable, given the significant cost to ratepayers as well as safety concerns for cyclists and pedestrians. As per report section 5.16, an independent audit suggests that it is 'inappropriate to undertake substantial changes as the current layout is functioning well'.</p> <p>It is not acceptable that a small but vocal group of businesses with a very short-term view is able to impinge on progress to Christchurch's cycleways as a whole. Getting more people cycling helps improve health outcomes, reduce congestion, and reduce the costs of maintaining roading infrastructure.</p>
7223	Dirk	De Lu	Yes	Spokes Canterbury Cyclists Association	<p>Submission s Covenor</p> <p>SUBMISSION FROM SPOKES CANTERBURY</p> <p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> <p>Context:</p> <p>Some businesses in St Asaph Street have approached the CCC asking for more parking (53 more parks) to go onto the street beside the cycleway. The CCC is asking for comment from the public on two options: A few small changes to increase safety (and not parking) and a million dollars' worth of work to put in the extra parks.</p> <p>An independent audit of the existing facility notes that it doesn't need changes, however there have been a number of reports of cyclists using the cycleway being injured (some quite badly) by cars turning across the cycle lane to get into off road car parks.</p> <p>We think this arises because:</p> <p>Parked cars near an entrance can make cyclists invisible to car drivers, and this is likely to be even worse if the cyclists are children.</p> <p>Drivers are not yet used to looking out for cyclists when they turn</p> <p>If a bus is stopped, the problem of invisibility is even greater</p> <p>Spokes therefore would like the CCC to consider leaving the cycleway as it is or even better to take out car parks so that the facility meets best practice standards, and is safer and easier to use for both car drivers and cyclists.</p>

					<p>Having considered option 1 and 2 for St Asaph St plus the road safety reports it is hard to see that option 2 will in any way improve safety on St Asaph St for road users. The main aim of option 2 seems to be an increase in car parking with little regard to where kerbing is placed and how this effects the rest of the road.</p> <p>This is likely the result of businesses not engaging in the original consultation and then once considerable expense and effort have gone into constructing the approved design have declared they were not consulted. During the annual plan hearings the Mayor promised to make sure that all stakeholder groups would be consulted on changes to St Asaph St and so far that promise has been broken: elected members have only worked with the business owners on St Asaph St in the lead up to the current engagement and not with other stakeholder groups.</p> <p>SPOKES hopes that the ITE committee doesn't get into the habit of flip flopping every time a new lobby group decides it doesn't like something that has been built after going through the correct process.</p> <p>SPOKES believes that the best option is already in place and that more time is needed to allow road users to get used to the new layout which will then become the new normal. If there has to be a choice between the two options presented then option one is the least problematic.</p>	
7222	Alex	McNeill	No		<p>I am aghast that the outcome of a so-called "public consultation" can be swayed by a couple of business owners, and that "Option 2" is even on the table. The council needs to think of the long-term good. Safe cycleways, as outlined in Option 1, are key to having a vibrant, accessible city, while Option 2 is much less safe, as well as more costly to the rate-payer. Option 1 is safer for everyone: the roads are wider for cars, and the walkways are wider for pedestrians to enjoy. I urge the council to support Option 1, because it is safer for everyone, cheaper overall, and perhaps most importantly, more democratic in that it considers more than just the demands of a select few business owners.</p>	
7221	Juliet	Neill	No		<p>Please go with Option 1. Given that cyclist numbers are increasing as cycleways are introduced and improved, and given that other cities such as Amsterdam functions extremely well as a cycle and pedestrian friendly city, we should be embracing cycle and pedestrian friendly as the way to go. When we had Share an Idea, people spoke out really strongly that they wanted aa sustainable, attractive and cycle friendly city. We have missed out on the sustainable aspect and landed up with 20th Century style tilt slab concrete and glass, so it would be unfortunate for us to compromise on the rest.</p> <p>That a city should be designed primarily for the needs of motorists is outdated. Congestion and polluted air benefits nobody. Business owners frequently complain that a lack of immediate car parking damages their business, and yet I am hard pressed to remember a time when I have been able to park outside a business. Adequate car parking buildings should suffice, and more importantly an improvement in the provision of public transport will bring more people into the city.</p> <p>All over the world modes of transport are changing towards clean energy and efficiency. The commercial imperative, as it is perceived, so far has dominated the recovery of Christchurch, but we need a people and environment centred imperative to help make our city a pleasant, clean easy place to be in. This in turn will enhance commerce and encourage people to linger in the city centre.</p> <p>I appeal to the Council to not be hijacked by the limited vision of many in commerce, and to stick to their plans to help make the city a pleasant, sustainable twenty-first century urban environment.</p>	
7220	Katharine	Riley	No		<p>The council should make the speed limit in St Asaph street 30 kmph as originally designed. The narrow lanes are designed for slower speeds and allowing higher speeds make them less safe. The change takes time for people to get used to but they will adapt and after a while not notice the difference. The reduced speeds have been take up and are effective in Montreal street where the phasing of the traffic lights has made it advantageous to slow down so as to catch each light without stopping. It has improved the use of the area for pedestrians as well in that it gives time to cross between groups of cars.</p> <p>The slower speeds would aid local businesses in that drivers have time and ability to look at them because they do not have to put all their attention to the task of driving as they do when they are travelling faster.</p> <p>This simple solution is cheaper than any suggested and achieves the accessible city as intended.</p>	
7219	William	Stewart	Yes		<p>I am against the council providing taxpayer funded car parking. Our roads should be for the movement of people, not for storing private possessions. We need to move away from a private vehicle based culture and one of the ways to do that is to encourage cycling because it allows many people to move in the same space a single vehicle takes up and it keeps our citizens healthy.</p> <p>I'm really proud of the positive direction the CCC has taken the rebuild and I'd hate for us to start prioritizing public funded car storage over bike lanes which will help many customers access the city and move us toward a healthier city.</p> <p>Christchurch is one of the worst places in NZ for air pollution, we need to reduce cars on our roads, not increase them.</p>	
7218	UC Bike	UC Bike	No	UC Bike	President	<p>It's unacceptable that Council is considering a proposal outside of the democratic process, from three vocal business owners with short-term interests.</p> <p>The Mayor Lianne Dalziel has disregarded her promise during the Annual Plan hearings to engage with all stakeholder groups (not just business owners) on proposed changes to our city.</p>

					<p>Option 2 raises major concerns for all road users;</p> <p>introducing more car parks along the south end will increase the safety risk to motorists exiting their cars.</p> <p>introducing more south-end car parks will decrease visibility of cyclists using the cycleway.</p> <p>widening the width of traffic lanes will come at the cost of narrowing the northern footpath and will create a dangerous environment for pedestrians.</p> <p>According to the Council's car parking monitoring data, the current number of car parks on St Asaph Street are under-utilised at 75% capacity. There is statistically no demand to justify introducing more car parks.</p> <p>Option 2 will cost ratepayers \$1 million more than Option 1 proposed by Council staff (\$210,000).</p> <p>The additional cost of Option 1 is not available within Council's current budget.</p> <p>The current design of St Asaph Street needs to be improved to ensure the safety of all road users and encourage the use of sustainable transport modes;</p> <p>To avoid more near misses and accidents, visibility of cyclists using the cycleway needs to be improved by removing south-end car parks near driveways.</p> <p>Removing the south-end car parks, but retaining those along the north end, would allow for wider traffic lanes and ease of use for motorists.</p> <p>Removal of car parks along the south end would retain the width of the northern footpath for pedestrians.</p> <p>Removal of the south-end carparks could be trailed on a temporary basis to see what works for all stakeholders and road users. This trial could be further supported by collecting data on the car parking demand for the north-end car parks and on the economic effects to local businesses.</p>
7217	Mark	Stringer	No		<p>I think we should expect to see huge changes in the way transport works in the coming decade. We should no longer expect that if we choose to go places by car that it has to be an option of extreme convenience. The problem is always that the amount of parking we need is equal to what we have plus some more and at some point you always run out of space. In the major cities of Europe, there seems to have been a general trend towards realising that we cannot accommodate every car in a city centre. Instead, try to make the cities more able to cope with larger numbers of visitors. This means pedestrians and cyclists. In London, there were major objections when congestion charging was brought in. However, no one talks about it now. Why drive in to London? we would take the bus, or the train, or ride a bike - it's just as convenient, if not more so because you don't have to try and find a car park! Business continues in London!</p> <p>My opinion is that we could reinstate car parks, but this will only create a temporary solution which will become a hindrance later on. If the idea is for this street to be a traffic corridor, then it needs to flow properly, that means cars not coming in and out of parking spaces. If we must have more car parks, then these should be off the traffic corridor routes, but there are already multi-storey car parks in town; we should use those! Instead of trying to increase the number of car parks (which is a temporary solution), we should by trying to create a future-proof solution, which includes making the public transport system convenient!</p> <p>I think as a business owner, it is tempting to think that people won't come if it's not convenient. However, I think the reality is that if the shop/cafe/etc is good, then people will find ways to come regardless.</p>
7216	Dean	Davis	No		<p>Present configuration to St Asaph Street has significantly increased the hazards for road users and due to this has moved more traffic onto Moor house Ave.</p> <p>Hazard assessment applied by Becca is flawed in that it has failed to discover root causes to the hazards themselves in doing so they have made further recommendations trying to minimize hazards without addressing the root cause itself.</p> <p>Dual lanes are too narrow and too close to parked cars causing some vehicle operators to make sudden unexpected movements into adjoining lanes.</p> <p>Vehicles carrying out parking maneuvers made more difficult by the presence of the wide concrete barriers.</p> <p>The suggestion and implementation of road plantings to make safer has created a more serious hazard whereby they are consistently reducing driver visibility of foot traffic and will result in serious injury along with further management issues down the track.</p> <p>Suggestion of needing to reduce the traffic speed has only become required as the changes to Present configuration to St Asaph Street has significantly increased the hazards for road users. Including the view that reducing the speed will reduce the risk associated with left hand turning traffic. This in itself is a failure in risk management as the proposal only reduces level assumption of harm however still leaves the probability of serious injury. When looking at this particular to look at it in isolation of traffic speed will result in further deaths on our roads. By introducing cycle traffic that is moving at speed in a straight direction whilst at the same time having other forms of traffic crossing</p>

					<p>over will never result in eliminating the possible harm. All straight through traffic no matter the mode should travel on the same line with left hand turning traffic having crossed over at least 50m further back.</p> <p>Near miss incidents are daily occurring with people exiting their parked cars opening driver doors into traffic coming from behind.</p> <p>To state that only small changes are required to resolve the dangerous issues presented by the introduced layout is misleading and will only result in significant injury in the future.</p> <p>Additionally the report presented by Becca has been prepared with a focus on justifying the layout rather than the overwhelming issues caused by the poorly thought out design itself. None of the latest report recommendations are following correct hazard elimination processes</p> <p>I would like to see made available a full and complete cost break down of this project to include all CCC staff time any/all consultant costs and operational budgeting with actual costs. In doing so we can learn as a city how to better improve continuous change to ensure lessons are learnt from this very poor execution of public funds.</p>
7215	Rebecca	Ellis	No		I support Option 1
7214	Alice	Ronald	No		<p>I'm a commuting cyclist who uses the inner city cycle lanes &amp; other facilities on an almost daily basis. I also drive within the four avenues on a regular basis, often using St Asaph St to traverse the inner city. I'm opposed to the business owners' proposal, as I believe there are sufficient parking options available in the vicinity of St Asaph St for car drivers. In fact, I would prefer for the on-street parking on St Asaph St to be reduced further, particularly on the south side of the street between Manchester &amp; Colombo Streets. Alternatively, reducing the speed limit on St Asaph to 30km/h would increase safety for all concerned, giving car drivers more time to check lanes &amp; blind spots when turning into driveways or side streets.</p> <p>Research routinely shows that on-street parking does not correspond to increased trade in nearby shops, but increases in local pedestrian &amp; cycle traffic do. Encouraging parking buildings, cycling &amp; public transport is more beneficial to local businesses than pushing for on-street parking that is more likely to be filled by office workers who feed the meter every 3 hours to keep their space.</p>
7213	Andrea	Brewster	No		Option 1. We need cycle lanes more than car parks!
7212	Alex	Fletcher	No		Please do not implement any of the business groups options. This is a clearly biased report designed to put their own interests first at the expense of all other ratepayers. Furthermore it will make the roadspace more hazard and cost much more to implement. The businesses inference related to demand for more parking does not reflect the demand concluded from the survey conducted on behalf of the Council.
7211	Tracy	Clark	No		It is expected that the usage of the city cycleways will increase over time so the best option is to create the safest proposal practicable. Adding carparking is usually a retrograde step to improvement of both cycling and pedestrian safety. If, at this time, the extra parking is not added this cycleway trial can continue without negating further parking in the future if need be. However, once the city has become used to the change of parking, the increase in cycling, and the value that this will add it may be then reviewed with the understanding of what has been achieved rather than the idea of what may be lost. Until a good trial period has occurred it will be just the city going back to its bad old ways of demanding on street parking and car travelling. When other parking buildings are opened this call for parking will likely diminish as well. Give cycle riding a fair-go before returning to the bad street designs of the past.
7210	James	Foote	No		Please keep the current layout!
7209	Fay	Brorens	No	fay Brorens	please ensure cycles are as visible as possible. I cross a new cycleway on Rutland st and it is very difficult to see cycles due to parked cars. They were more visible with the traditional layout but at risk to doors opening and cars moving onto the street. Now, both when I'm driving and biking, I have to peer behind the cars watching for movement.
7208	Helen	Barclay	No		Option 1 is the only logical choice. The safety of the public is important and these changes are already a compromise.
7207	Chrys	Horn	Yes		<ol style="list-style-type: none"> <li>1) Please leave the cycleway as it is for at least a couple of years to give people time to learn to use it well.</li> <li>2) If you must change it then please remove car parks so that the facility meets best practice standards, and is safer and easier to use for both car drivers and people on bikes.</li> <li>3) I strongly object to Option 2 with the addition of 53 carparks.</li> <li>4) Please do not set a precedent of allowing private businesses to extract a subsidy from ratepayers at the expense of road users and the potential long term wellbeing of our city and its residents.</li> </ol> <p>I regularly cycle into and around the central city from Halswell. As such the very new St Asaph St cycleway has recently become a regular and welcome feature of my travel home. I am disappointed that the CCC are now looking at the idea of changing this cycleway so soon after its completion without allowing time for us all to settle in to using it..</p> <p>The city is changing quickly as it rebuilds following the 2010/11 earthquakes and every time I go there I encounter roadworks or new road layouts. This is and has been stressful, so it seems to me that the LAST thing we need is to make unnecessary changes, both from a cost perspective or from the perspective that it is just going to delay how quickly people learn how to navigate our new city layout and facilities.</p>

					<p>Now that it has been finished, St Asaph St has become an important facility for me and for many cyclists who live in the southwest of the City. It takes us down to Hagley Park where it connects with the Little River link. We have all survived the dangers of having to merge with car traffic or riding down the footpath to avoid dealing with frustrated traffic in amongst the road works. Changing it all again will just bring that back, prolong the agony and, if you choose Option 2, make the facility less safe in the long term.</p> <p>The independent audit says it is functioning adequately, the businesses down there are functioning, if the cafes I've visited recently are anything to go by, and I personally favour using them because I can get to them safely on a bike. I don't think we can say there is a need for change until people have got well and truly used to the new facility AND the rebuilding of the city has been progressed much further. Until that time we have no idea how our new facilities will function overall. Making changes now may very well be cause for regret later.</p> <p>A few cyclists using the cycleway have been injured (some quite badly) by cars turning across the cycle lane to get into off road car parks. Reports suggest that where cars or buses are parked or stopped close to an entrance, they hide cyclists from drivers making left hand turns into that entrance. On top of that, I suspect that drivers are not yet used to looking out for cyclists when they turn, and possibly also, traffic is moving too fast down the street (I would suggest 30km per hour is not unreasonable).</p> <p>The figures provided suggest that the existing carparks are seldom full, which implies that there is no need to make these changes. In addition, for those who must drive, as parking buildings nearby open, people will go back to parking and walking around the city as they did prior to the earthquakes. Better still, more people are likely to be arriving at these businesses on bikes. I would suggest that if these businesses want customers, they begin to cater for cyclists "by, say, offering delivery services or by supporting more cycle parks outside their premises.</p> <p>Please help level the playing field</p> <p>I'm tired of having to defend public decisions made for public benefit against those individuals who ought to have the capacity to do more than try and do the public out of those benefits for what looks very much like their own individual gain. Please don't set a precedent whereby people acting to maximise their own personal gain get more of a hearing than those who advocate for a wider public benefit.</p> <p>The public benefits of SAFE cycleways are extensive and I am sure the committee is familiar with them. If they are known not to be safe we will not get the uptake. St Asaph St needs to be as safe as the rest of the city's cycle network to maximise benefits such as savings on car parking, road maintenance, and less traffic congestion, or the benefit of having an attractive, quieter, less polluted city with a lower carbon footprint. People who bike have more to spend at local businesses, having saved themselves car running and parking costs, and people who bike are more productive workers who take fewer sick days. Having a SAFE cycle network that is clearly already attracting greater numbers of cyclists is of enormous benefit to our local businesses just as it improves the feel, function and health of our city.</p> <p>Is it reasonable to provide 53 parks which take up valuable road space and make it more dangerous for cyclists and more stressful for motorists at a cost of 1 million dollars? Essentially this is a subsidy by ratepayers to private businesses and a non economic cost to all road users in St Asaph St because the cycleway will be less safe and using the road will be more stressful for motorists who already find the existing lanes too narrow.</p> <p>Businesses do not need parks they need customers. There are many premises and businesses around the city without parking outside the door and they are doing just fine. I also find it amusing businesses on the main street in Wanganui (where they have had a cycle network for longer than we have in Christchurch) are reportedly upset because a planned cycleway is going down a different street. They are asking their council to put a cycleway down their street as well. <a href="http://www.nzherald.co.nz/wanganui-chronicle/news/article.cfm?c_id=1503426&amp;objectid=11889364">http://www.nzherald.co.nz/wanganui-chronicle/news/article.cfm?c_id=1503426&amp;objectid=11889364</a></p> <p>Is it reasonable that those with the money are able to threaten the Council and get them to overturn decisions. Supposedly they could be just of capable of putting their considerable resources into adapting to and using the developments on their doorsteps to good effect and would be better being encouraged to do so.</p>	
7206	Jaclyn	Pow	No		I support option 1. All over the worlds, businesses survive without masses of ratepayer funded parking being made available to them.	
7204	Tess	Breitenmose r	No		The best thing about the Christchurch city rebuild is the cycle ways. Don't take away the greatest opportunity to make Christchurch an exciting and accessible city!	
7203	Elliott	Kennedy	No	Elliott Kennedy	Mr	I am in support of option 1. This is an opportunity to make our city a more bike and pedestrian friendly place. Benefits of encouraging biking and walking within a city can never be underestimated. I believe that changing St Asaph to include cycle ways as suggested by option 1 will benefit more people and is more inline with what Christchurch city is all about. An efficient and effective transport network should be multi model (as seen in Freiburg Germany) and currently our transport network within the city center doesn't cater well for other modes of transport which should be encouraged. I believe that option 1 will best achieve the progression to a more efficient transport network and personally I would be more willing to bike around the city center if more streets like this.

7202	David	Hawke	Yes		<a href="#">Please see Attachment 11 at the end of this table for comments by David Hawke.</a>
7201	Andrew	Snook	No		<p>I would like to add my support to option 1. I believe strongly in developing a safe, long term, low carbon transport system for our city and safe and efficient bike paths is a key component to this.</p> <p>Removing the south end car parks will improve safety for cyclists, drivers and pedestrians as it allows wider lanes, wide foot paths and greater separation between cyclists and traffic.</p> <p>I'm also disappointed that the council is considering an option (option 2) from a vocal minority with short-term interests, and has fallen outside of the democratic process.</p> <p>Option 2 comes at a greater cost to ratepayers, and reduces amenity for pedestrians and would require further community consultation after the process has already been undertaken.</p> <p>Option 1 seems to be the best option. Thank you for your time.</p>
7199	Edelwin a	Eichholtz	No		<p>I am a 90 year old person who needs normal width footpaths for myself when using my walking frame. Cars parked on the street make it more unsafe for pedestrians as cars turning off the road will not be able to see us. Off street parking is better. Cycle-lanes are more social, less noisy, have no pollution, are safer for everyone as long as the cars obey the rules and look out for others,.</p> <p>It is unreasonable and unfair for a small group of people to think they have the right to change a groups decision democratically made.</p> <p>I am losing my front garden to the CNC bypass and the local house owners are not able to change that decision either.</p> <p>The cycle-way is for the LONG term benefit for a whole lot of people, and the short term negative effect on a business is unfortunate. Maybe, if it is so bad, they will have to relocate as so many businesses and some home owners have had to do here on the CNC bypass.</p>
7198	John	Wisker	No	John Wisker	The current layout is very satisfactory and should not be changed
7197	Hugh	Thorpe	No		<p>I am an elderly (81 yrs) cyclist who frequently cycles the central city streets and wish to do so for as many more years as possible. I cycle for a variety of reasons: pleasure, economy, convenience and I accept that every time I venture onto a road I expose myself to risk from motorists. Twice, in the past three years I have been involved with a private car which resulted in me crashing off, fortunately with only minor injuries to myself and my bike. Once was on Colombo St South and the other on Papanui Rd near Knox church. I honestly believe that in both cases the fault was with the car driver e.g. suddenly opening a door, and turning abruptly across my path. (My reflexes are still pretty good!)</p> <p>Cyclists must have more space for safety and peace of mind. If there is an accident we are the injured ones.</p> <p>The City is expanding the cycle network. I applaud this expenditure and really enjoy using these routes. Any changes that further improve cycling safety I support wholeheartedly and conversely I disapprove any move to reduce safety by widening roads or providing more parks to encourage yet more cars into the CBD. So more cars parks at the expense of bikes is a real negative. If the motorist has to walk a little further to their destination every body benefits. They get a little exercise and cyclists get more security. Cycling is increasing in popularity and will continue to do so I believe as we begin to realise the ill effects of motoring on the local and global scene. Climate change is a reality and we must reduce our use of fossil fuels. In fact this is the most compelling reason of all for encouraging cycling by leg or electric power and discouraging the burning of fossil fuels.</p>
7196	Selina	Clare	No		<p>I support option one and am opposed to option two. I have recently moved into the city for the appeal (exercise, fun, saving carbon and money) of being able to bike places and enjoy the ease of inner city life. I've just started experiencing biking for the first time in Christchurch and having good dedicated cycle lanes has been wonderful, and helped me to overcome the initial reluctance of getting on my bike (due to the fear of being in tight lanes with vehicles and no space for me). It's so essential that we transition to a lower carbon community (and increasing personal well-being through exercise and social connection) so I encourage the council to always be considering what are the plans that support this goal. This is why I oppose not only the additional cost of option 2, but it doesn't benefit the inhabitants of the city nearly as much as option 1 does. It benefits businesses and consumers, who do matter, yet people can still shop there, and travel there via biking, walking further, or taking a bus. Please let's have less cars in our city, and more people out and about connecting and making Chch a vibrant, alive city. Thank you for considering my views as a local of central chch.</p>
7195	Lynn	Kim	No		<p>I absolutely love cycling down St Asaph St. The new cycleways make cycling so enjoyable and I bet they are attracting many more cyclists into the city.</p> <p>I disagree with Option 2 - the plan to add 53 more carparks at the cost of \$1.2 million. I think adding unnecessary carparks in the city is a step backwards for Christchurch.</p>

					<p>Central city has the potential to become an amazing space that is friendly to cyclists and pedestrians. Especially with the rise of climate change, we should be doing everything that we can to encourage public transport, walking, and cycling.</p> <p>I strongly believe that option 2, if successful, will undermine the great progress of St Asaph St's cycleways and I will certainly feel less safe cycling along that street. Let's create a city for people, not cars!</p>
7194	Kate	Day	No		I write in favour of Option 1. I am in favour if keeping the separated cycleway along St Asaph Street, for reasons of both cycle safety and environmental sustainability. To convert any of this space back to car parks, as proposed in Option 2, would be a big backwards step.
7193	Marian	Krogh	No		Cycling in Christchurch is perfect, it is the perfect city for a network of cycle lanes. We need more and more to promote a safe, healthy lifestyle and to reduce car use.
7192	Fiona	Short	No		<p>As a daily cycle commuter to the city centre, and an architect passionate about the design of the public realm of Christchurch, I would like to say the considerations in Option 2 are very short sighted and have the wrong intentions. They are beneficial to only a loud few and detrimental to the future direction of the city. If we want a prosperous city that brings more people to the centre (good for business) we need to be thinking more holistically and stand strong against the uneducated few who believe Option 2 has merit.</p> <ul style="list-style-type: none"> <li>- Cycle lanes represent a willingness to provide an enjoyable and sustainable streetscape, creating a city in which people want to live, work and play (and therefore spend).</li> <li>- The act of removing or altering these to further favour cars would be a discouraging step backwards. We do not want to have a city of car parks and car yards which is barely frequented by its wider inhabitants.</li> <li>- The ability to bike and walk into the city, in a safe enjoyable way, encourages people to invest in living as close to the city as they can. This, in turn, contributes to a safer, more lively, more prosperous city.</li> <li>- Studies of economic impact of cycle lanes on nearby businesses consistently show little to no impact on local business, and in some cases they may even increase business.</li> <li>- Cyclists are consumers too. They will also spend in your shop and studies show they are, in fact, more likely to. They travel slower, and frequent the city more often.</li> <li>- The SAT safety audit included on the submission page clearly states that additional parking spaces would greatly increase risks of serious injury. (!)</li> <li>- If anything, consider altering the left turning arrow operation - the current set up, in which cars wait for a cyclists that isn't (yet) there, and cyclists arrive only to then have to wait for the cars to turn, is frustrating for both motorists and cyclists.</li> <li>- Lack of parking is tough love. It may be inconvenient or frustrating to begin with, but embracing a change in habit will, ultimately, be better for both us and the prosperity of the city.</li> </ul> <p>The cycleways are one of the greatest steps forward for our city and it's something most of us are really proud of! Please go with Option 1 to keep the existing layout (bar a few amendments) and lets keep moving forward in the right direction for a city that is recognised on an international level for it's city making and livability not for is easy parking.</p> <p>Kind Regards,</p> <p>Cyclist, common sense architect, future prosperity focused urban realm designer, rate payer, consumer, proud Cantabrian.</p>
7191	Annabel	Fraser	No		<ul style="list-style-type: none"> <li>- Cycle lanes represent a willingness to provide an enjoyable and sustainable streetscape, creating a city in which people want to live, work and play (and therefore spend).</li> </ul> <p style="padding-left: 40px;">The act of removing or altering these to further favour cars would be a discouraging step backwards – we do not want to have a city of car parks and car yards which is barely frequented by its wider inhabitants.</p> <ul style="list-style-type: none"> <li>- The ability to bike and walk into the city, in a safe enjoyable way, encourages people to invest in living as close to the city as they can. This, in turn, contributes to a safer, more lively, more prosperous city.</li> <li>- Studies of economic impact of cycle lanes on nearby businesses consistently show little to no impact on local business, and in some cases they may even increase business.</li> <li>- Cyclists are consumers too. They will also spend in your shop – and studies show they are, in fact, more likely to. They travel slower, and frequent the city more often.</li> <li>- The SAT safety audit included on the submission page clearly states that additional parking spaces would “greatly increase risks” of serious injury. (!)</li> </ul>

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7190	Ian	Chesterman	No		<p>My preferred option is Option 1. Option 2 is unacceptable because it actually reduces safety for cyclists and pedestrians - you own road safety report shows this to be the case. Council cannot accept a change that will reduce safety for the very users this facility (cyclelane) is supposed to benefit.</p>
7189	Shannon	Gilmore	No		<p>St Asaph street needs safer areas for cyclists and pedestrians. Christchurch has been making great headway into an exciting, progressive future. 53 more car parks is moving backwards. I am shocked that Council would consider a proposal from a vocal minority (with highly short term interests) that would cost rate payers over \$1 million. Particularly as their proposal would benefit only a few, while a safer cycleway and pedestrian walkway would benefit people of all ages and abilities. The council is being undemocratic and this must be remedied.</p>
7188	Logan	Johnston	No		<p>Leave then as they are done.</p> <ul style="list-style-type: none"> <li>- Cycle lanes represent a willingness to provide an enjoyable and sustainable streetscape, creating a city in which people want to live, work and play (and therefore spend).</li> <li>- The act of removing or altering these to further favour cars would be a discouraging step backwards “ we do not want to have a city of car parks and car yards which is barely frequented by its wider inhabitants.</li> <li>- The ability to bike and walk into the city, in a safe enjoyable way, encourages people to invest in living as close to the city as they can. This, in turn, contributes to a safer, more lively, more prosperous city.</li> <li>- Studies of economic impact of cycle lanes on nearby businesses consistently show little to no impact on local business, and in some cases they may even increase business.</li> <li>- Cyclists are consumers too. They will also spend in your shop “ and studies show they are, in fact, more likely to. They travel slower, and frequent the city more often.</li> <li>- The SAT safety audit included on the submission page clearly states that additional parking spaces would greatly increase risks of serious injury. (!)</li> <li>- If anything, consider altering the left turning arrow operation - the current set up, in which cars wait for a cyclists that isn't (yet) there, and cyclists arrive only to then have to wait for the cars to turn, is frustrating for both motorists and cyclists.</li> <li>- Lack of parking is tough love - it may be inconvenient or frustrating to begin with, but embracing a change in habit will, ultimately, be better for both us and the prosperity of the city.</li> </ul>
7187	Lynne	John	No		<p>I am an avid bike rider of middle age, and am delighted to learn of this 'separated' bike lane development in the city. I have had a number of near-misses due to traffic encroaching on cycle lanes in the city and in Waimakariri ( where I live). I have cycled in cities overseas and cannot understand why they 'get it right' ( Munich, Stockholm etc) using wide pavements and concrete lips for cycling in great safety, yet we seem to struggle with this concept. I understand this wonderful development is being threatened by extra carparking concerns-in my opinion, we must not allow the latter to degrade safe, separated cycle lane provision.</p>
7185	Ekin	Sakin	Yes		<p>I am a central city resident who uses this route frequently in a car or on a bike. The current design, especially with the Option 1 improvements is a great step in achieving a proper urban centre for our city.</p> <p>I support Option 1, as there is real choice of transport (and parking) options. Parking needs to be considered for cars AND bikes if we are serious about multi-mode options. Our legacy space allocation for private cars have to give way to accommodate other options and Option 1 does this in a better way than option 2 and will not cost as much.</p> <p>As a separate comment regardless of the options question, I am opposed to spending 1 million dollars to undo a new design without a significant testing period (I would expect a number of years not months) .</p>
7184	Ollie	Clifton	No	Ollie Clifton	<p>I regularly cycle along St Asaph St, &amp; have found the cycle lane etc to be mostly very good. Biggest hazard I have found:</p> <ol style="list-style-type: none"> <li>1. Pedestrians wandering onto the cycle lane without realising they are on a cycle lane!</li> <li>2. Traffic turning into driveways etc across the cycle lane without seeing cyclists.</li> </ol> <p>I would support minor changes as per option 1. Whilst I have some sympathy for the views of business owners in the area, I honestly think more car parks is the thinking of the 20th century. We need to reduce car use, not support/enhance it. many thanks</p>
7183	Amanda	Crosby	No		<p>I am in opposition to the proposal to modify the cycle lanes along St Asaph street. While these lanes may not be perfect for motorists or cyclists, the proposed changes appear to erode the safety of the cyclists as well as reducing amenity for pedestrians and degrading the effort to create appealing street-scapes.</p>

					<p>I would suggest that if car users are concerned about damaging their wheels on the kerbs or tree pits, that they drive at 30km/h and stay in their lanes! I am particularly concerned about the proposal to make the entry bays for cars to access, as on a daily basis I already have to slam on the brakes on my bike when a car or truck pulls into one of the businesses along St Asaph street right in front of me. I believe it is simply a matter of time before a collision occurs. I appreciate that a one-way system poses a design problem when accommodating various modes of transport and user groups but business owners form only a small part of the people that use this road - why should they have a disproportionate level of influence?</p>
7182	Jennifer	Middendorf	No		<p>I am horrified to learn that the Council is giving consideration to the "Option 2", which will cost ratepayers such a huge sum, all for the short-term benefit of a few business owners.</p> <p>Following the earthquakes, there was a clear vision for central Christchurch which followed the lead of so many great cities around the world by prioritising the needs of pedestrians, cyclists and public transport over cars - a vision that benefits not only the environment but also the health of our community (and, incidentally, business: if customers drive directly to the shop they want to visit and park outside, they only visit that one business, whereas if they park in a parking building and walk a block or two to their destination, they're more likely to stop off at other shops along the way, giving an economic benefit to the city centre as a whole).</p> <p>Option 1 improves the safety of all road users, by making the road lanes and footpaths wider, and removing the risk to cyclists from suddenly opened doors of parked cars (being hit or near-missed by car doors once too often is one of the main reasons I gave up cycling. The new cycle lanes that are opening up, separated from traffic and parked cars, have encouraged me to consider getting back on a bike again). The loss of a few car parks, when there are so many other options for parking in the city, seems a small price to pay (and a lot smaller than the proposed \$1M cost of Option 2!)</p> <p>I urge you to consider the greater good, and select Option 1.</p>
7180	Shane	Horgan	No		<p>Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</p> <p>It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p> <p>Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.</p>
7179	Sean	Barnes	Yes		<p>The St Asaph St cycleway is a dangerous piece of infrastructure that will likely result in a serious or fatal accident in the near future. This incident reported here will likely not be the last:</p> <p><a href="http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks">http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks</a></p> <p>In fact, I was (once again) almost collected by a car two hours after the story was posted.</p> <p>I do not believe that either of the options (1) adding loading zones or (2) adding a significant number of parks actually address the core issue; that of safety.</p> <p>I am an extremely experienced cyclist who has had at least 1 near miss a day from vehicles entering driveways from St Asaph st, usually from cars approaching from behind. I use both front and rear daytime flashing lights for visibility. I had 3 near misses in one 5 minute commute along the length of this bike lane one evening and 2 weeks ago managed to mount a curb to avoid going through the passenger window of a car.</p> <p>There are likely countless incidents and near misses happening along this route that are unreported, and if CCC actually engaged with the community that use this lane I think a lot of this would surface. The number of incidents indicates to me a more systemic problem of visibility, that will not be addressed by painting more white bicycles or green paint on the cycleway.</p> <p>I would encourage CCC to investigate whether the driver of a vehicle can actually technically see a cyclist approaching when cars are parked in the available spots as this would involve a driver looking through their passenger window. If not, then how can adjusting or adding parks (as proposed) actually resolve this primary safety concern?</p> <p>In addition, I have had a number of incidents where I have almost been collected by cars turning left at signalised intersections, despite the vehicle being on a red arrow, and me being on a green signal. The use of separated signals has now removed the need for motorists to actually look for cyclists at the intersection like every other intersection across Christchurch. I believe this is actually adding to the confusion, and safety problems with vehicle entrances. If motorists stop looking for hazards, then safety as a whole unravels completely. Road safety only works when people engage with each other and look for other road users. I am a confident and experienced cyclist and now use a different route home due to my safety concerns. What about those new cyclists that you are trying to encourage?</p> <p>The purpose of the cycle lane is to encourage greater use of cycling in the city. To quote your glossy brochure distributed across the city "Cycleways have a range of special features to help make cycling safer, and easier for more people to go by bike." As the only dedicated cycle route across the city as part of Accessible City, do you really meet</p>

						<p>that objective? All I see is an expensive over-engineered cycleway that has actually gone away from the original intent of the route, all in the name of making sure that we put a park outside every piece of land along the route. The route is actually less safe than having a designated lane for cyclists - at least then you are seen and drivers are accommodating of your presence on the road.</p> <p>This situation begins to unravel Accessible City by (1) not actually supporting people onto bikes as an alternative to driving, and therefore not addressing the increasing number of cars on the road and congestion and (2) taking bikes off the designated cycle route through the city, and pushing them to the supposedly car/bus designated routes.</p> <p>I will not stop cycling to work - I will ride elsewhere.</p> <p>If CCC wants to actually build a bike lane that works, then safety is paramount, not squeezing in parks and compromising from the one safe option.</p> <p>You've spent \$3.4 million on a poor and compromised solution. As a ratepayer, I am extremely disappointed in that outcome too.</p>
7178	Joseph	Hampton	No			<p>I use the cycle way regularly. It would be a huge backward step for the success of our inner city - and a dangerous precedent - if the cycle way was demoted in preference for on-street car parks.</p> <p>Please remember what the people of Christchurch asked for in the Share an Idea initiative.</p>
7177	Cheryl	Kilpatrick	No			<p>I am a cyclist, a pedestrian and a driver. In order for our city to be accessible for all, it needs to be safe for all. Safety must be paramount in order for us to be a truly accessible city. We can't make investment into this in a contradictory manner. If the business owners would like car parking for their business ventures, then let them purchase land and build a car park!</p>
7176	Chris	Dopheide	No			<p>Option 2 is a retrograde step which will not enhance the Accessible City objectives, as described by Share an Idea. It will result in a less safe environment for the public (vulnerable cyclists and pedestrians) as well as car users. If the respective private developers wish to provide parking, surely they can do this at their own cost, rather than relying on taxpayer subsidies?</p>
7175	Hamish	Shaw	No	Hamish Shaw Architects	Director	<p>Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians. It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p> <p>Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.</p> <p>The adjacent block is already approximately 40% car parking and therefore further on street car parking is unnecessary.</p>
7174	John	Hayman	No			<p>I am both a car driver and a cyclist.</p> <p>I wish to strongly support Option 1. I consider that the safety of cyclists should have very high priority. It seems to me that the vast majority of road funding goes to facilities for cars and it is time to begin to redress the balance more in favour of cyclists.</p> <p>St Asaph St cycleway is a key part of the city cycle plan and it would be very short sighted to compromise on its design safety. While the number of cyclists may be small at present it is almost certain that they will increase greatly when the connecting routs are complete.</p> <p>I understand the concern of the businesses that they may loose some custom. However, I have read that when cycling is encouraged overseas that the number of people accessing businesses increases on the cycle route.</p> <p>I strongly request that no major changes be made until the whole cycle route system is completed and all people concerned have had time to adjust to it.</p>
7173	Mark	Lewis	No			<p>I support option 1 for a variety of reasons, and completely disagree with option 2 based on the direction for the city, the costs that would be incurred for negligible positive outcomes.</p>
7172	Renata	Hopkins	No	Renata Hopkins		<p>I ride two different bikes around Christchurch city and suburbs - a standard pushbike and a Dutch cargo bike that can take my two kids in the front. I've been so pleased to see the cycle-friendly geography of Chch finally getting some cycling infrastructure to match. The St Asaph St cycle path should be protected from business interests who wish to turn the clock backwards on the urban design of ChCh, prioritising the car above any and all other kinds of transport. I would ask that CCC continue to design urban Chch as a contemporary city that encourages walking and cycling as well as the use of public transport. These transport modes are future focused, and more environmentally sustainable. Don't let a minority business lobby force a change that would undermine cycle safety, and cost rate payers over 1 million dollars. Quite apart from the safety and use implications, to prioritise the wishes of a small group of profit-driven individuals would be anti-democratic.</p>
7171	Rachel	Smith	No			<p>I strongly support Option 1 for the following reasons:</p> <p>Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</p> <p>It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p>

					Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.  We need to look towards the future of our city and promote sustainable forms of transport and create a pedestrian friendly environment to encourage vitality of the inner city
7169	Shauna	Fraser	No		It's great to see the new cycle lanes being built in town. I feel this would be a step backwards to install more car parks. I ride this cycle lane to work, and more parked cars make it difficult for moving cars to see cyclists. Loss of trees would lessen the street appeal. I feel always catering to cars is 1950's thinking and there are lots of parking buildings being built in town. I think safety has to come first. 30km/h is a good idea for this street. Riding a bike at approx. 20km/h I always catch up to the cars at the red light. As long as drivers understand it really won't take them any longer to drive through the centre of town at this speed they should accept it over time. Also it would make it easier if your driving your car to pull into and see vacant car parks at a slower speed. We need more cycle lanes throughout the city to give people a real travel option. There are not many bikes on this cycle lane when I ride but feel the more cycle lanes that connect up will lead to more people using the lanes.
7168	Amiria	Kiddle	Yes		Citizen, ratepayer, bus taker, car driver, employee at business in Boxed Quarter on St Asaph St.  - The reduction of car parks and removal of free parking on St Asaph St had an instant impact on my transportation choices - I now often take the bus instead of driving because it's cheaper and more convenient. If we don't encourage behavioural changes by limiting easy access to parking (to make driving less appealing), we will miss out on the opportunity to create a more vibrant, walkable, healthy, safe city.  - Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.  - It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.  - Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.
7167	Matthe w	Baird	No		I support option 1.  As a cyclist, I have really appreciated the St Asaph street changes. It provides a safer and more enjoyable path through the city.  Adding more car parks through option 2 would impact the safety of the cyclists travelling along this route.  On the rare occasion I have driven along this route, the existing number of car parks already negatively impact the driving experience (e.g. waiting for cars to maneuver into a park). More car parks would just make this worse.  Also, the cost to the ratepayer of option 2 is unacceptable given the proposal is from a vocal minority with short-sighted, short-term interests.  Finally, adding more car parks doesn't solve the transport problem. We need to encourage people to use public and active transport so that we have a hope of reducing congestion and our carbon emissions.
7166	Katia	De Lu	No		I support Option 1. As a commuter cyclist, safe cycling infrastructure is essential to my well-being and survival. Please don't let a vocal minority of business interests destroy a really good thing, endanger cyclists' lives, and waste ratepayers' money.  Quality, safe cycling infrastructure is essential not only for existing cyclists like me, but also for encouraging new people to adopt cycling - they need to see that it's safe. In a world that is increasingly affected by climate change, the council has a responsibility to make a city that is fit for our future. Option 1 will help to do this by encouraging people to choose cleaner forms of transport.  Please do the right thing for people and the environment. Please choose Option 1.
7165	Amelia	Dewhurst	No		Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians. Encouraging different modes of transport within the CBD will reduce congestion making a more active transport system. It's important to promote an active system especially with a condensed area like the city center. To reduce parks for cars, it balances to encourage safe active lifestyles within Christchurch, supporting the infrastructure currently out of the CBD and supporting it inside safely.  It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.  Option 2 has not only raised safety concerns but will cost ratepayers over \$1 million.
7164	Adam	Lines	No		Hi there, I do not support Option 2, and much prefer Option 1. This is because;  a) Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.

					<p>b) It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p> <p>and c) Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million</p> <p>Thanks for your time.</p>
7163	Charlotte	Vanhecke	No	Charlotte Vanhecke	Please do not go for option 2, that would be a terrible short sighted reaction. We do not need more car parks at the expense of cycle safety. These businesses are wrong in thinking that it will help their customers. Please believe in what all overseas studies have shown: cyclists bring business!
7162	Felix	Morgenster n	No		I would like to propose that option 1 be chosen, for the obvious reasons that the list of option 2 disadvantages far outweighs the option 1 disadvantages. Christchurch city needs to be future proofed and become a sustainable and cycle friendly city, not provide more car parks for a few short sighted businesses for more cars to clog up the city centre, as well as costing the ratepayer more.
7161	Caroline	Maxwell	No		I support safe, environmentally friendly forms of transport so think option 1 is the way to go. If people want to park there, put up more bicycle parks :)
7160	Owain	John	No		I absolutely think that car parks should not be prioritised over cycle-way safety and standards. It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process. We have to push to make cycling the easiest, safest, most convenient transport option available (good for the environment, health, city atmosphere), do not compromise on the importance of this.
7159	Neil	Bennett	No		<p>I object to the Council making expensive changes to the safe cycleway design to address the concerns of businesses who have no legal rights to the road frontage.</p> <ul style="list-style-type: none"> <li>- Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</li> <li>- It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</li> <li>- Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.</li> </ul>
7158	Pavithra n	Devanantha n	No		<p>Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</p> <p>The Council is considering a proposal from a vocal minority with short-term interests, which does not constitute democratic values of our society.</p> <p>Option 2 will cost ratepayers over \$1 million.</p>
7157	Colin	Grealy	No		Option 2 is short sighted and unsafe. Car travel in cities is inevitably on the decline.
7156	Alexa	Kidd	No		I am a doctor working at the hospital and have commuted all my life by bike and cycle along St Asaph on most of my work days and was delighted when the cycle way opened and horrified at the suggestion that it will be radically altered at considerable expense to reinstate 50 plus car parking spaces This will be at an increased risk to cyclists and less space for pedestrians. Please just let the cycle way "bed down" more and more cyclist will use it. We need to get away from the notion that the roads are for car parking as well as moving cars and surely do all we can to encourage people to park outside the CBD and walk or ride to their destinations. Incidentally why do we have to have so many new and used car sales places in or very close to the CBD.
7155	Chris	Morahan	No		I often bike, bus or drive down St Asaph St to access various offices, shops, cafes and restaurants in the central city. I support Option 1 Minor Enhancements, mainly it is the safest of the options being considered.
7154	Andrew	Troup	Yes		<p>The St Asaph street cycleway is a unique and potentially lifesaving corridor for people coming into or crossing the south side of the CBD from the East or West.</p> <p>It is particularly well designed, and the traffic light sequence exceptionally seamless, and the entire corridor rescues cyclists from the tyranny of left turning traffic on their right putting them at risk once every block.</p> <p>If it had not been there I could not cycle from Bromley to my work in Bryndwr this last winter, and would instead have taken my car, thereby impacting not just my own wellbeing but that of the city's other road users.</p> <p>It would be a demoralising, almost heartbreaking regression if a few influential business owners were able to subvert the expressed will of a large number of future-conscious, responsible citizens of the global community.</p> <p>It is the job of governing bodies to ensure that the common good is not made subservient to the self-serving agenda of a select few, and I hope the Council will live up to their reputation for sober consideration of the balance of public interest.</p>
7153	Gemma	Dioni	Yes		<p>I ride my bicycle along St Asaph Street most days as part of many journeys (work, shopping etc). I use my bicycle as it is an efficient, enjoyable and economical way to get around our city.</p> <p>I am very concerned about the Central City Business Group proposal being consulted on by Council in regards to safety when using the cycleway. This ongoing compromise for on-street parking over cycleways is detrimental for the safety and enjoyment of people who choose to bike now and the future (Ferry Road is another example of a poor outcome to retain a handful of car parks). This is likely to be a cycleway used by a lot of children who are going to Hagley High School and eventually Discovery school, and the</p>

Metro sports facility as well as by Ara students and staff. Decisions on infrastructure need to keep the long-term goals in focus. How does making a cycleway less safe contribute to the goals of the CCC in creating a carbon neutral city?

This month (October) has been renamed Biketober in Christchurch with a number of events being held to celebrate cycling, and furthermore, just as recently as yesterday cycle count data is showing that 2600 cyclists are commuting into the central business district (6% higher than models predicted). This positive and celebratory response to cycling that will result in metropolitan wide will suffer setbacks if decisions on safe cycleways are compromised in the interests of a small number of business owners.

However, it is not just cycleways that are being compromised. In addition, the changes to the footpath widths promoted by the Central City Business Group fail to adhere to Council policy set out in the Infrastructure Design Standards and the Streets and Spaces Design Guide. Footpath widths of 2 metres, which is underwidth for the pedestrian demands on St Asaph (high foot traffic during the day and night) will result in safety and efficiency issues on the path particularly when some users will need wheelchair assistance, or using push chairs. If there is insufficient room on the footpath, pedestrians may be forced into the cycle lane again further compromising safety, this is exacerbated for visually impaired users. The Central City rebuild should be accessible for all. The aims of the District Plan for Central City are to develop comprehensive networks of pedestrian and cycle linkages that are that are appropriately sized ...safe. Comfortable. The plan proposed by the Group again does not align with this policy. Narrow footpath widths also reduce the ability for outdoor dining and seating that contribute to vibrant central cities. The trees will also add colour and greenery to what is a grey corridor, and was a key objective raised through the Share an Idea process. The trees should not be placed in narrow footpaths that will further restrict usage.

The Central City Business Group proposal also fails to recognise that the issues associated with St Asaph Street are not around the traffic lane widths (these are within the guidelines for central city streets), but that it is the presence of parked vehicles along the route that are causing the issues. Particularly when vehicles are poorly parked. Adding more parking to the route will lead to further issues by users rather than improve the situation for users and the perceived tunnel effect created by parked vehicles. The perceived issue that it is dangerous for people getting out of their cars into the traffic lane is rubbish in that this is needed to be undertaken on many central city streets including Hereford Street, Colombo Street, Worcester Street. Passengers or drivers should be doing this on other roads also so that it reduces the risk of a person travelling on a bicycle being doored. It represents good practice to check and wait that it is clear to exit a vehicle.

Adding more car parking into the street closer to driveways and entranceways will make it more difficult for drivers turning from St Asaph Street to see me when I am riding along the street.

The safety audit on the current layout highlighted a few areas of improvement for a moderate cost. However, the safety audit for the Central City Business Group highlights a number of significant issues, which if implemented would reduce the level of safety for all users, it is even condemnatory of the design. The designers however, do not appear to have provided responses to the issues to justify the changes. Can this information be added to the project page?

It would be useful if Council could upload the outcomes of any Safety in Design process. Under the Health and Safety at Work Act person's conducting a business or undertaking have a duty to ensure, so far as reasonably practicable, that the workplace, including the public, is without risk. Through the Safety in Design process I would think that safety at driveways is a risk, and it can be mitigated. We know that collisions have already occurred (<http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks>) and in response to the media a Council staff admitted the cars parked alongside the cycleway obscured the view of motorists turning across the path of the cycleway and noted the original design for the street did not have any carparking next to the cycleway. He stated that visibility had been improved however, by the construction of road islands that prevented cars from parking too close to the entry points for carparks.

By allowing further consideration of a scheme which has such clear safety issues documented (that could be avoided), then is CCC not at risk of being in a position putting itself in a position when it is failing to carry out its duties as Road Controlling Authority?

Given the significant cost of the Central City Business Group option, which could be considered to be on the light side given undergrounding that would be required, in addition to substantial kerb works and carriageway works, are they contributing funds to this change that goes in their favour? As far as I can see, if an unsafe road design is implemented, where will the further monies come from to rectify the issues that will come from it. There is no budget allocated for this work in the Long-Term Plan for the expensive option or remedial measures so where will the money come from? Are other projects being pushed out to fund the works for this additional parking?

According to the parking surveys uploaded on-line, additional public on-street car parks are not actually required. There appears to be only two occasions in one block when parking occupancy reaches capacity. The Crossing Car park is now open and available for use in addition to the Innovation Precinct car park, with the Lichfield Street car park building opening very shortly. There is no shortage of car parking south of Cathedral Square.

Having viewed the report provided to the ITE Committee of early September 2017 (available on CCC's website), I note that the project objectives are as follows:

- Deliver a separated cycle facility between Ferry Road and Antigua Street.
- Provide connection with the future Major Cycle Route at Ferry Road, and with key cycle routes in the central city, and complete the east-west one way function with the

					<p>recently completed Tuam Street.</p> <ul style="list-style-type: none"> <li>- St Asaph Street is to be a priority within the central city as a car and bus route.</li> <li>- Provide for improved streetscape, with additional landscaped area and street trees.</li> <li>- Support South Frame development objectives.</li> </ul> <p>Under the LGA 2002 (s82), it is my understanding that the Local Authority must make available an analysis of the reasonably practicable options. Is there a reason why an option that removed the car parking alongside the cycleway, as per the original Streets and Spaces Design Guide was not put forward for consultation?</p> <p>Surely this would meet the above objectives? Providing for public on-street car parking is not an objective? At present the scheme is not delivering on the additional landscaping and trees as the trees have failed to be implemented, which does not help with the delineation and parking arrangements.</p> <p>After reviewing all the information on the project website, I therefore request:</p> <ol style="list-style-type: none"> <li>1) that the Council remove all the parking on the south side of St Asaph Street (as per the original option to allow for more landscaping and trees) or at least trial the removal of the 26 public on-street car parks using no stopping lines, bollards and temporary planters and artworks. This would make the space feel wider for drivers as their optical view is widened but also the planters will add more greenery (greening the city was also a priority for people in Share an Idea) and make the street more attractive. Removing the parking will also improve the visibility between people riding a bicycle and those turning off St Asaph Street at driveways.</li> <li>2) Council approve the 30km/hr speed limit.</li> <li>3) Council investigate the use of flashing amber arrows for turning traffic and through cyclists to increase the level of service for cyclists travelling along St Asaph Street, which in turn could reduce the non-compliance of the red cycle signal. <a href="https://www.youtube.com/watch?v=nCvFPUnpaww">https://www.youtube.com/watch?v=nCvFPUnpaww</a> Enforcement is still needed for vehicle drivers not complying with turn arrows on both Tuam Street and St Asaph Street.</li> </ol>
7152	Ryan	Scott	No		I do not agree with adding more car parks (opt 2). If anything, more car parks should be removed. These types of cycle ways do not work well with cars parked between the road and cycle lane. Vote option 1.
7151	Tim	Blundell	No		<p>As a regular cyclist of the St Asaph st cycle way I believe that removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</p> <p>It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p> <p>Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.</p>
7150	Malcolm	McKellar	No		I am a business owner and recovering car-a-holic. I increasingly use the cycle lanes through the central city (now twice a week), rather than going around the outside. I and totally support the development of a 21st century active transport city, recognizing the business and health benefits. I totally oppose any reduction in cycle space/increased car parks in the St Asaph part of the cycle network. Any alterations will discourage cycling and put cyclists at risk.
7149	Vanessa	Lukes	No	Vanessa Lukes	<p>I strongly disagree with Option 2. Spending \$1.2 million for 53 carparks is absurd. We live in an age when climate change is an issue threatening humanity and people should be encouraged to cycle, walk or bus. Our city needs long-term solutions for a low carbon future and Option 2 is NOT one of them!</p> <p>Option 2 has also raised safety concerns for pedestrians, which goes against the whole purpose of the project. What is more, it is unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p>
7148	Dave	Evans	No		I regularly use the cycle lane along St Asaph St and find it to be an excellent way to cross town from east to west. I also often travel along there by bus and notice how narrow it feels. Reconfiguring the street to provide more car parks, at the cost of the pedestrians on the northern side, will make it congested and dangerous. I oppose Option 2 for this reason. The new parking buildings in the city provide plenty of parking spaces without the congestion that parallel parking manoeuvres cause. If the customers of the businesses along St Asaph St really need somewhere they can stop near those businesses, so that they can pick some large item up, then this could be catered for with loading zones and shorter term parking. I support Option 1 and hope for future safety improvements to the street. Let's make Christchurch a 21st century city that is friendly to pedestrians and cyclists.
7147	Mark	Adams	No		As person who commutes by bike I hope that option 1 will be chosen. It is safer and is the cheaper option. I do not believe our rates should be spent unwisely and in the interest of those proposing option 2.
7146	Jonathan	Davidson	No	Jonathan Davidson	<p>University of Canterbury</p> <p>Removing the south end car parks will improve the safety of cyclists, allow wider road lanes for drivers and ensure wider footpaths for pedestrians.</p> <p>It's unacceptable that Council is considering a proposal from a vocal minority with short-term interests, outside of the democratic process.</p>

						Option 2 has not only raised safety concerns, but will cost ratepayers over \$1 million.  I support option 1
7145	Peter	Galbraith	No			I use the St Asaph cycleway most days on my way to work. I think it is great, and it's great that the council is showing action on promoting cycling as an alternative to driving everywhere. Cycling is good for our mental health, our bodies, and the planet. We should be moving away from cars, and look to improving public transport and cycle-ways.  I support Option 1, and it won't cost us another \$1 million!
7144	Mike	Heyward	No	Mike Heyward		I am a cyclist who uses this cycle-way daily. I believe the cycle way is actually dangerous in its current state. They were poorly conceived in my opinion. I would rather see the taken out and the cycle lane just be a painted green lane on a wider road. Given the lane ends at the police station with no option after that it seems a pointless lane. I'd also like the road made way smoother. down by Halgley high is nightmare on a road bike.
7141	Joseph	Corbett-Davies	Yes			Some background: I have recently returned to Christchurch after 2 years studying in the United States where I was exposed to a wide variety of cycle infrastructure, some much better than that of Christchurch and some much worse.  Given the outrageous natural head-start Christchurch has to become a cycling city - it is flat and has mild weather - it is a little bit embarrassing that the cycling numbers are so low. But it is understandable: two of my flatmates have had bad crashes in recent years, due to being "hooked" or "doored" by cars, resulting in written-off bikes and trips to the ED, respectively. People want to cycle - but they accurately determine that it is really dangerous! The difference between cycling for the determined few and widespread adoption is in the infrastructure. Even the steadily improving, but currently piecemeal, network of decent-quality cycleways is driving big increases in cycling numbers. Let's keep it going!  I strongly support Option 1 - small kerb upgrades and no increase in parking. It is unfortunate but understandable that a small group of businesses are trying to undermine this part of the cycle network, they are just acting in their (I think short-sighted) interest, with no real cost to them. But the wider cost of Option 2 is large and apparent. When some recent crashes on St Asaph perhaps indicate that parking should be further reduced to improve cyclist visibility (which I would support), Option 2 is pushing to reduce cyclist safety and remove street trees to allow the addition of a small number of free carparks at huge cost to the ratepayer. As the central city gains steam we have to come to terms with the fact that auto-oriented businesses in the CBD can't expect council to provide subsidised parking for their patrons, especially not at the expense of amenity and safety for other road users.  It is shame that this submission even has to be made, but please keep going with the cycle network that the city has shown a clear desire for, both through feedback and by cycling it in increasing numbers. Listen to your independent advice, and keep up the safety improvements to cycleways throughout the city. Kia kaha and thanks.
7140	Benet	Hitchcock	No	My family	Husband and parent	I am a huge fan (and very appreciative) of all the work the CCC has put into developing the city's new cycle network. Well done!  My wife and I use the cycle network quite regularly. We live in Woolston and she works at the hospital and I work in the EPIC building. Overall we are very happy with the St Asaph Street cycle and roading layout. However we do think it would benefit from the speed limit being reduced to 30 kpm. There have been multiple occasions where we have had cars pull into driveways from the road and almost hit us. One day I had it happen to me twice while I had a child trailer attached to the bike. I slammed on the brakes to hard I nearly hit the bonnet.  We don't agree with the narrowing of the footpath or the reinstating of the car parks. People and bicycles need to made a priority in the inner city. We visit this part of the inner city often via car and we seldom have issues finding a park.  We've also had pedestrians walk on to the cycle lane not looking for bikes and have almost hit them. That will be something that is solved with time and education as people get used to the new layout.
7138	John	Livesey	No			I support Option 1 as we need to discourage cars from entering the Central City, and we need to encourage cycling and public transport.
7133	James	Wilding	Yes	Westall Trust		<a href="#">Please see Attachment 12 at the end of this table for comments on behalf of the Westall Trust.</a>
7131	Linda	Wood	Yes			Earlier this year I was hit by a car while cycling on a cycle way. We need to make the cycleways as safe as possible. This can be done best by making them as easy to see as possible and by having a protective curb. Car parks along the road interfere with vision. Business owners need to accept that people can't just park outside their buildings in a city, that's why you have car park buildings. Walking is good for people
7127	Andrew	Simpson	No			I support Option 1. I like the new St Asaph Street layout completed in December 2016. I like the new cycleway and cycle parking. I like that the narrower road width encourages slower car speeds. I like the new planting. I do not support Option 2. I do not support the proposed reinstatement of 53 car parks. I do not support the proposed narrowing of the footpath.

7126	Katherine	Simpson	No		<p>I support option 1.</p> <p>Option 1 is in accordance with the greater city plan. having a connected cycle ways through the city will be beneficial to the city long term. Cutting one of these cycle arteries before the network is finished is short sighted. Adding vehicle loading bays is a generous compromise. Reinstating the carparks is not part of the city plan. It will increase traffic and encourage people to drive in a CBD that is being designed on a human scale. Previous to the upgrade of St Asph street I have walked along it to shops. I did not feel safe as a pedestrian on the old narrow sidewalk with fast cars so close by. Since the redesign on the street I have walked along it several times and as a pedestrian felt at ease and safe on the wider sidewalks.</p> <p>Option 2 does not follow the greater city plan. It will make the road less safe. It will make the street friendly to car owners. People as pedestrian and cyclists will be discouraged to use the street.</p>
7125	Yvonne	Curtis	No	Yvonne Ann Curtis	<p>Bicycle safety has to be a paramount consideration for the City Council. Therefore I am opposed to the Business Groups proposal 2. We have already missed so many opportunities to make Christchurch a people friendly city. Lets no compromise on the few opportunities available. The cycle lanes should be the first things done and the top priority! In the long run the business people will do better with slower traffic and more people in the city.</p>
7124	Adam	Taylor	No	Adam Taylor	<p>Please note that I am a member of staff at CCC. However, this submission is made on behalf of myself only, and relies solely on knowledge on information which is publically available. In particular it should be noted that the views expressed in this submission are mine alone, and not those of Council in any capacity. Additionally it should also be noted that I have not previously provided any advice in relation to the project in a professional capacity.</p> <p>In particular I note that the provision of a news item linking to this consultation process on the CCC staff websites indicates a willingness and encouragement of staff submissions with regard to this project. I have read CCC policy on submissions and conflict of interest.</p> <p>In terms of the St Asaph Street designs I have no opinion in relation to whether the staff option provides a preferable situation to the existing design, except to note that the safety audit for the Central City Business Group (CCBG) design actually indicates that the existing road layout appear to be operating reasonably well, and in this context it may not be necessary to change the existing design, (at significant cost to CCC), beyond what is recommended in the Post Construction Safety Audit at all.</p> <p>However, I have some very significant concerns in relation to the CCBG design, which I consider to be unsafe, not in accordance with the strategic objectives as set out in the An Accessible City document, and not in accordance with CCC design standards.</p> <p>In the first instance I would note that there appear to be some very fundamental flaws in the CCBG design, in the following ways</p> <ul style="list-style-type: none"> <li>- The design appears to have located street trees in the middle of the footpath on both sides of the road, completely inhibiting pedestrian movements along the St Asaph corridor</li> <li>- The design appears to have located some build outs and parking spaces across vehicle accesses.</li> </ul> <p>Assuming that these issues are drafting errors rather than fundamental poor design, I have some more general concerns in terms of the CCBG design.</p> <ul style="list-style-type: none"> <li>- The proposals significantly narrow footpath widths, to such an extent that the proposed footpath widths do not accord with either the An Accessible City, Streets and Spaces design guidelines (recommended at 3.0 m), nor the CCC Infrastructure Design Standards (2.5m). In particular, footpath widths at 2.0m wide are significantly below what would be required in a central city area with relatively high degrees of foot traffic. Such a width will be unable to safely and efficiently accommodate reasonable levels of pedestrians, particularly when some of these pedestrians will be in wheelchairs, or using push chairs. Furthermore, given the frontage environment it is reasonable to expect that businesses will located sandwich boards in the footway, impeding pedestrians further.</li> </ul> <p>Not only does this inhibit pedestrian movements (which does not adhere to the aims and objectives of the District Plan for the central city that develop 'comprehensive networks of pedestrian and cycle linkages that are appropriately sized ...safe. comfortable ...and are free from encroachment'. And that provid(ing) road environments that appropriately accommodate cyclists and pedestrians"), but it risks pedestrians being forced into the adjacent cycle lane, and/or parking bays.</p> <ul style="list-style-type: none"> <li>- The proposals fail to recognise that the existing problems along St Asaph Street are not caused by the traffic lane widths, which at around 3.2-3.3m are perfectly acceptable (and comparable to sections of Blenheim Road which operates with a 60kmh speed limit), but are actually caused by the presence of parked vehicles along the route, particularly when those parked vehicles are wider than normal and/or are poorly aligned when parked.</li> </ul> <p>By adding even more parking to the route, (and doing so in parking spaces that are merely 2.0m wide, with an adjacent 0.5m shoulder), then the operational problems encountered along the route are likely to worsen, rather than improve.</p> <ul style="list-style-type: none"> <li>- The presence of parked cars along St Asaph Street causes safety problems for the cycleway which runs along the route, as the presence of cars limits inter-visibility between vehicles turning into accesses/driveway and cyclists on the cycleway. This issue is clearly recognised as being an issue on St Asaph Street, and is acknowledged by CCC staff in</li> </ul>

					<p>the following article;</p> <p><a href="http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks">http://www.radionz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks</a></p> <p>However, the design as forwarded by the CCBG actually re-instates significant numbers of car parks to St Asaph Street which can only worsen this issues, compromising the operation of the cycleway further.</p> <p>In particular, I note with some concern the fact that the safety audit undertaken for the CCBG is condemnatory of noticeable elements of the design. The audit makes specific reference to the need to maintain the separated cycle path on the south side, retain the existing kerb lines, and retain existing footpath widths, which in turn effectively means that only limited, if any, of the design elements of CCBG design can be enacted.</p> <p>In this regard, the safety audit provided of the CCBG design is extra-ordinary, in that it makes very specific design recommendations, and effectively discourages adoption of the CCBG design, which is not something I have seen in over 10 years of reviewing safety audits. Typically safety audits tend to highlight potential problems with a scheme, and possibly makes recommendations, but to recommend the non-adoption of significant element of the design changes is something I have not seen before, and only leads me to believe that the safety auditors have very strong reservations about the CCBG design.</p> <p>In this context, I am actually more than a little concerned that the CCBG was released to the public for consultation at all. If safety audited schemes have fundamental issues with a design, that it appears cannot be rectified, then taking the scheme any further through the design process would be seriously remiss.</p> <p>I of course recognise that Council needs to engage fully with the community when designing and operating the road network. However, as Road Controlling Authority any council should be seeking to ensure that the road network operates as efficiently, and as safely as possible (and does so in an accordance with the policy objectives of the council).</p> <p>Additionally, I also recognise that site specific constraints may mean that some elements of safety audits cannot be adequately addressed, and as a result there may always be residual safety risks in any roading re-design. However, in this instance I would suggest that as the safety audit highlights that the current design is working 'reasonably well', then the CCBG design changes are not strictly necessary, and CCC is risking a situation when it is voluntarily considering design changes to a street, when it knows full well that there are significantly increased safety risks from doing so (and is aware that the presence of on-street parking adjacent to the cycleway is already causing safety risks).</p> <p>By allowing further consideration of a scheme which has such clear safety issues, then CCC is risking putting itself in a position when it is failing to carry out its duties as Road Controlling Authority. Furthermore, should any of the safety concerns be realised if/when the CCBG design is constructed, then there is a possibility of significant legal ramifications for CCC.</p> <p>Having viewed the report provided to the ITE Committee (available on CCC's website), I note that no staff recommendation to elected members is made over these issues, and over the legal ramifications of making changes to road layouts when there is such significant opposition through a safety audit process. Given this clear direction from the safety audit, I think this lack of recommendation to elected members on behalf of staff is unfortunate.</p> <p>I therefore request that the committee do not agree to spend significant amounts of money enacting the changes to a road design that is "operating reasonably well" to the CCBG option, which has safety risks of which CCC has been well appraised.</p>
7122	Celia	King	No		<p>I like the new layout on St Asaph Street, it is good to walk along the street with a gap between the cars and pedestrians. I like the cycle lane being separate from the cars as done in Europe. The parking has not been a problem for me as I have a small car and am able to reverse park. More trees would be nice for health and well-being as I have read that diesel fumes are very poisonous.</p>
7121	E	Lynch	No		<p>I really like the cycle way, it looks good and I see people cycling along it.</p> <p>As a car user I like that the road is narrow as it makes people travel at 30km which is great for making it safer for other traffic users, i.e. when I am a pedestrian.</p> <p>If you have to alter the street, these are my suggestions -</p> <p>I think the raised area on the left for cars to park between could be realigned slightly to make it easy to parallel park (it's currently at too steep an angle and makes it difficult to park).</p> <p>Could the raised area have trees or shrubs planted in it? It would make the street pretty and I often visits cafes down St Asaph Street and it would be nice to sit outside the cafes, which I would if there was shade and a few shrubs to give some protection from car fumes.</p> <p>Overall, I really like the street layout.</p>

7120	Chris	Lynch	No		<p>St Asaph St cycle way. I travel along this work day mornings cycling into town. Its great and flows nicely. Very much appreciate being separated from the cars. Convenient access into cafes on the way through if a coffee/snack is to be enjoyed. Care needed around cars exiting onto the road but good viewing provisions on the berms. Its tricky to accommodate all road users but think whats been provided is good.</p>
7118	Alanah	Lin	No		<p>I believe that to increase road parking on St Asaph St would be a mistake.</p> <p>1) It will cost quite a lot of tax payer money to reconfigure the road</p> <p>2) We should be investing in better reliable public transport to revitalise the city, rather than better roads and car parks, as there is no way we can get enough supply just by creating on side of road parking. As it stands, most of the area shown in the pictures of the plans are covered in off road parking, wasting valuable space which could be used for residential or commercial purposes.</p> <p>If parking is an issue it should use the least amount of land possible for the maximum amount of parks, e.g. automated car storage towers or well designed parking buildings, rather than using up foot path space and also at the expensive of cyclist's safety.</p>
7117	Raviv	Carasuk	Yes		<p>This cycleway is likely to be a highly used once the Metro sports facility is open, and as the CBD is returning to normal activity. Thus, it's important that the cycleway is safe for all these users and that it encourages less confident cyclists to get out and give cycling a go (and save us money building expensive car parking buildings)? How will the city cope if less people will choose to use a bicycle because this important new cycleway is unsafe and get into cars instead?</p> <p>Share an idea (our city funding document) sent a strong message that people want our city to be cycling and walking friendly (with the acknowledgment that car park may be removed). Cyclists clearly ARE using the cycleways in Christchurch and recent counts indicate that already the number of cyclists using the cycleway is having a significant effect on the number of parks needed in the City.</p> <p>We need to keep in mind that this is not about individual businesses or even streets. It is about making our city more cycle and pedestrian friendly. It is quite time consuming for me to keep writing submissions and contacting the council every time a few businesses in a section of cycleway trying to move the CCC away from putting in cycleways. But I believe in a better future for our city and will keep on contributing my time.</p> <p>The current design has already broken from best practice guidelines and represents a compromise. The best practice design was not even offered in the consultation process in deference to business owners worried about the removal of parking. Cyclists have already being injured in accidents because of this design and putting in more parking with hides cyclists only makes the potential safety risks worse.</p> <p>Cost of changing and adding 53 parks is over \$1 million or 18,000 per park. Which is effectively a rate-payer subsidy for private businesses where there are already adequate parking spaces.</p> <p>Parking surveys show that the current parking spaces are not full much of the time and there is a new 800 park parking building opening om Lichfield Street soon which is very close, so why do we need more parks?</p> <p>Removing car parks rather than putting them in (ie going back to the best practice design) would mean the lanes could be wider for cars using the street, it allows more space for parking on the other side and increases the safety of cyclists. St Asaph St is not yet a 30km/hour street, but it would be good if it were. It would also make things safer for all users.</p> <p>Thanks for giving me the option to be herd</p>
7115	Sam	Stockwell	No		<p>I would wish to strongly recommend option 1.</p> <p>I would consider that adding car parking on streets such as these would actually increase congestion in town it would be better for people to use the parking building and then walk to their destination. When shopping in town before the earthquake (when there were more shops and restaurants) we would typically use a parking building such as the Manchester Street parking building.</p> <p>I have a wife any baby so often would drive into town but would not be interested in on-street parking which is typically inconvenient to use as harder to find a park and harder to do a U-turn. We would prefer to use the parking building. Often I would go to a shop on the way home from work but would just pop in on my bicycle as bicycles are much more convenient for shopping than cars.</p>

					<p>Central cities designed around personal car transport in other cases are typically dysfunctional and unpleasant to visit. Cities designed with other forms of transport such as light rail, underground light rail, busses, bicycle and pedestrian transport tend to be a lot less congested, efficient and more pleasant to visit.</p> <p>Please consider a trial removing the (26) public on-street car parks along the cycleway side of the road and instate a 30km/ph speed limit to make a safe and comfortable corridor for all users (think Tuam Street). What this will do is make wider car lanes so the traffic flow doesn't feel so tight. Have more visibility and easier turning at driveways and improve the light sequencing for people who cycle.</p> <p>Please consider trialing yellow lines and bollards for 1 year and track the perceived profit loss.</p>	
7114	Jeremy	Boyd	No	MOVE Logistics	South Island Transport Manager	<p>In regards to the new layout with the cycle lane and car parking, there is nowhere for trucks to park and do deliveries. We do deliveries to all the bars down St Asaph street and there is now 6 of them and this number will grow as the city grows. We have to park a long way away from the customers and this is very time consuming, I think that there needs to be loading zones down there for customer satisfactory and the transport carries.</p>
7113	Dr Alistair	Humphrey	Yes	Canterbury District Health Board	Health in all Policies Advisor-Submissions Coordinator	<p>FEEDBACK ON ST ASAPH STREET - PROPOSED ROAD LAYOUT OPTIONS CONSULTATION</p> <p>Details of submitter</p> <ol style="list-style-type: none"> <li>1. Canterbury District Health Board (CDHB).</li> <li>2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</li> </ol> <p>Details of submission</p> <ol style="list-style-type: none"> <li>3. We welcome the opportunity to comment on the St Asaph Street Proposed Road Layout Options Consultation.</li> <li>4. Health and wellbeing is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the social determinants of health' [1] .</li> <li>5. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development.</li> </ol> <p>General Comments</p> <ol style="list-style-type: none"> <li>6. The CDHB supports the Infrastructure Transport and Environment (ITE) Committee in calling for community feedback regarding proposed options for the St Asaph Street layout as discussed with the Central City Business Group.</li> <li>7. The initial re-design of St Asaph Street is an example of implementation of An Accessible City Christchurch Central Recovery Plan[2] , and is consistent with the Christchurch Central Streets and Spaces Design Guide[3] . These documents support a built environment which encourages flexibility and resilience in relation to all transport modes, and reduces reliance on single-occupancy vehicles. This in turn supports positive health outcomes related to increased physical activity, and improved air quality from reduced emissions.</li> <li>8. The CDHB strongly agrees with the statement in the Road Safety Audit which states: <ul style="list-style-type: none"> <li>- It is very important that any proposed changes take into consideration all transport modes and routine street maintenance and operations such as buses, cars, cyclists, pedestrians, emergency vehicles, rubbish collection etc. Future developments and laneways must also be included in any design changes.[4]</li> </ul> </li> </ol> <p>Support for Option 1</p> <ol style="list-style-type: none"> <li>9. Whilst the CDHB acknowledges the concerns of the Central City Business Group, maintaining safety for all road users, improving opportunities for active transport and considering future amenity and accessibility of the area is paramount. It is the CDHB's opinion that Option 1 better achieves these objectives and the long-term vision of An Accessible City. Additionally this option supports rather than limits future development and anticipated growth of the area around St Asaph Street. However, the CDHB has some specific recommendations for further consideration.</li> </ol> <p>Loading zones and tree pits and kerbs</p> <ol style="list-style-type: none"> <li>10. The CDHB recommends that location of the proposed two loading zones are carefully considered to ensure these do not reduce lines of sight for cyclists and vehicles. Of</li> </ol>

				<p>particular concern are loading zones adjacent to access ways, as vehicles attempting to re-enter the traffic flow will have little to no visibility which will increase the risk of collisions.</p> <p>11. The CDHB does not support the removal of build outs and tree pits, however does support modifying the kerbing of these to minimise damage to vehicle wheels. The CDHB also recommends that priority is given to planting trees in the tree pits. Tree pits are designed to provide a visual traffic calming measure. Without such measures mid-block speed of vehicles tend to increase which in turn increases the risk of conflict and serious injury to cyclists and pedestrians. The Road Safety Audit observed vehicle behaviour when crossing the St Asaph Street cycleway, and commented that the design of build outs and tree pits were instrumental in reducing vehicle speeds which protect both cyclists and pedestrians.</p> <p>12. The CDHB encourages installation of additional reflective raised pavement markers, and delineation devices to orientate vehicles and cyclists to kerb edges. Additionally low-profile separators between the road and cycleway over access ways (like in Quay Street, Auckland) and clearer lane markings would improve safety for all users by providing cues for drivers as to positioning and elicit caution when vehicles are crossing a cycle way to access properties.</p> <p>13. The CDHB supports installation of additional cycle parks. This would encourage cyclists to stop at local businesses and would also provide additional vertical traffic calming measures.</p> <p>Concern with proposed footpath narrowing</p> <p>14. In relation to option 2, the CDHB has concerns about the proposal to narrow the north side footpath. This area is likely to experience increasing foot traffic once the south lanes and MetroSports are completed, therefore any narrowing reduces the walkability, safety and amenity of the area, particularly for visually and mobility impaired users.</p> <p>General Support for reduced speed limit</p> <p>15. Although out of scope for this consultation, the CDHB supports inclusion of St Asaph Street in the Central City Speed Limit Area. Reduction of the speed limit down St Asaph Street to 30km/h would further improve safety for all modes of transport using this route.</p> <p>Conclusion</p> <p>16. The CDHB does wish to be heard in support of this feedback.</p> <p>17. Thank you for the opportunity to provide feedback on St Asaph Street- proposed road layout options.</p> <p>Footnotes:  [1] Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.  [2] Canterbury Earthquake Recovery Authority (2013). An Accessible City â€œ Christchurch Central Recovery Plan: Replacement transport chapter â€œ October 2013. Christchurch: Canterbury Earthquake Recovery Authority. Retrieved from: <a href="https://www.otakarold.co.nz/assets/Projects/ProjectDocuments/an-accessible-city-replacement-transport-chapter-october-2013.pdf">https://www.otakarold.co.nz/assets/Projects/ProjectDocuments/an-accessible-city-replacement-transport-chapter-october-2013.pdf</a>  [3] Canterbury Earthquake Recovery Authority (2015). Christchurch Central Streets and Spaces Design Guide. Retrieved from: <a href="http://resources.ccc.govt.nz/assets/the-rebuild/StreetsAndSpacesDesignGuideJune2015.pdf">http://resources.ccc.govt.nz/assets/the-rebuild/StreetsAndSpacesDesignGuideJune2015.pdf</a>  [4] Aldridge, D &amp; Brown, O. 2017. St Asaph Street Concept Design Road Safety Audit. Retrieved from: <a href="https://www.ccc.govt.nz/assets/Documents/Consultation/2017/September/Road-Safety-Report-on-Business-Groups-option-Optimized.pdf">https://www.ccc.govt.nz/assets/Documents/Consultation/2017/September/Road-Safety-Report-on-Business-Groups-option-Optimized.pdf</a></p>
7112	Pauline	Cooper	No	<p>I completely reject option 2 and EXTRA 53 carparks!!! It will be extremely dangerous for cyclists and scary for pedestrians. Also completely inconsistent with the Council's design guidelines.</p> <p>And ignores all the research in Holland that shows getting rid of car parks reduces cycling and pedestrian deaths and INCREASES shopping spend and people in the central city!!</p> <p>I have many friends who would cycle into Hagley Park, and into town to shop, socialise and eat if they felt safe, but stay out shopping and socialising in the outer suburbs instead.</p> <p>Every time I ride in town I have close calls with vehicles who don't see me, causing me to take evasive action, scaring me and making me decide to stay away from the city.</p> <p>Why wont CCC BE BOLD: go to the safest design for the St Asaph Street changes, REMOVE car parking</p>

						<p>from the South side of the road, giving safe lane width for cyclists?? And makes it easier for car drivers too.</p> <p>Think Dutch and Danish cities!!!</p> <p>Option 1, to make minor changes, would be preferable to Option 2</p>
7109	Lan	Pham	No	Lan Pham		<p>Please do not compromise further on your vision for chch as an accessible city which is attractive and safe for people who choose to bike. I ride this st asaph cycleway everyday and it's great. I am not a 'cyclist'. I am a citizen who sometimes chooses to drive, sometimes bus, and mostly ride my bike. Please trial removing the (26) public on-street car parks along the cycleway side of the road and instate a 30km/ph speed limit to make a safe and comfortable corridor for all users. This will provide more visibility and easier turning at driveways and improve the light sequencing for people who cycle. Keep your safe cycleways vision!! Thanks</p>
7108	Paul	Churton	No			<p>Hi. I have ridden the st asaph Street on quite a few occasions both before the cycle lane and following its installation. For reference I am a faster cycling commuter with many years of experience cycling in cities. Unfortunately I have found the new cycleway less safe than riding on the road for me.</p> <p>I note below a couple of experiences from my use of the cycle lane.</p> <p>On one occasion a car stopped at a red light then when the light turned green to go straight ahead for them with a red left turn arrow preventing them driving across my path. The car looked and obviously did not see me and turn left in front of me.</p> <p>On a number of other occasions cars have turned in front of me and you need to ride slow to be able to stop for anyone at any time.</p> <p>I really would like to always use cycle lanes as by not using them you aggravate cars who believe you should be cycling in the cycle Lane and it defeats the purpose of having the cycle Lane if you do not use it.</p> <p>I would really appreciate if the cycle lanes could be made safe for someone's cycling at a reasonable speed.</p> <p>Also I do fully agree there is a problem with the current design as I do worry about smaller children using cycle lanes as they are unlikely to be seen or to see over and past cars to see a car that will potentially cross their path.</p>
7105	Roy	Hughes	Yes	NZ Automobile Association	District Chair	<p><a href="#">Please see Attachment 13 at the end of this table for comments on behalf of the NZ Automobile Association, Canterbury West Coast District.</a></p>
7104	Jeffrey	Paparoa Holman	Yes			<p>I recommend that Council trial removing the (26) public on-street car parks along the cycleway side of the road and instate a 30km/ph speed limit to make a safe and comfortable corridor for all users (as in Tuam Street). What this will do is make wider car lanes so the traffic flow doesn't feel so tight. We need more visibility and easier turning at driveways and improvements to the light sequencing for people who cycle. I suggest trialling yellow lines and bollards for a year and have a scientific survey of effects on business, instead of anecdotal claims. I am a daily commuting cyclist, 70 years of age and each day I reduce both the number of cars on the road and lower the cost of health care by remaining healthy as I age. It will only take one inevitable collision with a car to reverse both these trends and cause my possible death, or life-changing injury. The Council needs to show some courage and foresight and refuse to be pressured by vested commercial interests, insisting ratepayers now subsidize the car parking they want reinstated. On multiple overseas case studies, it is a proven fact that inner city cycle traffic increases the urban spend, long term. Urban cycling, walking and public transport are the only viable alternatives for urban renewal; otherwise, the mall sprawl will keep on sucking the inner city dry, as it was doing prior to the 2010 - 2016 earthquake series. If the Council wishes to attract owners and tenants to inner and central city housing, it has to make the cultural change a priority. Who wants to live in a high-traffic density environment?</p>
7102	Michele	Laing	No			<p>Bicycles will transform Christchurch into a wonderful liveable place if appropriate support is given by the CCC.</p> <p>Today as I rode toward the Airport along Memorial Avenue where there are no cycle lanes twice motorists yelled at me to move over. As the road is lined with parked cars I am unsure where they expect me to ride. The motorists obviously find waiting for an appropriate time to move into the right hand lane to pass me safely too frustrating. They seem to think that it is my fault that the CCC has not provided a bike lane on Memorial Ave.</p> <p>With these incidents in mind I am very sad to see the response by the CCC to some businesses in St Asaph St wishing to influence the construction of a safe cycle way.</p> <p>I have been using the cycleway in St Asaph St several times a week for some months. My heart does race as I watch cars slowing and wonder if they will turn into me at driveways. The situation with cars doing this seems to be decreasing for me so I presume drivers are learning to watch the cycleway. Obviously fewer parks at the entrances to driveways will reduce this risk. It is commonly known that design is the most effective way to manage risk.</p> <p>The current design already breaks from best practice guidelines and represents a compromise. The best practice design is not offered in the consultation process - is this in deference to business owners worried about the removal of parking - a few people preferred to the hundreds who cycle.</p>

						<p>Cyclists are already being injured in accidents due to the compromised design. More parking will hide cyclists more, increasing risk to them only. We need to make this cycleway as safe as possible for all the school children who will use this to access Hagley High and Discovery School. Also there will be more cyclists going to the Metro Sports Facility and ARA.</p> <p>City Council cycle counters have counted 350 cyclists daily along St Asaph Street. All these cyclists reduce the need for car parks and it is well researched that improving cycling conditions increases cycling further. Hence the proposed changes are counter productive to the development of a healthy, carbon neutral city.</p> <p>The cost of changing and adding 53 parks of over \$1 million (\$18,000/park) is poorly spent ratepayers money when parking surveys show that the current parking spaces along St Asaph Street are only at 75% capacity. There are already adequate and some free parking spaces at Lichfield Street carpark building, Welles Street, Colombo and Manchester St, Walker St and surrounding areas. There is an 800 space parking building opening on Lichfield St that is within easy walking distance.</p> <p>Worse, is that cars generally only have one person in them, so with a 60min turnover only 8-10 people/car park/day will park near these businesses, and many wont even be parking there to go to those businesses. Research however does show that people biking and walking in cities do spend money in businesses.</p> <p>It is embarrassing that CCC is missing opportunities to develop the city for the future.</p> <p>There are so few roads in Christchurch that support cyclists. Driving a car is not a right. Roads are for cyclists as well as drivers. I want my rates spent fairly on cycle access to and through the city. I do not want my rates spent on these car parks.</p>
7101	Carina	Duke	Yes	Blind Foundation	Practice Advisor	<p>The Blind Foundation submitted on the initial design and have advocated for accessible pedestrian routes through the CBD. We do not support reducing the width of the footpath on the Northern side. As noted in the Road Safety Audit 3 August 2017 the actual footpath widths are already reduced by objects placed within the pathway. There is encroachment from businesses and customers waiting at bus stops causing pedestrians to need to veer around cars , people and other items placed within the accessible route. The increasing numbers of pedestrians as the City Centre and destination venues open will require wider paths not narrower.</p> <p>Advertising on the footpaths should be banned in the CBD. They are a distraction for drivers who should be looking at the roads and an obstacle for pedestrians who are already looking at shop displays rather than the boards. This will allow a wider accessible route for pedestrians and the placement where appropriate for more seating on the kerb side.</p> <p>The Blind Foundation support the 30 km speed limit and the installation of environmental features to enhance the quality of the space and encourage adherence to the speed limit. This increases the safety for pedestrians as well as cyclists. We do have concerns at some of the street crossing designs where pedestrians are required to give way to cyclists rather than cyclists giving way to pedestrians. There has also been a lack of education and awareness for the public on using the new cycle lanes and the bus boarders. This should be a priority.</p> <p>Car parking is extending with the opening of high rise parking buildings. Other than accessible parking on street people who need to travel by car should be utilising these. Better signage and wayfinding to locate these may be required. The Council should include a Journey Planner for Pedestrians, Cyclists and Drivers on their website to encourage use of active modes, PT and existing high rise facilities rather than extending on street parking. This should be circulated to the businesses opening in the Central City and support provided to them to implement.</p>
7100	Stephanie	Keller-Busque	No			<p>I think it is short-sighted to spend so much money re-designing St Asaph St to accommodate cars when the city should be promoting more ways for people to cycle around town and make it safe for people of all ages to do so, including students. Studies show that the parking on St Asaph is never at full capacity -- why not encourage people to use the new parking buildings and walk a few blocks? Couldn't we do as other cities do and validate parking tickets so that they're cheaper if drivers go to local businesses? Couldn't the \$1 million be spent towards a small parking building with 53 spots and eliminate the on-street parks so that traffic flows more smoothly? I am a cyclist who loves getting around Christchurch by bike, but often the lack of courtesy that cars show to cyclists is disappointing. I was thrown off my bike in Aranui by a someone coming out of her car as she was parked on the road and didn't bother looking to see if cyclists were coming along the cycle lane before opening her car door. I really like the separate cycle lanes on Tuam and St Asaph since that problem is avoided. Let's keep our cyclists supported and safe!</p>
7099	Steven	Muir	Yes	steven muir		<p>I strongly oppose option 2 in this proposal which seeks to install an additional 53 carparks and narrow the footpath on the North side of the roadway. It will be dangerous and unpleasant for pedestrians and inconsistent with the Council's design guidelines.</p> <p>I strongly support a third option, which was the very original and safest design for the St Asaph Street changes, which removes car parking from the South side of the road, which allows the lane width to be increased and removes the hazard of cars not being able to see cyclists in the cycle lane behind the parked cars. There is adequate off road parking to satisfy local businesses.</p>

					<p>I bike down here regularly and have had a number of close calls with turning cars not seeing me behind parked cars. Fortunately I have not been hit yet, but greater visibility with no car parks on the South side would make it feel much safer</p>
7098	Arthur	McGregor	No		<p>I have a simple message: safety is more important than car parks!  My perspective: I currently cycle most days from Russley to my work near the Botanic Gardens. However, in 2018 I will be based in the innovation precinct and thus will be using St Asaph St regularly as a cyclist to return home. I have also driven along St Asaph St at various times of day (except for morning/evening peak) and have dropped off/picked up friends at the various bars near Colombo St at night.</p> <p>I support all aspects of Option 1 - minor enhancements, specifically:</p> <ul style="list-style-type: none"> <li>- Install two goods vehicle loading zones.</li> <li>- Modify the entry/exit of parking bays to make access easier.</li> <li>- Install additional cycle parking on identified islands.</li> <li>- Modify the tree pit kerb design to mitigate damage to car wheels</li> </ul> <p>However, I also recognise the business concerns relating to on-street parking and would support some changes to increase parking. Specifically, as recommended by the August 2017 safety audit of Option 3a (pg 10):</p> <ul style="list-style-type: none"> <li>- Review location of north side tree pit build-outs to create gateways with south side and rationalise to three per block</li> <li>- Evaluate opportunity to provide additional on-road parking on north and south sides based on setback requirements and gating of tree pit build-outs.</li> </ul> <p>I do not support the following aspects of Option 3a.</p> <ul style="list-style-type: none"> <li>- The high cost associated with the changes</li> <li>- Potential reduction of footpath widths</li> </ul> <p>Reduction of kerb build outs upstream of vehicle accessways alongside the cycleway</p> <ul style="list-style-type: none"> <li>- Decrease in no-stopping requirement at accessways</li> <li>- Reduced space for wheeliebin location</li> <li>- Reduced build-out widths for pedestrains</li> <li>- Location of trees within footpath space</li> </ul> <p>As a cyclist, I am particularly concerned at the suggestion of removing the upstream kerb build outs because this will reduce visibility and increase speed of vehicles crossing the cycleway. I realise the geometry of these build outs is tight and this makes it harder for a car to turn into the property. That is the whole point! The car has to slow down and turn to be more perpendicular to the cyclelane - and thus either see an oncoming cyclist and stop safely, or allow the cyclist to stop in time, or if a collision does occur then there will hopefully be less injury due to the lower speed. In contrast, as a cyclist travelling at 25km/h, if a car comes out from behind a parked van and turns in front of me - there is very little I can do to prevent a collision.</p> <p>I have some final more general comments.</p> <p>Firstly, the recommendations from the March and August safety audits should be completed as soon as possible to minimise the likelihood of a severe incident. To see similar recommendations in two reports dated 5 months apart is concerning.</p>

				<p>Secondly, I noted the following comments in a recent Stuff article "Councillors were also keen to change people's perception that they could park directly outside the shop they wanted to visit. Deputy Mayor Andrew Turner said pre-earthquake on-street parking was the norm, but post earthquake, off-street parking would be the norm." (1) Taking this into consideration and given that a number of businesses along St Asaph St have off-street parking, given that there are 3500 parking spaces available within the wider CBD (2), and given that current average occupancy along St Asaph St is approximately 75% (3), it is totally unacceptable to compromise the safety of cyclists and pedestrians to reinstate 53 on street car parks.</p> <p>Finally, I wish to express my support for a change to the legal speed limit along St Asaph St to 30km/h. I refer to both safety audits for more explicit reasons why. I realise this has not been identified as part of either option under consideration in this review but I believe it is fundamental to the safety and smooth traffic flow along St Asaph St. I am aware that this decision has been consulted on already and that the public feedback was overwhelmingly against the proposal (4). However, I suspect that feedback on the CBD-wide 30km/h speed limit currently in place would face overwhelming negative feedback. I encourage Councillors to remain firm on this decision and to extend it to St Asaph St for safety and consistency. Decisions such as this take time to become established and will be considered visionary in retrospect, even though they may be unpopular at the current time.</p> <p>(1) <a href="https://www.stuff.co.nz/the-press/news/96479972/onehour-free-parking-at-christchurch-city-councilowned-cbd-car-parks-this-summer">https://www.stuff.co.nz/the-press/news/96479972/onehour-free-parking-at-christchurch-city-councilowned-cbd-car-parks-this-summer</a></p> <p>(2) <a href="https://www.ccc.govt.nz/transport/parking/carpark/">https://www.ccc.govt.nz/transport/parking/carpark/</a> accessed 28th September 2017</p> <p>(3) <a href="https://ccc.govt.nz/assets/Documents/Consultation/2017/September/Parking-Demands-on-St-Asaph-August-2017.pdf">https://ccc.govt.nz/assets/Documents/Consultation/2017/September/Parking-Demands-on-St-Asaph-August-2017.pdf</a></p> <p>(4) <a href="http://www.stuff.co.nz/the-press/news/82809894/christchurch-city-council-committee-votes-not-to-extend-30kmh-cbd-speed-limit">http://www.stuff.co.nz/the-press/news/82809894/christchurch-city-council-committee-votes-not-to-extend-30kmh-cbd-speed-limit</a></p>
7096	Zita	Joyce	No	<p>I ride a bike every day to get to work and around the central city, and I use the St Asaph St cycle lane when I can - because I live on Armagh St there is no particularly safe way for me to get to St Asaph St (as Fitzgerald Ave is terrifying as a cyclist on a weekday, and Barbadoes St is little better). However when Ao Tawhiti Discovery School moves to St Asaph St in 2019 we will use that cycleway a lot to get to school (via Manchester St), but also to get to the Metro Sports Facility. Many more people (kids, teenagers, adults) will use that cycleway to get to the Metro Sports facility and to Ao Tawhiti and Hagley College when the cycleway and sports facilities are completed.</p> <p>I am concerned about the current level of danger to cyclists along the cycleway as it stands, and I urge you to ensure that the safety of people on bikes and on foot take precedence in this. If we have a city that is welcoming to walk around people won't mind parking their cars and walking to a destination.</p> <p>My preferred option is that put forward by Spokes Canterbury, which is to remove all parking on the south side of the road, next to the cycleway, to increase visibility of cyclists and to make it safe for people in cars to turn across the cycleway. I'm sure no person in a car wishes to hit a person on a bike, and would appreciate that danger being mitigated. As a person who drives a car as well as riding a bike this is important to me. By removing those car parks the driving lanes could be widened, and I believe this would reduce the anxiety many people feel about driving along a road that used to being wider than it is now. Obviously that would reduce carparks, but I believe it would make people feel more comfortable using the parks that are there. A 30k zone would make it even easier for people to feel comfortable stopping traffic to park their car, and also make it safer for people riding bikes and walking.</p> <p>Of the two council options, option 1 is ok. I object to more of my rates money being spent to subsidise car parking for businesses I visit from my bike anyway, so I strongly oppose option 2.</p> <p>However I urge the council to not be swayed by a few loud voices. We all know that people responding to new cycle infrastructure takes time, and I believe we are starting to see that. Once the cycleway connections to the east of St Asaph street are completed there will be an increase in people riding bikes instead of cars, and so reducing the pressures on St Asaph street. It is virtually meaningless to measure before then.</p> <p>So please take this opportunity to increase safety and reduce driver anxiety by removing the carparks on the south side of St Asaph street, reducing the speed, widening the lanes, and making it safer for children, teenagers, and adults of all levels of confidence to ride bikes and walk along St Asaph street.</p> <p>One other point - I find it is impossible to meet the green lights for cyclists and each intersection unless riding an e-bike, so you could also reduce driver antipathy by simply not making them wait for cyclists who don't make it to the intersection on time. Is there no way to create a responsive system that can control traffic based on actual use?</p> <p>Many thanks for your time, and the work done on the cycle infrastructure so far. Thank you in advance for continuing to put safety and increasing options for active transport choice, to increase the inclusiveness and diversity of people riding bikes in the city, ahead of making everyone subsidise parking for a few loud businesses.</p>
7095	Mike	Morrison	No	<p>Please refer to the letter (below) previously published in The Press. My view remains the same.</p> <p>St Asaph Street as it currently exists is dangerous and too narrow. The changes proposed by the council do NOT overcome the issues as the carriage way is too narrow to safely accommodate buses and cars.</p>

					<p>I wish to take issue with the points raised in a Press editorial and the points raised by Professor Simon Kingham (Mar 16).</p> <p>The recent civil works have created barriers to the city becoming accessible. The bus exchange is now bounded by roads that have been narrowed and the speed lowered, causing more congestion. It seems many bus routes now avoid the centre of the city altogether.</p> <p>Car parking buildings on Lichfield and Hereford streets are inside the areas of lowered speed and narrow roads, again adding to congestion.</p> <p>In European cities such as those referred to by Kingham, there are generally outer and inner ring roads that allow access to bus exchanges and car parks.</p> <p>The innermost parts of those cities then become accessible to pedestrians and cyclists.</p> <p>I agree with calls to halt the current construction and rework the plans to the extent of removing the barriers to our city centre.</p> <p>The question really is: How to get the Council to listen and act?</p>
7093	Georgina	Lynch	No		<p>I love the St Asaph st cycle way. As i cyclist i have used this cycle way to access the many bars and cafes on the street. I have found the separated cycle ways to be a much safer and enjoyable way of getting around town. If there was more cycle parking that would be excellent.</p> <p>The only improvement would be to make the traffic lights green for a cyclist for the same length of time as the other traffic, and make left turning traffic to give way to cyclists. It is frustrating if i am a few seconds too late for the green light and then have to wait for a full light set to change because i am on the red light and there is no left turning traffic.</p> <p>Since you have added in the new cycle ways, cycling is now my preferred way to access town. I look forward to more being built.</p>
7092	Graham	Evans	Yes		<p>I am in support of option 1 with minor enhancements. As a cyclist I regularly use the St Asaph St cycle way.</p> <p>The only comment I would make is to increase the size of the cycle traffic lights, as I saw the car green light and cycled on disrupting a car turning left.</p>
7090	Richard	Heap	No		<p>I support Option 1. I feel that Christchurch should be forward looking and look to a time when car usage is replaced with more public transport, cycling and walking. Including trees and more environmentally sound features is a positive and building in more car parking for local business just adds to pollution, lack of active transport and portrays the city as stuck in the past. Technologies such as smart parking sensors should be introduced to allow better monitoring of parking space utilisation, which then allows CCC to set tariffs to get the right levels of churn to reduce congestion, circling for parking pollution and maximise shopping opportunities for local businesses. This would be better money spent that static additional car parking, when clearly there is a glut of parking in comparison to other modern cities.</p>
7088	Kate	Hodgins	No		<p>I absolutely support separated cycle ways and think that this option needs to be supported. I do not agree that mixing bikes and vehicles encourages more cyclists; quite the opposite. If this was the case, why do the countries with the most cycle ways and largest concentration of cyclists generally separate cars from bikes? However, running cycleways alongside parked vehicles is a recipe for disaster, as it greatly reduces visibility for vehicles exiting and entering across bike lanes and increases the risk of cyclists being hit by vehicles or car doors. Exiting Vehicles might look out for pedestrians (and even then they often forget to) but remembering to then watch for cyclists is a stretch. There needs to be either a physical impediment to force vehicles to slow or stop before exiting, or at least some signage. Although it is rarely done in NZ, in Germany many bike lanes are shared with pedestrians, usually by widening the pavement and painting a line down the middle indicating bikes on one side and foot traffic on the other. Cyclists are also required to follow road rules on the lanes, i.e. to bike in the direction of the traffic, which helps to avoid congestion and collisions. Although this idea seems to be generally rejected here, it makes a lot more sense mixing pedestrians and cyclists than mixing vehicles and cyclists. I appreciate this may be a step too far in this case, but it is worth considering for future such bikeways.</p>
7087	Karen	Whitla	No		<p>I want the council to trial removing the (26) public on-street car parks along the cycleway side of the road and instate a 30km/ph speed limit to make a safe and comfortable corridor for all users (think Tuam Street).</p> <p>this will do is make wider car lanes so the traffic flow doesn't feel so tight. Have more visibility and easier turning at driveways and improve the light sequencing for people who cycle. We suggest they trial yellow lines and for 1 year.</p> <p>I suggest that the council look at the on ground lighting sequences currently in use in Europe where cycles activate an underground flashing light system, that warn turning cars/trucks at curb entrance, a cyclist is within 10mtrs. The crossing area is marked and flashed red. Curbing between the cycle way and road on the road side needs to have low level LED lighting in/along the curb edge, particularly where the jut out bits are. This will help cars keep to road alignment markings particularly at night and in wet weather.</p>
7086	Ainara	Scott	No		<p>I encounter motorists using the cycle line as a turning lane every day, would be good to have an extra buffer between the cars and the cycle lane provided.</p>

7085	Henry	Barclay	No		<p>Dedicated separated cycle lanes!  This road needs a decent cycle lane that is separated from the road.  If you build more parking space, more people will drive. If you build a comprehensive cycle system, people will cycle. That's how it works.</p>
7083	Nicky	Morton	No		<p>It would be completely irresponsible for the Council to compromise the safety of road users, and siphon valuable funding from other key projects, for the sake of 53 car parks on a central city street. The attached research shows existing parking is currently only utilised at 75% of capacity. I therefore see no evidence of need for such a substantial and expensive change to the current layout - especially one that is even further removed from the initial best practice design. I support the implementation of minor enhancements outlined in Option 1, and would urge the Council to allow sufficient time to fully evaluate the effectiveness of the existing design before embarking on any costly and reactive attempts to placate a vocal minority whose views clearly do not represent the wider public interest.</p>
7082	Tony	Manning	No		<p>Hi guys can we keep the city safe? and a nice place to be? the city centre is large - as such are we to drive to each and every destination? walking is a part of it - it is, after all, a city. it already costs so much to park i try to leave my steel box at home and cycle in. the separated cycleways are a joy to use, and keep both bike riders and car drivers safe from contact. i can understand a couple of loading zones - leave the car parks as is! theres heaps, and only 75% utilisation. cheekily: we could probably lose a few more to open up the walker/biker vision at driveways ;). more school, ara students and sports people will raise the numbers of bikes up above the current 350 riders a day.. take a page from other large citys book - they have car parks, and roads, not mixed, not so many car parks on the road. makes it a death trap with parallel parking, looking for a park, its 200m away anyway so you have to walk etc. keep it safe for people walking and biking, keep it a nice city to be a part of, and to spend time in. keep roadside carparks at the corner dairy.</p>
7081	Jeff	Ray	No		<p>I <u>SUPPORT</u> the recommendation of minor enhancements presented by the Independent Road Safety Audit. I would like to place special emphasis on the following:</p> <ul style="list-style-type: none"> <li>• Reduce posted speed limit to 30kph.</li> <li>• Plated buildouts on the northern side of St Asaph Street to clearly define the carriageway extents.</li> <li>• Rounding of the parking buildouts on the southern side of the road to assist with manoeuvrability with car parking movements.</li> </ul> <p>Unfortunately poor driving and cycling habits will create safety risks for any cycle infrastructure. I feel that the recommendations from the Independent Road Safety Audit will provide the best outcome with minimal disturbance to the community.</p> <p>I <u>DO NOT</u> support the Business Groups Option</p> <p>Reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. The Business Group Option (Option 3a) is not consistent with the An Accessible City: Christchurch Central Recovery Plan which designates St Asaph Street as ‘Key Central City Cycle Route’ for cyclists to safely access the city.</li> <li>2. Option 3a prioritises on-street parking at the expense of cycle/pedestrian safety and green infrastructure and is not consistent with the objectives of the Christchurch Transport Strategic Plan (CTSP). Namely: <ol style="list-style-type: none"> <li>a. <i>Objective 1.1: Balancing the network – This objective includes “Making Christchurch a cycle city. Action 1.1.3 Cycle network The Council has a unique opportunity to foster a cycling culture in the city and to develop a connected cycle network following the earthquakes.”</i></li> <li>b. <i>Objective 1.3: Managing the demand network by encouraging people to use a wider range of travel options.</i></li> <li>c. <i>Goal 4: Create opportunities for environmental enhancement</i></li> <li>d. <i>Objective 4.1: Reduce emissions and invest in green infrastructure and environmental enhancements</i></li> </ol> </li> <li>3. The Independent Safety Audit indicates that’s the current design is “operating reasonably well” and raises significant issues concerning cycle and pedestrian safety. Namely. <ol style="list-style-type: none"> <li>a. “Option 3a also proposes to reduce the no-stopping requirement at accessways (upstream and downstream) to permit additional on-road car parking. This increases the risk to people on bikes, and is not supported on this multimodal corridor with adjacent commercial activity.”</li> <li>b. “Option 3a proposes changes that are considered to negatively impact pedestrian provisions and safety.”</li> </ol> <p>These risks are considered “Significant safety concerns that should be addressed and require changes to avoid serious safety consequences.” As such it is irresponsible for this option to be considered further.</p> </li> <li>4. Cycle counts show that cycle trips are increasing significantly as a transport mode of choice for access into the central city. Trends show that this is likely to further increase over time therefore it is critical that cycle infrastructure be safe and comfortable for all users.</li> <li>5. Option 3a sets a dangerous precedent for the Accessible City and Urban Cycleway projects and sends a message that the Council prioritises providing on-street parking (at the demand of businesses who should, and are required to, supply off-street parking) over cycle and pedestrian safety and comfort.</li> </ol>

					<p>6. Option 3a does not meet minimum criteria and standards included in the Christchurch City Council Cycleway Design Guide which have been set to ensure the development of safe cycle infrastructure. This includes standards around parking setbacks (for visibility) where cycle lanes are implemented behind on-street parking.</p> <p>7. The parking surveys show that there is adequate on-street parking provided in the current design to meet parking demand.</p> <p>8. Option 3a is of considerable cost and will require funding which could otherwise be invested in the Urban Cycleway Programme or Accessible City projects including the implementation of other safe cycling routes in the city.</p> <p><u>Final Thought</u></p> <p>People will always have difficulty with change whether positive or negative. The Business Group has already cost the City Council and Otakaro so much thus far via their threatened legal action which led to funding to be halted for the An Accessible City program. I urge you to <u>NOT</u> give in to their pressure as it will only lead to an unsafe outcome for both cycle and car users.</p>
7079	Phil	Constable	No		<p>I'm very concerned about a handful of private businesses trying to hijack good processes by suggesting changes to the St Asaph St cycleways.</p> <p>My understanding is that the cost of re-adding the 50-odd parks is over \$1 million! That's around \$18,000 per park! Why should ratepayers subsidise private businesses to this extent when there are already plenty of parking spaces at the Lichfield Street carpark building, Welles Street, Colombo and Manchester St, Walker St and the surrounding area.</p> <p>I'm also led to understand that the current parking spaces along St Asaph Street only operate at 75% capacity.</p> <p>According to the Council, upwards of 350 cyclists use the St Asaph Street cycleway daily, and there are indications that the number of cyclists it is already having a significant effect on City parking needs. I would suggest that that number will only increase as Ao Tawhiti and the Metro Sports Facility come on line. It is important that the cycleway is safe for all these users. Re-adding those parks will not help.</p> <p>May I also remind you that the CCC has the goal of making our city carbon neutral, and is working hard to reduce carbon emissions within the city. Reducing cars in the central city is a great way of working towards that goal.</p> <p>My submission is that, rather than adding 53 carparks to subsidise private business interests, the Council trial removing all of the 26 remaining public on-street car parks along the cycleway side of the road, and extend the 30km/ph speed limit to St Asaph St to make it a safe corridor for all users. This will have the effect of widening the car lanes, so the traffic doesn't feel so restricted. It will also enable better visibility and easier turning at driveways, and improve the light sequencing for people who cycle. I suggest the Council trial yellow lines and bollards for 1 year and track the actual effects, rather than accede to the scare-mongered fears of a small number of private businesses.</p>
7078	Louise	Sutherland	No		<p>I am strongly in support of option 1, and strongly against option 2. Please make changes under option 1 and let cyclists really get to use the space in a safe way as it was intended. The cycle ways and upturn in cyclists in the CBD has been amazing to see over the past few months. To go with option 2 would be a huge blow to this and sends the wrong message.</p> <p>The Central City Business Group is not a representation of the central city business owners, just a few landlords - their interest is not in the user, well being, or the big picture.</p>
7074	Peter	Taylor	No		<p>I support the minor enhancement option. Cyclist safety is paramount. The provision of additional on-street parking will provide only minimal benefit to local businesses.</p>
7073	Brad	Wallwork	No		<p>Monitor the cycle lane with cameras and see what is going on.</p> <p>The most blatant issue is workers at the car dealerships on St Asaph street using the cycle lane as a proxy east-bound road lane, to drive against the flow of traffic. I have seen this twice. I have also had two very close calls with cars turning left into driveways. In one instance I was forced to take evasive action that led to me falling off the bike.</p> <p>Pedestrians using the hospitality businesses also don't seem to realise it is a cycle lane, and I have been verbally abused a few times by bar patrons, who have made a false assumption that I am riding on the footpath. Perhaps it needs to be more clearly distinguished?</p> <p>There are times when the hassle of this lane is so great I use the road instead. I have seen many other cyclists do the same.</p>
7072	Ian	McLeod	No		<p>I believe the cycle way on the south side of St Asaph street is inherently dangerous for cyclists as my recent experience demonstrates.</p> <p>The Location was at the entrance to the lane that runs from St Asaph St to Whtcombe St. That is between The Warehouse Stationary building and</p>

						<p>the St John's yard.</p> <p>I was travelling West along St Asaph St behind a black car which turned into the lane immediately in front of a stationary bus on a designated bus stop. At the same time a cyclist was travelling west along the cycleway between the footpath and parked cars, and the stationary bus.</p> <p>As the black car crossed in front of the bus the cyclist emerged from the shadow of the bus, immediately in the path of the car entering the lane. Luckily for the cyclist the car driver was able to stop before hitting the cyclist, and the cyclist swerved violently onto the pavement with a very ungainly sort of a dismount. A few words were exchanged but no damage was done to either party.</p> <p>The bus driver driver was not at fault, the cyclist was not at fault, and the car driver was not at fault.</p> <p>The fault can only be the location of the bus stop in such a situation that denies legitimate users of the cycleway and the roadway to see each other in time to observe the road rules. I sincerely hope that the bus stop is relocated promptly.</p> <p>There will be other locations with this layout where vehicles of many descriptions, as well as buses, will make cyclists invisible to drivers and vice versa. The layout needs a major re-think.</p>
7071	John	Hutchinson	No	Team Hutchinson Ford	CEO	<p>The road layout changes made to St Asaph Street were ill conceived and have had a negative effect on our business. The reduction in on street carparks is a major concern , customer expect to be able to park a convenient distance from businesses, if they cant it makes the shopping malls that much more appealing . The built-out traffic island appear to serve no purpose except take up roadway. The lanes are very narrow and we are concerned emergency services may be impeded if traffic is heavy, there is simply nowhere to get out of their road. The differentiation between footpath and the cycleway on the south side of the road looks to cause some issue with near misses further west on the street. The tree planter jutting out into the roadway have caused issues for a number of motorists evidenced by the tyre marks on inside of some of them. Our staff have helped lift a number of elderly drivers off them. They look to be directly under power lines in many places. The left turning lane out of St Asaph into Durham regularly gets a build up as this lane has a red arrow even though there are no cyclists in the cyclelane on that block at the time.</p>
7070	Amy	Hartnell	No	Earthquake Disability Leadership Group (EDLG)	Projects Facilitator	<p>The EDLG's preferred option is Option 1 Minor Enhancements.</p> <p>The EDLG will always advocate for the prioritisation of pedestrians and a logical, usable and safe footpath design that enables an accessible journey for the pedestrian. Pedestrians as a group, encompass a wide range of people with a diverse range of abilities. This group have a range of physical abilities, sensory abilities, intellectual abilities, plus vary in age and size. They may use a range of tools, such as a mobility scooter, wheelchair, walking frame, pushchair, balance bike, walking stick or guide dog.</p> <p>We do not support a reduction in footpath width or the relocation of tree / tree pits to the footpath zone. Footpaths are already very congested places due to street furniture, signage (temporary and permanent), rubbish bins, lighting and people. Reducing the width of footpaths reduces the ability to easily navigate the footpath and will affect the accessible journey for users.</p>

						<p>The EDLG will also always advocate for separated cycle lanes. From our perspective, the positive is having the cyclist on the road and not on a shared section of footpath. Also, the barrier to the cycle lane provides safety to pedestrians and cyclists, prevents cars from parking in the lanes and opening doors on the cycle lane.</p> <p>However in order for cycle lanes to work correctly these points should be noted:</p> <ul style="list-style-type: none"> <li>- Visibility for drivers and pedestrians - are drivers looking out for everyone crossing both the cycle lane and footpath?</li> <li>- Need for cyclists to give way to pedestrians at all formal and informal crossing points (zebra, signalized, refuge islands, intersections)</li> <li>- Removing conflict points i.e. intersections</li> <li>- Not allowing cyclists to share the footpath at intersections</li> <li>- Awareness training for cyclists</li> <li>- Advertising of expected behaviours for all</li> <li>- Suitable width bus boarders and priority crossing cycle lanes for pedestrians</li> </ul> <p>The other key point in the proposed layout options is on-street parking. The EDLG would like clarity around the options for off-street parking and its proximity to St Asph St. The EDLG would support the removal of all on-street parking on the south side of St Asph St if there were sufficient off-street parking options near businesses.</p> <p>The Earthquake Disability Leadership Group wants to see a rebuilt Christchurch that is a genuinely accessible and liveable place for all its citizens to participate in and belong to. It is imperative that the needs of pedestrians, including disabled people, older adults, families with children, visitors and tourists, are well designed for and planned to ensure a safe and usable place is created for all.</p> <p>However, we would also like clarity around the options for mobility parking on St Asph St and surrounding areas. Any reinstated parking should prioritise those with mobility needs who find the journey from an off-street site challenging. Drop off zones are another option to enable people who have mobility needs to easily access their destination. A city-wide map for mobility parking both on and off street would be of benefit for the city moving forward.</p>
7049	Justin	Rogers	No			<p>Please lower the speed ASAP to 30. I've both driven and cycled the street. Parking was fine, cycling OK except for visibility of turning cars. The cheaper solution seems reasonable - keep big sightlines at the many turns.</p> <p>Also - how many car dealers will we need in 20 years? I'm betting fewer. Could solve some of today's parking problems by buying out one or two of those car lots.</p>
7030	Tom	Williams	No			<p>If car parking is to be retained adjacent to the cycle way on St Asph Street then the speed limit needs to be reduced to 30kp/h to create a safe road environment for all road users.</p> <p>With the number of parking buildings now in the city there is no need to increase the supply of on street parking as this impacts on the ability of roads to be used by people on bikes and public transport.</p> <p>I do not support the installation of any more parking as this reduces the function of the street as defined in the Christchurch Transport Strategic Plan and the Accessible City Plan.</p> <p>Business had the opportunity to be engaged in consultation on the Accessible City developments at the same time as everyone else. It is not fair on the development of the CBD or the Christchurch community if some groups receive special treatment.</p>
7024	Evan	Harris	No	Colliers Real Estate Management	Director	<p>We must make this City more accessible if Central City Retail is to survive. We now have parking buildings but the present regime of narrowing roads and making it more difficult for cars is DEFINITELY making it less desirable for the suburban shopper to visit the CBD. Clear lanes, easy on street parking and less traffic blockages (as are happening now with people trying to park or deliveries) is a necessity asap. Not making roads narrower and more difficult to pass through.</p>
7014	Sam	van der Weerden	No			<p>I strongly support option 1 over option 2. It is extremely important that any vehicles turning through the cycleway in or out of a driveway are able to easily notice anyone cycling towards them (to avoid incidents like the one in the news recently). Option 2 does not allow for this with increased parking spaces that block sightlines. Safety should always be a priority over whether someone can park their car close to businesses.</p>
7013	Scott	Butcher	No			<p>I support the Councils options of minor changes (Option 1). I am a cyclist and I am kind of over a few small businesses telling the rest of how to live and lobbying for a lower standard cycleways. Stand strong Council, you guys have a lot of backing to implement a really high standard cycleway network that's not compromised by vested interest.</p>
7012	Denis	Barker	No	Denis Barker	Rate payer	<p>The current cycle-ways established around the greater city areas are far too excessive for the public use.</p>

					<p>I have seen very little use of them by cyclists and it feels like the cycle lobbyist have Hi-Jacked the council and cost to rate payers is totally disproportional to the use by such small numbers of people.</p> <p>The disruption to general business activity is enormous and costly as well.</p>
7007	Austin	Coulthard	No		<p>I have been cycling daily from my home in Opawa (as above) to and from my work at Christchurch Hospital since 1994.</p> <p>For about the 10 years prior to the reconfiguration of St Asaph St I regularly rode west from Madras St to Antigua and more lately to Stuart St. During this time I never felt unsafe and could usually make my journey along St Asaph St on the green wave with at most one stop.</p> <p>I find the current cycle lane frightening and unworkable for my commuting journey due to</p> <ol style="list-style-type: none"> <li>1 - the lane is narrow with kerbed sides making it difficult and risky to pass a slower cyclist</li> <li>2 - the constant danger from traffic turning left into driveways and failing to either see or yield to the approaching cycle.</li> <li>3 - the not so occasional occurrence of cars turning against the red left turn arrow. This is hard to predict and means the cyclist must slow and be ready to brake heavily even though by slowing the cyclist risks missing the short cycle green phase. In the 6 or 8 times I have used the St Asaph cycle lane I have yet to be knocked off my bike but have had at least 3 near misses with left turning cars, one at the traffic lights and at least two from cars turning into driveways.</li> <li>4 - Pedestrians must cross the bike lane to access the bus stops. I have had to brake heavily at least once to avoid a pedestrian disembarking from a bus. An unexpected cycle traffic conflict for bus passengers, particularly when disembarking.</li> </ol> <p>As a car driver using St Asaph St I find the lanes dangerously narrow which requires the driver to concentrate much harder on avoiding collisions in the lane such as with parking cars or drivers exiting parked cars or structures (mirrors or otherwise) extending into the lane space or wide vehicles straddling the centre lane. This extra vigilance needed to simply not crash whilst driving straight ahead amounts to a significant sensory overload for drivers which explains why there appears to be a high rate of drivers failing to see or look for cycle traffic.</p> <p>It is my view that unless cycles can be completely separated from motor traffic they are much safer riding amongst the general traffic, especially if there are well painted cycle lanes. Cyclists safety is further enhanced if speed limit is kept at 30kph.</p> <p>Given that proper kerbside parking needs to be reinstated on St Asaph St with traffic lanes wide enough to accommodate heavy vehicles and allow cars to safely manoeuvre into and out of parks it needs to be accepted that there is not room for a fully separated cycle lane.</p> <p>I would ask that the concrete islands be removed and the street be restored to its former layout but with clearly painted and gritted cycle lane and speed limit of 30kph.</p>
7005	Sue	McManaway	No		I support Option 1 for the greater street amenity it provides for all users as well as cycle safety
7004	Kate	McNeill	No		I agree with the minor adjustments proposed. the most important thing is that it reads more as a cycleway with more demarcation and less people walking on it!
7003	Mark	Stone	No		<p>I support St Asaph Street and the associated cycle lanes remaining as per the current design with minor modifications as recommended by the Independent Road Safety Audit.</p> <p>I DO NOT support the Business Groups Option (Option 3a).</p> <p>Reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. The Business Group Option (Option 3a) is not consistent with the An Accessible City: Christchurch Central Recovery Plan which designates St Asaph Street as a "Key Central City Cycle Route" for cyclists to safely access the city.</li> <li>2. Option 3a prioritises on-street parking at the expense of cycle/pedestrian safety and green infrastructure and is not consistent with the objectives of the Christchurch Transport Strategic Plan (CTSP). Increased green infrastructure has been requested by Christchurch residents for the city.</li> <li>3. The Independent Safety Audit indicates that's the current design is "operating reasonably well" and raises significant issues concerning cycle and pedestrian safety. Namely. <ol style="list-style-type: none"> <li>a. Option 3a also proposes to reduce the no-stopping requirement at accessways (upstream and downstream) to permit additional on-road car parking. This increases the risk to people on bikes, and is not supported on this multimodal corridor with adjacent commercial activity."</li> </ol> </li> </ol>

					<p>b. Option 3a proposes changes that are considered to negatively impact pedestrian provisions and safety.â€</p> <p>These risks are considered Significant safety concerns that should be addressed and require changes to avoid serious safety consequences.â€ As such it is irresponsible for this unsafe option to be considered further.</p> <p>4. Cycle counts show that cycle trips are increasing significantly as a transport mode of choice for access into the central city. Trends show that this is likely to further increase over time therefore it is critical that cycle infrastructure be safe and comfortable for all users. The St Asaph Street cycleway is the safest and most convenient way to access the city from the western suburbs.</p> <p>5. Option 3a sets a dangerous precedent for the Accessible City and Urban Cycleway projects and sends a message that the Council prioritises providing on-street parking (at the demand of businesses who should, and are required to, supply off-street parking) over cycle and pedestrian safety and comfort for the greater community that the cycleway is intended to service.</p> <p>6. Option 3a does not meet minimum criteria and standards included in the Christchurch City Council Cycleway Design Guide which have been set to ensure the development of safe cycle infrastructure. This includes standards around parking setbacks (for visibility) where cycle lanes are implemented behind on-street parking.</p> <p>7. The parking surveys show that there is adequate on-street parking provided in the current design to meet parking demand.</p> <p>8. Option 3a is of considerable cost and will require funding which could otherwise be invested in the Urban Cycleway Programme or Accessible City projects including the implementation of other safe cycling routes in the city. The considerable cost of making a currently safe design unsafe will take valuable financial resources away from other critical infrastructure upgrades that are required for the city but cannot currently be funded. These works would be a waste of ratepayers money.</p> <p>I support the installation of additional cycle infrastructure (such as bike stands) where possible to improve accessibility for cyclists.</p>
7001	Catherine	Webber	No		<p>I support option 2, with the reinstatement of 53 parking spaces. It would have been better if St Asaph Street had been left alone in the first place, now the city will have to spend millions of dollars to fix what cost millions of dollars to implement. The Council should not have given away so much revenue (from the lost parking) with one hand only to raise the rates in order to try to recoup it with the other. This Council is not treating its tens of thousands of tax paying motorists with the respect they deserve. The amount of money that has been spent and continues to be spent on cycle facilities for just a few thousand users is a disgrace, especially as they are building cycle-ways before the roadways have even been repaired to a reasonable standard. The prospect of months of further road-works on St Asaph Street in order to fix this mess is depressing to say the least but must be done to restore parking for nearby businesses, if they are to attract customers into the city.</p> <p>There has been talk of lowering the speed limit to 30km - that would be dangerous and would potentially cost lives as it is the one remaining direct link to the Hospital from the east side of the city and I know all the emergency services have previously submitted their opposition to a lowering of the speed limit as it would hinder their travel to the Hospital. I believe the AAC project has been another disaster for Christchurch, with it (AAC) being one of the main drivers for the rates rises. Perhaps Albert Brantley should be made to pay the 1.2 million dollars required to fix St Asaph Street. I also question why so many cycling advocates within the Council are allowed to be in a position of power to make these decisions that are to the detriment of the majority of rate paying road users.</p>
6998	Elisa	Knight	No		<p>I do not support spending significant additional rate payer money on changes to St Asaph Street.</p> <p>The road layout is perfectly usable to all types of users and only behavioural improvements needed to improve safety standards. In particular: lane discipline, reducing speed, observing red arrows and being courteous to other users including waiting for people to reverse park.</p> <p>I work on St Asaph Street and have experienced no problems in using the street multiple times every day.</p> <p>My only other suggestion is to make easy access pick up/drop off areas (5 minute spaces) in each block which are enforced. Similar areas on Tuam Street exist however the same cars park there daily for full days.</p> <p>To be clear, I do not support the vocal minority of car drivers who expect to be able to drive unhindered by the presence of other road users and park at the door of their destination. That is not the future of our city!</p>
6997	James	Jackson	No		<p>I am a regular cyclist and car driver who uses St Asaph Street on an almost daily basis.</p> <p>There is little wrong with the current scheme and I fully support the intent of the project. The lane width would be found in many other cities around the world.</p> <p>Urgent driver education is required on lane keeping (particularly buses), driving at appropriate speeds in an urban environment (this applied city wide) and giving way/general courtesy to other road users (for example when parking). NZ driving standards are in danger of descending to those of a third world country!</p>

					<p>The recommendations of the BECA report seem generally sensible, and particularly:</p> <ul style="list-style-type: none"> <li>- apply the 30kmh speed limit and enforce it (recent comments from the Police on this are completely unacceptable and confirm their true agenda of revenue gathering rather than road safety)</li> <li>- improve the roadmarkings (which are unclear in places)</li> <li>- retain pavement widths but seek to improve parking entry</li> </ul> <p>To be clear I do not support the waste of a significant amount of rate payer money to appease a vocal minority claiming to represent the wider Christchurch business and development community.</p> <p>James Jackson</p>
6983	Darren	Fidler	No		<p>Of the two options presented, my strong preference is for the minor enhancements, Option 1. I also think that operational improvements could be made by reducing the green wave speed to be consistent with general cycle speeds. At the moment, it's very easy to drop off the back of the green wave, particularly if there is a slower cyclist on the cycle way with limited ability to overtake, meaning that you have to wait a full cycle, or continue on a cyclist red light (watching for left turning cars, typically very low volumes that don't require such a long green phase).</p> <p>I also believe that an option replacing all parking on the south side with a few more loading bays to satisfy the business owner would provide additional parking width on the north side which would satisfy those who choose to park here. If business owners are reliant on vehicle storage for the viability of their business, they should either pay for it or move to a mall where land is cheaper and public amenity is not a priority.</p>
6974	Paul	McKeefry	No		<p>As a result of the seismic activity, Christchurch has a once in a lifetime opportunity to transform our city into "a city of the future" not as it was. An Accessible City Project is one of those "transformation" projects that is not widely understood by the general public.</p> <p>This was introduced to not only reduce the speed of vehicular traffic in certain areas of the central city, reduce cars in certain areas of the central city, promote increased walking, running and cycling in certain areas of the central city, promote increased use of public transport.</p> <p>Incorporating the new laneways throughout the development of central city and this all comes into play.</p> <p>Christchurch CBD is small, the distance from Bealey Avenue to Moorhouse Avenue is 2.1 kms. From Rolleston Avenue to Fitzgerald Avenue it is 1.9 kms.</p> <p>I believe the Central City Business Group need to consider what point of difference will benefit everyone including owners, retailers, hospitality providers, local people, out of town people, visitors, tourists, that our parts of the city in "Shopping Malls" don't benefit these people.</p> <p>Are current parking buildings full to overflowing yet?</p> <p>Transport should be looking at "Option 1 - Minor Enhancements" but also consider the ability for either the tram to cover this area and locals are provided a "reduced charge" for daily use to get around the city but also consider the pre earthquake "yellow bus Central City route" being bought back to transport people around again at a "reduced charge". All other tram and yellow bus Central City users pay the normal fare. Make it part of the Metrocard Service currently provided.</p> <p>I understand all the above takes time and is probably a generational change that needs to be embedded here. Of the 2 options, which is looking at the here and now? which is looking at the future. I am firmly of the opinion that Option 1 is looking towards the future.</p>
6973	Brendan	McNeill	No	N/A	<p>St Asaph Street Redevelopment</p> <p>I support St Asaph Street and the associated cycle lanes remaining as per the current design with minor modifications as recommended by the Independent Road Safety Audit.</p> <p>I DO NOT support the Business Groups Option (Option 3a).</p> <p>Reasons are as follows:</p> <p>1. Option 3a does not meet minimum criteria and standards included in the Christchurch City Council Cycleway Design Guide which have been set to ensure the development of safe cycle infrastructure. This includes standards around parking setbacks (for visibility) where cycle lanes are implemented behind on-street parking. I find the current carpark setbacks to be inadequate and dangerous (compromising on safety) when entering a business on St Asaph Street; your vehicle has to be in the cyclelane before you can see if a</p>

					<p>cyclist is coming.</p> <p>2. Option 3a sets a dangerous precedent for the Accessible City and Urban Cycleway projects and sends a message that the Council prioritises providing on-street parking (at the demand of businesses who should, and are required to, supply off-street parking) over cycle and pedestrian safety and comfort.</p> <p>3. The Business Group Option (Option 3a) is not consistent with the An Accessible City: Christchurch Central Recovery Plan which designates St Asaph Street as “Key Central City Cycle Route” for cyclists to safely access the city.</p> <p>4. Option 3a prioritises on-street parking at the expense of cycle/pedestrian safety and green infrastructure and is not consistent with the objectives of the Christchurch Transport Strategic Plan (CTSP). Namely:</p> <p>a. Objective 1.1: Balancing the network “ This objective includes “Making Christchurch a cycle city. Action 1.1.3 Cycle network The Council has a unique opportunity to foster a cycling culture in the city and to develop a connected cycle network following the earthquakes.</p> <p>b. Objective 1.3: Managing the demand network by encouraging people to use a wider range of travel options.</p> <p>c. Goal 4: Create opportunities for environmental enhancement</p> <p>d. Objective 4.1: Reduce emissions and invest in green infrastructure and environmental enhancements</p> <p>5. The Independent Safety Audit indicates that’s the current design is “operating reasonably well” and raises significant issues concerning cycle and pedestrian safety. Namely.</p> <p>a. Option 3a also proposes to reduce the no-stopping requirement at accessways (upstream and downstream) to permit additional on-road car parking. This increases the risk to people on bikes, and is not supported on this multimodal corridor with adjacent commercial activity.”</p> <p>b. Option 3a proposes changes that are considered to negatively impact pedestrian provisions and safety.”</p> <p>These risks are considered “Significant safety concerns that should be addressed and require changes to avoid serious safety consequences.” As such it is irresponsible for this option to be considered further.</p> <p>6. Cycle counts show that cycle trips are increasing significantly as a transport mode of choice for access into the central city. Trends show that this is likely to further increase over time therefore it is critical that cycle infrastructure be safe and comfortable for all users.</p> <p>7. The parking surveys show that there is adequate on-street parking provided in the current design to meet parking demand.</p> <p>8. Option 3a is of considerable cost and will require funding which could otherwise be invested in the Urban Cycleway Programme or Accessible City projects including the implementation of other safe cycling routes in the city.</p> <p>I support the implementation of a posted speed limit of 30km/h on St Asaph Street to be consistent with the speed environment of the street and further increase safety for cyclists and pedestrians.</p> <p>I support the installation of additional cycle infrastructure (such as bike stands) where possible to improve accessibility for cyclists.</p>
6971	Simon	Musgrave	No		<p>Of all the street re-designs in Christchurch, St Asaph St is the most ridiculous. I completely agree with Mr Gough's comments about Christchurch becoming the Inaccessible City. The lanes are far too narrow, and far too close to the parking spaces, which are dangerous to get in and out of. I understand the need for cycle safety, but the percentage of road devoted to a minuscule number of cyclists is far too high, and the special traffic lights for cyclists (which are almost universally ignored by cyclists in my experience) are a waste of every other road users' time. The CCC proposal is nowhere near enough to restore this street to a semblance of sanity.</p>
6963	Peter	Middelkoop	No		<p>I wholehearted support option 2. I find the proliferation of these cycle lanes to the detriment of the majority of road users to be highly biased and totally unhelpful to the growth of Christchurch City. The narrowing of the lanes creates a highly un-safe environment for the majority of road users. I'm not sure where you got your numbers from, but judging by the outlook from this office there is a woeful lack of users of the cycle lane, and just as many cyclists breaking the road rules by riding on the footpath, going the wrong way up a one-way street, and running red lights. So, all-in-all, this whole debacle of placing cycle lanes on main thoroughfares is unnecessary and a total waste of rate payers' money. It would serve a better purpose to move the cycle lanes to lesser streets, which then allows the road traffic to progress unimpeded.</p>

6958	Michael	Brathwaite	No	Michael Brathwaite	<p>I support the Business Group's plan. Your report suggests that the current layout is working, but if you have gained that impression it is only because a lot of motorists, including myself, avoid it like the plague. The worst aspect of it is that when one tries to turn left from it at some intersections, a red arrow comes on and stays on for most of the phase until the cycle lane and pedestrian lights go off, even when there are no cyclists or pedestrians present. Because the street is so narrow, if there is a queue of motorists trying to turn left, it is likely to make it impossible for motorists behind them to go straight ahead. The rule should be changed to one like the American system whereby one can turn on a red light as long as there is no-one coming the other way. Traffic engineers babble on about "undue waiting times", but any waiting time is "undue" if the only thing stopping one is a red arrow serving no purpose. (I am aware that the traffic engineers are not responsible for the current situation and are no happier with it than the rest of us. I understand that it was devised by the council and CERA after the earthquakes without any consultation whatsoever.) Also. the speed limit is ridiculous as it is impossible to keep to it without looking at one's speedometer at all times, which makes it hard to look out for pedestrians or cyclists. Your report says the average speed traveled at is 34 kph, which confirms that motorists cannot maintain it. Whenever a motorist tells me he has done so, further questioning always reveals that he has not looked at his speedometer, but has traveled at the same speed as the motorists in front of him and has just assumed he was keeping to the speed limit.</p>
6942	Melanie	Payne	No		<p>St Asaph St is dreadful - it's very narrow, the parking is terrible, and the built-up areas look a look like car parks, and damage cars when people try to park on them. Outside the Polytechnic is the most crazy corner, with so many signs. I no longer use this street.</p> <p>Please don't spend any more on this, whatever you do won't significantly improve it. Just please learn from the mistakes, and don't force this type of design onto other streets and areas.</p>
6941	Michael	Teague	No		<p>To whom it may concern,</p> <p>I am a former Christchurch resident, who is visiting for a short time after living in Europe for 26 months. I have been into Christchurch central city several times since returning to look at the progress of the re-build. I am impressed with the installation of many great buildings (e.g. new bus exchange), new street layouts, art works and key upgrades.</p> <p>St Asaph street has been in the media a lot recently, since the adoption of the new street layout. I am a keen cyclist and have traveled the street by bike, car and on foot. Brilliant to see the new cycle lane separated from the car traffic and have it's own cycle traffic lights. Segregated cycle footpaths have been integrated into London city cycle network, while I lived in the city for 14 months I was a frequent user of Cycle Super Highway 7 (CS7). This cycle highway is a well connected route between Merton and the City (London Bridge), with a similar emphasis of improving cycle safety through various measures including; priority cycle traffic lights that give cyclists a head start at big intersections, wide painted cycle lanes (both sides of the road), cycle lanes segregated from vehicle traffic for the most part (with concrete barriers).</p> <p>Coming back from Europe and seeing that Christchurch is slowly heading the same way delights me! Like London, not all feedback from businesses and motorists is positive. Behaviour change takes time.</p> <p>Some notes I have made are;</p> <ul style="list-style-type: none"> <li>* Left turning arrows at key intersections (e.g. Colombo and St Asaph streets) are great for both parties in my opinion. Vehicles, even though having to wait do not have to spend time worrying about collisions with bicycles providing both parties are following traffic laws. This prioritises cycle traffic and separates cycle traffic from vehicles.</li> <li>* Stormwater tree pits along St Asaph street are fantastic for reducing the amount the stormwater into the Otakaro-Avon River catchment during heavy rain events. The European trees when mature will contribute to reducing carbon emissions from vehicles and surrounding businesses and also provide food and shelter for bird life.</li> <li>* Personally I think less street carparks in the CBD is a good thing, to become a modern forward thinking city, residents must become less reliant on vehicles and promotion of cycling through this street design is a good start. Foot traffic generally provides more income for businesses, as pedestrians are more likely to window shop and spontaneously spend money.</li> <li>* The current cycle lane could be widened to allow for expert cyclists to be able to safely pass beginner cyclists, otherwise faster cyclists are likely to use the road to travel instead of the cycle lane.</li> <li>* The cycle lane needs to be completed between Antigua and Hagley Ave, not sure when this is due to be completed? This will help to link in with the shared cycle/footpath in Hagley Park and onwards to Blenheim Road, Riccarton Road or Lincoln Road.</li> <li>* The cycle interchange between St Asaph street, High street and Madras street is a good step in the right direction for improving cycle, pedestrian and vehicle safety. This will be further improved when cycle lanes will open further along High street.</li> <li>* When cycle infrastructure is completed, there is always a lag time before many people begin using it. This increases when more and more people find out about it. People will use it, but time is needed!</li> <li>* While predominantly I am a cyclist, I understand that all forms of transport need to thought about and integrated into any city transport plan. Respect for people, whatever form of transport they use, needs to be encouraged.</li> </ul>

					<p>* New speed limits of 30km/hr on this major road will improve safety for all (like that introduced to Colombo street and other parts of the CBD).</p> <p>While my words are not backed up with facts (unfortunately I do not currently have time for this), these are my first hand experiences and opinions from being a former resident of Christchurch for 24 years and current visitor.</p> <p>Thank you very much for taking your time to read this and I look forward to seeing what happens next.</p>
6940	Julien	Gutknecht	No		<p>I wish to support option 1 with a few changes:</p> <p>As per the independent post-construction safety audit, I would support implementation of the recommendation for a 30kmh speed limit on St Asaph Street (as was being consulted on at some point last year before being inexplicably withdrawn).</p> <p>As a cyclist, the cycle specific lights at junctions are useful and appreciated, however they are unnecessarily restrictive. I would be highly supportive of a cyclist give way light (flashing orange?) at junctions whilst St Asaph St Westbound traffic lights are green, otherwise cyclists will continue to encroach the roadway in order not to perform illegal manoeuvres. I believe that this behaviour will only increase with increased popularity of the cycleway and maintenance of the status quo, increasing conflict and driver frustration that these very cycleways are supposed to alleviate!</p> <p>Some of the parking bays are unnecessarily long and could easily accomodate 2 parked cars, I would be supportive of minor works to slightly increase parking capacity as well as ease of entry/exit to parks (some people are not skilled parkers)</p> <p>Fully agree that linemarking needs to be entirely repainted to lessen confusion</p>
6935	Rikke	Betts	No		<p>I support plan 1, because of the cost associated with this plan seems more realistic and reasonable. It is also better for the bikes and other users of the roads.</p>
6934	Vince	Eichholtz	No		<p>I comment in favour of the Council Minor adjustment Option.</p> <p>Both business mentality and shopper habits need to change and this will happen with time.</p> <p>The Business Group option does not meet the original brief for a safe cycle-way and it would be unacceptable for the council to be exposed to liability associated with pedestrian and cycle safety.</p> <p>According to the safety review from the ITE Transport Report...</p> <p>section 5.16 " Stantec (formerly MWH) and BECA consulting engineers were commissioned to carry out an independent road safety audit (Attachment B). The key comments from the auditor are:</p> <ul style="list-style-type: none"> <li>Ã· Inappropriate to undertake substantial changes as the current layout is functioning well.</li> <li>Ã· St Asaph Street environment has changed since the last audit in January 2017. New businesses and access ways have been formalised.</li> <li>Ã· South frame lane-ways more evident now due to openings on to St Asaph Street.</li> <li>Ã· Due to lane-ways accessing onto the northern side of St Asaph Street narrowing of the footpath is not advised.</li> <li>Ã· Add more street furniture such as laneway signage, bins, and cycle stands to make use of the islands and provide visual elements to the street and build outs.</li> <li>Ã· Implement 30km speed limit to support the operating speed and the current street design.</li> </ul>

					<p>À. The installation of additional car parks could increase the amount of side friction and conflict opportunities on what is a two-lane road and a public transport route."</p> <p>...also</p> <p>section 7.3 "It should be noted at this point, the advice from the independent road safety auditors is that the removal of islands cannot equate to car parking spaces. Design guidelines state minimum setbacks from driveways which must be adhered to ensure the safety of all users".</p> <p>While there is obviously some pain in any transport and road layout changes, the long term aim is the most critical either as immediate changes or implemented in stages.</p> <p>The Share an Idea was unequivocal with the significant majority wanting a more pedestrian and cycle friendly cityscape environment and less/slower traffic.</p> <p>The recent open day of the Justice and Emergency Precinct buildings and the closing of the street to motor traffic was a clear example of how reduced vehicular traffic encourages more pedestrian and cycle traffic.</p> <p>Any business that finds itself in changed changing circumstances has to learn to adapt (whether they be as a result of natural, economic or fashion trend changes) or on some occasions relocate, be it a cafe, a car sales yard etc.</p> <p>There will be plenty of parking in the nearby car-park buildings when they are all completed</p> <p>There is too much reliance on the concept of Drive and Buy. Drivers currently WILL happily park in a suburban Mall and wander the full length several times to visit the various shops they are interested in, and they will also do so on the street in the city centre especially if there is easy access to a variety of shops. It is not the ease parking per-se that attracts but the range and variety of shops.</p>
6933	Fiona	Wilson	No	OPES Partners Ltd Client Relationship Manager	<p>Every day we witness numerous accidents and close calls due to the confusion caused by poor road layout and bad road markings. The cycle lane impedes the ability to enter into business carparks as it is impossible to see a cyclist in any rear vision mirrors as it is too far out of the mirror range. This causes cars to come to a complete stop to check for cyclists, causing traffic congestion and irate drivers.</p> <p>I would suggest that a 'No Left Turn' sign is put at the exit of the Wilson carpark opposite 250 St Asaph St, as we have seen many drivers be confused and go the wrong way down the one-way street.</p> <p>Driving down St Asaph St is not easy, with the combination of a footpath, cycle lane, car parking PLUS 2 traffic lanes. This gets extremely narrow and is a hazard.</p> <p>The left turn from St Asaph into Manchester St causes noticeable delays as the left hand turning traffic banks up and crosses into the straight ahead lanes whilst waiting for the compulsory cycle traffic light which takes longer than the pedestrian light.</p> <p>Casual on street parking does not provide enough spaces for customers along this street. This does affect businesses to a huge degree.</p>
6932	Mike	Calvert	No		<p>I support the retention of St Asaph Street as it has been reconstructed, subject to implementation to minor changes recommended through the safety audit. I suggest that if businesses want car parking adjacent to their business then they should provide it at their cost rather than expecting rate payers to subsidise their businesses to the tune of \$1.5m. I also object to the Council seeking to go against it's own policy by potentially prioritising car parking over on-street landscaping (ie removal of tree pits) in an environment where there is little opportunity to green the city.</p>
6925	Dawn	Martin	No		<p>Tree planters are an obstruction to all. We have narrow streets and wide cycle lanes surely they do not need to ride side by side. I have already been abused on a suburban Street by cyclists pretending to be a car, and taking offence when the 2 of them got honked at. Am I meant to enjoy their lycra clad bodies, and drive behind them. This culture is taking over our roads and cycle ways help their egos. They will need to be registered like cars to maintain these areas and not rate payers who do not use them. One rule for all. Car parking in the CBD is virtually non existent unless you require us to support an overseas investor ie; Wilsons. This is becoming a major concern.</p>
6919	Raewyn	Willocks	No		<p>I have driven down St Asaph Street many times and find it be be extremely dangerous to cars driving down the road, cars trying to park and to people trying to exit and enter their cars from the roadside.</p> <p>I personally have nearly been side swiped twice, once getting out and the other just trying to get to my drivers door.</p> <p>The footpath is very wide given the amount of foot traffic, then there is the cycleway, the concrete berm area and then 2 very skinny lanes for cars.</p>

					<p>I totally sympathise with the businesses in not just this area but all of Christchurch. Everyday I drive across town and I am lucky to see 5 cyclists yet my Council is putting cyclists before every one else. You are taking away car parks and making life very hard for businesses that need to earn a living. We need to be able to access the city centre and be able to drive and park safety. I can't carry my purchases on my bike!!!</p> <p>There is a definite shortage of parking in the city centre and this will not help it to get moving again.</p> <p>We elect our council and trust them to look after everyone's interests not just one particular group. Something that may work well overseas might not suit Christchurch.</p> <p>I read responses from your so-called experts to people's complaints and comments and I do not believe that they are in touch with the real world. It seems to me that they sit in the gilded tower making decisions that can affect a business and its viability and not be answerable to anyone. Look at Worcester Street. That is an absolute crime what the council is doing to those businesses. To get the flow of traffic better on Fitzgerald Ave look at the way the lights are set. This is the problem rather than the access to Worcester Street.</p> <p>I just wish that your employees had to be more accountable with their designs and decisions. The Council always seems to be changing things and spending more because plans and ideas have not been properly thought through.</p> <p>I feel very frustrated as a citizen so I can only imagine how the poor business owners feel.</p> <p>Please note that this is the first time I have ever bothered to fill something like this in, and that shows my frustration with my Council.</p>
6918	Claire	Newman	No		I would prefer 'Option one'.
6915	Andrew	Flanagan	No		I support Option 1. Creating a more people-friendly space and less car parking will provide an urban place where people want to spend time and money. Free cycle parking, however, requires very little space and would encourage more cycling in the city. This will lead to a better retail environment in the city, as well as a happier and healthier population.
6911	Matthew	Reid	No		<p>I strongly prefer Option 1. I bike along St Asaph St every day (mostly Colombo St to Montreal/Antigua, walk about twice a week (Colombo to Montreal) and drive along several days a week. I am concerned that Option 2 would significantly reduce my safety. The loss of trees would be a lost chance of increased amenity in the future. And the loss of footpath width should not be supported.</p> <p>Option 1 allows for some simple improvements for drivers, maintains safety elements for cyclists and pedestrians and should be supported.</p>
6910	John	Christie	No		<p>I support Option 1 because it is good for cyclists (and me personally - I commonly use St Asaph St as a route through the city to the south-west) and because it is consistent with the expressed public support for an accessible city (Share an Idea). As is well known, improved cycleways increases the number of cyclists, benefitting public health, reducing pollution and traffic congestion, which in turn reduces roading costs and shortens travel times. The Central City Business Group presumably thinks that loss of car parking in favour of cycling space will negatively impact their businesses. In fact study after study after study, including case studies, show that the opposite is true. 12 such high quality studies from NZ and around the world are listed in "Information for businesses" [<a href="http://www.islandbaycycleway.org.nz/info-for-businesses.html">http://www.islandbaycycleway.org.nz/info-for-businesses.html</a>]. More can be found in "The benefits of protected cycleways" [<a href="http://www.islandbaycycleway.org.nz/benefits-of-cycleways.html">http://www.islandbaycycleway.org.nz/benefits-of-cycleways.html</a>]. I found these in 10 minutes of Google searching; a concerted effort would probably find hundreds of analyses pointing to the same conclusion. Why does replacement of parking space by cycling infrastructure improve adjacent businesses? Because cycleways attract cyclists and the numbers of people passing shop doorways increases. This concentration of cyclists is dramatically illustrated in an attached map ['Madrid Cyclist Track', Romanillos, G. et al. (2016).JPG], showing how cyclists in Madrid overwhelmingly choose among a small number of preferred routes. [The map, which overlays actual routes taken by thousands of cyclists, comes from a peer-reviewed paper Romanillos, G. et al., 'Madrid cycle track: visualizing the cyclable city', Journal of Maps vol. 12, p1218 (2016); an on line version with more high quality graphics is at <a href="https://urbannext.net/madridcyclisttrack/">https://urbannext.net/madridcyclisttrack/</a>]. I think the Business Group's reaction comes mostly from a fear of change, even though in this case the change will be to their benefit.</p>
6906	Jocelyn	Douglas	No	Jocelyn Douglas	<p>I do not like the proposed changes to the cycleway as it is. But if changes must occur, I prefer minor changes only. I do not like the Business Association's proposal as looking to the future, speed and street parking must both reduce (as has happened in European city centres where speed is low and people do not expect to park on the street). We need to look to the future not just the next few years.</p> <p>As a cyclist I like the slower speeds and cycle lanes. As a motorist I realise that slower and more careful driving is required and that is a good thing. Lowering the speed zone would make it even safer.</p>
6901	Luke	McFarlane	No		<p>I like the current St Asaph road/cycleway layout as-is. If anything I would prefer Option 1 as it addresses safety concerns and is significantly cheaper, particularly the implementation of 30km/h speed limit.</p> <p>I would be concerned about the precedent set if the business group successfully pushed for more car parks. I wish for the city to strongly prioritise &amp; incentivise pedestrian, cycle, and bus access rather than cars.</p>

6899	Meg	Christie	No			I support Option 1 and strongly oppose Option 2. Our Share an Idea, and the Council's own Accessible City work and Urban Development Strategy are all trying to make our city safer, cleaner, greener, to reduce congestion and be a healthier place to live. A proposal which seeks to install an additional 53 carparks and narrow the footpath will create a dangerous and unpleasant environment for people on bikes and on foot. It seems illogical to make changes in our city that makes driving and parking more attractive. The estimated 5000 to 7000 people accessing the Metro Sports Facility each week will not attempt alternative, active transport if they feel unsafe doing so, or if driving is easier. Very quickly, even 53 extra parking places will not be enough. To cater for latent demand. With the new Unlimited Discovery School nearby, more vehicular traffic will make this area more unsafe (both in real terms and perception of safety) for the around 700 pupils and their parents. They will not easily choose cycling, PT and walking as the best, independent, economical and healthiest way to get to school.
6898	Dave	Bain	No			I support the Councils proposal to make minor adjustments to the layout on St Asaph Street so that safety for all users is enhanced. There is proven evidence from around the world that shows improved pedestrian and cycle access actually improves business revenue. Christchurch businesses need to recognise NZ is 20 years behind the rest of the world in our attitude toward central city traffic. With a significant amount of off street parking already available around St Asaph Street and with the extra loading zones proposed by council, we all need to get used to our new environment which will ultimately be better for all.
6895	Jonathan	Ludgater	No	Ludgater Holdings Ltd	CEO	I would support the business group proposal, closing the roads off with yet more cycle ways is not going to make economic sense
6893	dave	king	No			Happy to see some minor tweaking to reflect feedback from users - e.g. loading bays and modifying kerblines for parking bays so it can be swung in and out of more easily. I'm not sure about whether the tree pits need modification - perhaps people are hitting them because they don't notice that they are there (but the solution to this is to actually plant the trees in them). I don't support adding mountable kerbs - plant trees in them, maybe reflective strips on the kerb at most..  I hope we are filtering feedback as I get the impression that drivers who say its 'not safe' in fact mean the opposite - the buildouts and narrowing of the street means they now 'have to concentrate' to stay in their lane rather than being able to relax and speed through without paying attention like they used to....  If council are seriously considering the more \$\$ significant changes or the 'business group' proposals - I would like this to be clearly consulted along the whole street. I am afraid that a few noisy business owners may be pushing changes to layouts that would not be supported by other businesses on the street (who may be pretty supportive of the existing layouts) - this is not democratic.
6891	Philippa	Manningsmith	No	Philipp Manningsmith		Currently I do not use the bike lanes on St Asaph as I come into town either on Hereford or Tuam. However, in a years time (if the school gets built as at the moment none of the foundations are in), my children's school (Ao Tawhiti) will be back in the city on St Asaph and I will be using these lanes.  Personally I believe that the way that the cycle lanes have been set up does not give enough space for the growth of the city with bikes. It should have been either 2 way or have bike lanes on either side. The reason for this is that if I have children cycling with me I tend to be slower than when I am on my bike. There are a lot of people who do not consider that these children need space and will whip past you at great speeds.  The other fact is that the bike lane doesn't start at Fitz Ave which is strange as I feel vulnerable and therefore prefer quieter routes into town, this is where the money should be spent to finish it off.  I do feel that there should be somewhere for the couriers to park. However in major cities in the UK the city centres have limited access during the day for lorries/couriers and other deliveries and are restricted. This may not be acceptable to the retailers as change is hard to adjust to. This also applies to the streets around the bus exchange as the delivery drivers tend to park on the cycle lane.  I am loving the work that the city council is trying to do and trying to appease all sectors, BUT the cost of having to redo everything is ridiculous as it is the ratepayers (me) who end up coughing up. This will mean another project that has gone over budget (or initial estimates) which does anger me as this tells me that the council in respect to project controls is inefficient and are not doing the right feasibility assessments at the initial start.
6888	Peter	Dobbs	No			I do not support increasing car parking adjacent to the cycleway. This decreases visibility of cyclists and increases collision risk when motorists cross over the cycleway. If any changes were to be made I would support the original plan of no car parking on the south side of St Asaph Street. The benefits of the cycleway will be lost if changes to the visibility of users are permitted.
6887	Yvonne	McDonald	No			I believe the promotion and maintenance of cycle safety should be paramount. People won't bike if they perceive it is unsafe.
6886	Ester	Vallero	No			I support option One, minor changes.  As a cyclist who rides into town with any weather every week day, I am grateful for separated cycle lanes and 30 km zones.
6878	Dave	Marshall	No	Marshall family		These proposed steps seem to be backwards ones - away from the "green", pedestrian/cycle friendly streets requested by the public (oh-so-many-moons-ago when we had a "say") to car-friendly ones. Your proposals are about reducing pavement width, removing trees, increasing parking. I find it incredible that the newer street design of Asaph St, created with a more environmentally-friendly, less car-centric future in mind have been given less than a year of trial before complaints by the all powerful car-contingent are

					<p>heeded and residents' money spent on retro-fitting for the past (not the future).</p> <p>If you make the pavements narrower, pedestrians will start to step into the cycle lanes in order to progress efficiently. If you remove trees then the city is less green and less healthy - the opposite of requests from the general public for their city. If you increase parking you are making it easier for people to drive everywhere - not harder, you are removing incentives to use the public transport system or bicycles or walking - which are all forms of transport necessary for a sustainable, healthy future as citizens in this city.</p> <p>The road design at junctions is not intuitive, but people need time to adjust, read the traffic lights and understand how it works - if you give it time, people will learn how to use it and things will improve. These changes are too soon and are a waste of money.</p> <p>One of the main problems for users is the traffic light system for left turns. Cyclists are made to wait at a red light while traffic continues straight on. This is to prevent them being knocked over by left turning traffic. To avoid tedious wait times when there is NO traffic turning and it's perfectly safe to continue, cyclists pull out into the car lane, cross the junction, then pull back into the cycle lane. The system works much better at junctions where there's enough space for an additional lane of left-turning cars and the traffic lights are then sensor-operated (meaning it's only red for cyclists when there actually IS a car turning). Where there is no space for this additional lane, perhaps the cyclist's light could be turned to a flashing orange (meaning 'caution' - the same signal that traffic lights exhibit when they are not operating correctly) so that cyclists may proceed but with caution for traffic turning across them.</p> <p>An additional problem is motorists turning left even when they have a red arrow. This is basically breaking the laws of the road and should be policed better. Perhaps their left arrow should also flash orange to advise caution against cyclists continuing straight (who should have priority).</p> <p>In addition, bus stops mean pedestrians must cross the cycleway to reach the pavement. The road has been coloured a different colour to indicate a 'crossing zone' but there are no signs anywhere either advising pedestrians to watch for cyclists, or cyclists to give way to pedestrians (at the approach to one of these zones).</p> <p>With a "new" system, users need additional support, signage, education and information to understand (and use correctly) the new rules. There has been very limited provision of this extra support - and hence you have complaints and teething issues. There has similarly been NO information for cyclists on how to use the new hook turn traffic lights.</p> <p>Yes the car parking bays mean people have to pull over in fast-moving traffic to park - making parallel parking very difficult. It would be more sensible to remove the bays altogether (or make them just loading bays for goods vehicles delivering to the street) and let motorists seek parking in one of the MANY car parks around the city. This would be a meaningful step towards the future rather than the backward "how can we keep things the way they were but just tweak it slightly" steps you are proposing.</p> <p>If Christchurch is to be a city for the future, the Council needs to be bolder and braver, not crumble the minute new things don't work out as planned. Yes, listen to feedback, tweak where necessary, but this is just an attempt to revert to the 'old style' not an attempt to help people adapt and make the new work better.</p>
6876	Charlotte	Stephen-Brownie	No		<p>I would prefer that the cycleways remain in their current state.</p> <p>If change must happen, then Option 1 is best.</p> <p>I strongly reject Option 2.</p>
6875	Leigh	Montford	No		<p>I have a physical disability and use a manual wheelchair. In some parts of St Asaph Street you have concrete islands on the left of the car parks, then a cycle way, which leads to the footpath. It gets quite challenging to transfer safely to/from the vehicle and I need my partner to step my wheelchair down off the island on to the cycle way &amp; then step up on to the footpath. It would be far easier if you got rid of the concrete islands and add a slope to the footpath.</p>
6874	Robert	Fleming	Yes		<p>It is hard to understand why feedback has been requested again. The commissioned report concludes that St Asaph Street functions adequately as a multimodal corridor, transporting people by their chosen mode in a safe and timely manner. I use a bike on St Asaph Street cycleway. It feels safe, caution is required as with any ride where there is conflict with traffic. The light phases for bikes can be frustrating, however the higher priority for me is safety. In central city area where many people are moving by different methods in all directions, of course waiting will be required. I also drive down St Asaph Street occasionally and the only issue was once where a car transporter parked in a turning lane, causing a traffic build up. This behaviour is not appropriate for a central city environment. If there is concern about safety by anyone, particularly with regard to lane width and difficulty with parking manoeuvres, then REMOVE THE PARKING, as was originally proposed. Christchurch does not have a shortage of parking spaces now that new parking buildings are coming on stream. This area, so close to the city centre is too important for the movement of people. It should not be for providing an inefficient space to store vehicles. Thank you for the opportunity to make this submission.</p>
6873	Volker	Nock	No		<p>As a regular user of the city cycling infrastructure I strongly oppose Option 2. Safety auditors have recommended against the changes proposed in this option in the interests of road safety. Should Option 2 be realized I and my family would no longer use St Asaph street for accessing the CBD by bicycle.</p> <p>If changes are to be made to the current layout of St Asaph Street, I, in the interest of safety, strongly favour the original proposal (no parking spaces available for vehicles on the south side of St Asaph Street), or if this is not possible then make the MINOR recommended changes (Option 1) only, as suggested in the report.</p>
6856	Tina	Hewson	No		<p>When you went to put in cycle way down Cashel St you meet with opposition of taking out parking and isolating people. You found away around this by going down quieter streets like Wellington St. This option reduced number of carparks lost and was more cost efficient. What you have done down St Asaph Street is so dangerous I am surprised a</p>

						cyclist has not been killed. Not only have you taken out most of the car parks the ones that are left make it hard to get into and out of without causing an accident. Best is do the job once and do it right. I would remove the separate bike lane, move the carparks back into where bike lane was so they are recessed into pavement and paint a green strip for bikes. Keep life simple, what we have now is too complicated.
6855	Michael	Pidgeon	No	Auto Restorations	Managing Director.	I work for a commercial enterprise just off St Asaph Street and appreciate the importance of on street parking. We are located close to the Hospital in amongst CDHB buildings. There is never on street parking available, as it is always taken by shift working hospital staff, this leads to patient/visitors trying to park in our off street car park. The removal of on street parking in St Asaph St has exacerbated this problem. Businesses in the central city tend to have limited off street parking, as the land is expensive. Taking away places to park is a disincentive for people to shop with them, especially when suburban malls offer free parking. Most people will not be coming to town on a bicycle to do their shopping, and it is commerce that will keep the centre of the city alive. I am of the opinion that the number of car parks needs to be increased. On a recent trip to Japan I found it common practice in large cities for pedestrians and cyclists to share a wide footpath. Why could this not be implemented here. Mark out demarcation areas, provide cycle bells, and have cycles and peds share the space. It works well in Japan. The present parking bays are not well designed. The rear park can only be accessed by parallel parking. This is very difficult in busy times as the traffic is heavy and the road is now very narrow, so there is no where for following traffic to go. I usually end up giving up, as when you stop to back into the park the following car stops on your tail and you cannot back into the park.  Michael Pidgeon.
6854	Ross	Williamson	No			We are going to move back to Christchurch in the new year so are concerned that CCC have got it totally wrong with roading, especially St Asaph Street. We try to avoid that road now, with the large cycle and pedestrian area and the chicane like effects of the build outs in the road it is a nightmare. It needs to be taken back to how it was.
6853	John	Fink	No			I commute to work at the hospital by bicycle every day. Last week I was injured by a car ignoring a painted cycle lane. The injury was sufficient to require a trip by police van to the emergency department. I was very lucky not to have required 6 weeks in a fixed knee brace - or worse. Any developments that include physical separation of cycle lanes from roadway have my full support.
6852	Rodney	Elliott	No			My partner uses a manual wheelchair, and as such the layout of St Asaph Street leaves a lot to be desired. Having parked in one of the spaces, the wheelchair then has to be placed up on the island separating the parking space from the cycleway to enable my partner to sit in it. This is precarious at best. It would be far better if there was level ground on the passenger side of the car parks to enable people to disembark safely.  In addition, entering a parking space is next to impossible if parallel parking is required and there is traffic in the lane next to the space.
6834	Olly	Powell	No			I strongly support option 1, and would be especially pleased to see the speed limit reduced to 30km/h. I use this street regularly, mostly by bicycle, and that is the only way I would ever visit the businesses on St Asaph street.  Option 2 is terrible. The only problem with this area at the moment is that the businesses on the street are quite boring, so the area is not very lively. I think this is mostly historical as it was previously treated as a sewer for cars. Option 2 would push the street more like it was, and make it unpleasant as a destination, especially for pedestrians. I would never shop there again, and would look for a more pleasant route through town. It is disappointing to see such a dangerous and ill-informed layout would even be proposed.
6832	Sarah	Ayton	No	Sarah Lovell-Smith	Home and Abroad Ltd	I support the CCC modifications to St Asaph Street. We must think long term about how our streets are going to function - ie more cycles, driverless cars, more pedestrians. I use St Asaph street regularly - and like its new layout although a speed limit of 30km would be preferable. Despite lack of on-street parking, I notice many more people walking around that area than they did before the earthquakes. (I worked on the Polytech site for over 20 years). There is a more relaxed, leisurely atmosphere - it is easier to get from one business/shop to another and overall is bringing more people to a once neglected part of the city.
6829	Jeff	Lyng	No			I would prefer to see St Asaph St remain as constructed. I believe that the vision for a city that prioritises pedestrian and cycle access is the future and has been implemented with that view in mind and as reflected during the "share an idea" process. Restricted speed zones appear to be modifying driver behaviour in a good way at present and I believe will continue to have a positive influence on roadway use by all.  if this submission requires a choice between the 2 options proposed I would reluctantly support minimal change to the current situation.
6828	Jenna	Stace	No			I am a long term central city resident and commute to my place of work daily in Acton St, via either car or bike down St Asaph St. It is very important that the bike lanes are preserved and encouraged, with the hope that more people will bike and less cars be used. I am opposed to the reinstatement of street parks as the central city is filled with carparks already for drivers. Having on-street car parks turns a very narrow street into an extremely dangerous place. I am often down there and see buses, trucks, and large cars having trouble negotiating each other and the parked cars of the side of the road. I would fully support a two lane road with parking on only one side. This would allow all vehicles to manoeuvre around each other safely. The area should also be changed to 30 kph for improved safety.
6825	Sabrina	Kunz	No			I support the council proposed option with minor changes - if any changes at all are required. While there is a short to medium term adjustment period for businesses in any large city dedicated parking for businesses within the immediate vicinity would be considered a luxury not a right. As alternative transport - biking, walking, autonomous buses become the norm- businesses need to adapt. Businesses have to adapt to changes in society and the infrastructure on St Asaph Street represents the long term best option for Christchurch. No more taxpayer funds should be spent moving backwards. If anything, some additional funds could be spent connecting the affected businesses with local entities (Ministry of Awesome) who can assist them to figure out how to adapt to the societal changes. But this is really the responsibility of those businesses.
6822	Steve	Murphy	No			Do away with the red turning arrows for traffic for a start. Why wait for the cyclist lights when there are no cyclists? Can't they have a push button like pedestrians? Lanes need to be wider. I had to stop for a parked car with the drivers door open as there was a bus in the right lane and I had no room to move.
6821	Jeff	Roberts	No			I wish to add my support to Option 2 - Central City Business Group of the St Asaph Street - Proposed Road Layout Options.

					<p>I, daily, travel down the length of St Asaph St and am a first hand witness to the dangers created by the current changes. Lanes that are too narrow for buses to fit in, yet they are forced into navigating St Aspah St. along with the ongoing dangers for anyone trying to exit a vehicle on the street side of the road due to how close the car parks are to the road lanes. The volume of cycle traffic certainly does not support the extent that the cycle lane has encroached on vehicle traffic. I have never seen more than a handful of cyclists using the cycle lanes on a given day as opposed to the 100's of vehicles who have to navigate St Aspah St.</p> <p>I understand the cycling aspect, lanes etc. came from seeing San Francisco, but San Francisco is on the US West Coast, where they experience warm weather and sunshine, not howling southerlies or gale like nor' westers.</p> <p>Reduce the footpath width if this solves the issue. We hardly see hoards of pedestrians using the footpaths, but there are more of them than cyclists. I'm sure no-one gives a damn about trees on what is now a major arterial route across the city. As for the safety concerns, it just requires some common sense and accept that the majority of traffic down the street are vehicles, and a damn lot of them.</p>
6819	Jeff	Peacock	No		St Asaph St should be returned to its original state, it was wide, free flowing with plenty of room for both parking and cyclists
6818	Jamie	Scott	No	Jamie Scott	<p>I am an inner city resident, residing inside the inner city frame. I own and drive a car, as well as a bicycle (preferred transport mode). I routinely walk around the city. I frequent several businesses along St Asaph Street, including cafes, restaurants, and bike shops. I have driven, biked, and walked to each of these destinations. Additionally, I traverse St Asaph Street to get to South City. The cycleway along this street is my preferred route when heading to Moorhouse Ave, Addington, or South Hagley Park and on to Tower Junction.</p> <p>The current structure of this road is perfectly satisfactory, and in my view does not need any alterations. With care and patience, parking a car along the street is easy. I note there has been some claims that motorists feel it is dangerous to exit a vehicle along here. To this I would say it is no more dangerous than it has been historically for cyclists to ride in a lane next to car doors - lane which motorists have used as a nice buffer zone for them. It takes literally only a few seconds of waiting to get a safe gap to exit the vehicle.</p> <p>This street does not require the reinstatement of parking. There is a public parking space available between Madras and Manchester. There is a public parkign building 5 minutes walk away on Lichfield &amp; Madras. Further along, there is the City Council parking building on Lichfield, where soon people will be able to take a short walk through the South Frame lane to access St Asaph Street.</p> <p>I work in the health sector, and specifically in behaviour change regarding health behaviours. Human behaviour is a product of the environment we set. If you provide more free parking spaces right outside the front door of shops, guess what you will get? More people driving, more traffic, and when those spots are full, more demand for more spaces. If we ultimately want a people friendly city, not dominated by cars - which is exactly what everyone wanted post-quake in the Share an idea, then you cannot pander to the old guard who grew up with New Zealand's car culture, and who remain wilfully ignorant to every piece of urban planning evidence which says businesses do better when there is less traffic, more people walking and biking, and what traffic there is, is slowed. It is a paradox that business owners seem to claim that they are being hit badly by a lack of parking, yet are demanding wider roads - which will have the effect of making traffic travel faster past their shop door. Any extra parking capacity will be immediately soaked up by the Little High food hall, and won't benefit those businesses on St Asaph Street.</p> <p>Myself and my partner - with high household incomes - have spent more money along St Asaph Street since the changes have made it more bike and pedestrian friendly. If the business community along there wants to wind back the clock to have more cars down that street, then we'll happily take our business to other areas in town.</p> <p>Cars don't spend money in shops, people do.</p>
6817	Fiona	Bennetts	No		<p>I support Option 1 - Minor Enhancements.</p> <p>I am a cyclist and occasional driver, and work on Tuam Street (between Montreal and Durham). I cycle to/from work along Tuam and St Asaph Streets (and Antigua Street), and travel around the city by bicycle too.</p> <p>I enjoy the separated cycle facility on St Asaph Street but am very wary of cars crossing the cycle lane to enter/exit properties and side streets, particularly the Police Station. I have had a near miss almost every day, where I have had to take evasive action to prevent injury. I also encounter several cyclists using the cycleway on St Asaph Street to travel from west to east (usually with no helmet on too). There are no signs to indicate it is a one-way cycle lane, just no traffic lights in the opposite direction.</p> <p>I support the addition of features to remind drivers that cyclists may be present, and that they are entering the cycle lane. I also think there needs to be driver education about giving way to cyclists, as many don't know the road rules.</p> <p>Speaking of education, it appears most cyclists don't understand hook turn boxes, so perhaps that could be addressed at some point too.</p> <p>At side streets, many vehicles ignore the red turning arrow and cut cyclists off who have the green light.</p>

					<p>Also, the phasing of the green light for cyclists is frustrating if you aren't travelling at the required speed or position relative to the phase to get the green light at each signal change, and once the light turns red you are forced to wait until the next phase.</p> <p>I use the cycle lanes a lot to show I support the cycle infrastructure, but they frustrate me at times too as they are slower with all the red lights.</p> <p>Most of my friends and colleagues all drive cars through the CBD and complain about the narrow car lanes and the cost of building the cycleways, yet "no cyclists use them," so we need to get cyclists using them by making them safer and more of a priority.</p> <p>I support additional cycle parking facilities being included on islands which are being under-utilised, provided they don't limit visibility for drivers entering/exiting properties.</p> <p>Is there legislation preventing scooters and motorcycles from using bicycle parking facilities, as this is a pet peeve of mine too?</p> <p>We absolutely need to revise the speed limit (again) on St Asaph Street, especially once Ao Tawhiti opens. Getting drivers to obey the reduced speed limit is going to be a challenge too, as so far I have barely witnessed any drivers observing the 30km/h speed limit in the central CBD, and the Police have not made it a priority. What else can be done to force drivers to slow down, as they won't do it if they don't have to?</p> <p>Thank you</p>
6816	Gary	Thomson	No		<p>all the main oneway streets should be left alone as they were they should be there to move traffic around the out side of the inner city at 50km and move cycle ways in side this in the 30km areas its a no brainer</p>
6813	Aaron	Tunncliff	No	Aaron Tunncliff	<p>I have reviewed and understood the two options and would like to support option 2.</p> <p>The business I work for have had to put up a fence and gates since parking was reduced in St Asaph St (As have our neighbouring businesses) and have to deal daily with the ill effects of the current design, we see regular road rage occurrences arising from the narrow lanes, limited parking and poor provision for service workers. We often observe safety incidents as bus passengers step off buses into the cycleway, Ambulance drivers pull out to clear there driveway and straddle the cycleway and bike riders ignore the traffic signals. Giving drivers more space, removing decorative trees and increasing parking will improve some of these pain points.</p> <p>Lastly I think it's a very positive move to acknowledge the flaws in the current design and address them like this.</p> <p>P.S. I'm extremely impressed that your cycle survey managed to record 85 cyclists in an hour on a Tuesday in August, as an office we track cycle usage on this cycleway and had previously not recorded more than 27 cyclists in any single hour in almost a year of counting.</p>
6812	Brigid	Buckenham	No	Brigid Buckenham	<p>As a cyclist I like the St Asaph cycleway. I feel safe using it at all times.</p> <p>As a motorist I realise that it takes slower more careful driving and that is a good thing. Lowering the speed zone would make it even safer.</p> <p>I would not like changes that would affect the cycleway as it is .</p> <p>I prefer minor changes if they must occur not the business associations proposal which is focussed on carparking and speed.</p>
6811	Richard	Houghton	No		<p>The 2 advantages listed for option 2 (4.3.2) are not advantages. Additional comment 24 October: I support Option 1 and strongly oppose Option 2</p>
6807	Di	Harwood	No		<p>I prefer option 1 with regards to ease of getting in and out of carparks. I use St Asaph street daily and as a car driver I find it awkward with the narrow lanes especially when there are buses or trucks also using the street. The lanes are too narrow to be able to drive safely and the risk to people parking and then opening their vehicle door straight into traffic is major. It might look nice but its a dangerous and impractical street now and if I had an alternative that was just as quick I would use it. Please widen the road lanes!!!!</p>
6801	Mike	Ansett	No		<p>I work at 181 High Street on the site of the old McKenzie &amp; Willis building and cross St Asaph St daily walking to and from my car park.</p> <p>My views also relate to the cycle lane on Tuam St and any other designated cycle lanes (such as Colombo St, Rutland St and Worcester St) and newly proposed lanes in the city where channel and curbing is put in place.</p> <p>My issues are:</p> <p>1) Cyclists are coming from both directions often at speed and we have had a number of near misses with staff who cross these lanes.</p>

					<p>2) Entry into buildings/car parks from the road where vehicles have to cross the cycle lane is dangerous and often has traffic stopping abruptly behind the turning vehicle who needs to wait for a cyclist to pass. 2-3 weeks ago I witnessed an ambulance attending to a cyclist who had been hit in this manner, a car in heavy traffic turned and didn't see a cyclist in the laneway. Unless changes are made I see this happening on a regular basis, these lanes are not safe.</p> <p>3) Exiting from buildings/car parks crossing over the cycle lane onto the main road is also dangerous when cars are parked as your vision when you pull out onto the road is often obstructed. A vehicle can at times block the cycle lane while it waits to enter into the flow of traffic.</p> <p>4) Why are the footpaths so wide in some areas and ask why a cycle way couldn't have been incorporated into part of this area rather than reduce the width of the road?</p> <p>5) The lack of street car parks is a joke St Asaph and Tuam Sts are busy roads, there needs to be more car parks.</p> <p>6) Where are service vehicles expected to park while off loading goods?</p> <p>7) The road width is too narrow forcing many vehicles (buses, trucks and cars) over the centre line or close to cars parked. This is not a comfortable drive in heavy traffic.</p> <p>8) Turning off St Asaph from the left, leaves many turning vehicles in the straight ahead lane as the curbing structures do not provide enough room for vehicles to sit in the left hand turning lane waiting to turn.</p> <p>9) The curb and channelling in these lanes is damaging to tyres, its too high and is not properly lit at night.</p> <p>10) The narrowness of the road and poor visibility outside the Little High Wilson's carpark will cause many accidents as cars enter and exit via St Asaph St.</p> <p>To summarise, I agree with the 30km speed limit, so ask why can't all designated cycle lanes be removed, increase the white line out from the car park on the road for cycles to cycle within and that solves the issue?</p> <p>The new cycle lanes narrow roads, remove car parks and we are a city that relies on vehicles due to the significant urban growth in outer Christchurch, Waimak and Selwyn districts. The earthquakes had a major impact on businesses located within the CBD (which my business was one) that were spread far and wide across the city and so its about time the council started to accommodate for the majority of its rate payers who drive and not the small minority who cycle.</p> <p>I am all for safety on our roads but when your consultants will not allow their own employees to cycle in these designated spaces (which they have designed) due to Health &amp; Safety regulations questions not only the wisdom of council but that of its advisors.</p> <p>I submit this out of share frustration as the council is not listening to what the people want. I love my city, the new CBD is looking amazing, so please don't ruin it with these cycle lanes. We can become a cycle friendly city quite easily by simply providing more space on the roads for our cyclists as these designated cycle lanes are not working.</p>	
6797	David	Proud	No	VIP Security	MD	<p>We concur that St Asaph Street re-design has not been a success. We have seen many close calls with cyclists, close calls with cars parking, and on street parking has been reduced such that we regularly have public parking across of even up our driveway - completely blocking our cars in. Whilst we now have tow signage, and CCC have been called to tow errant drivers - the delays have caused stress among our staff who have after work commitments (after school pick ups - meetings).</p> <p>Our office staff have had near misses with cyclists, and these have been caused by several issues - cyclists going to fast (35-45km/h) and our drivers not seeing them as they cross the cycle lane; cyclist going against the flow, cyclist creating conflict (yelling at our drivers) whilst cars waiting to pull out onto the Street (sense of exclusive entitlement). The cyclists traffic lights (and subsequent vehicle turning red/green lights) are not efficient, and cyclists often ignore their lights, and sometimes cars do to - endless waiting for the green arrow when no cyclist to be found. Is there some way to improve the signals e.g. flashing orange arrow for turning cars crossing the cycle lane.</p> <p>We would support a variable speed limit, 30kph from 8-6pm M-F and 50kph outside these times.</p> <p>We support the removal of some of the step outs - as these do serious impact parking cars as mentioned in the report.</p> <p>Of concern is the lane width - having large vehicle/buses really closes up the lane widths.</p> <p>We concur that the area is still being developed (it will be amazing once completed). So support holding off making large road-work changes until the area is complete. PLEASE - keep the road works to a minimum - we have had 6 years of road works and finally have 10months of no delays is a relief. You might not understand the frustration of years of traffic delays and hassles from all the road works.</p>

6795	Deb	Thompson-Bee	No		<p>I work in the city centre and our back entrance to our building comes out to St Asaph Street. I drive onto St Asaph whenever leaving my place of employment in my car. Whilst I am a bit of a novice cyclist myself, the cycle ways represent a hazard, as do the current carparks with their sharpness and height of curbing surrounding them. They are difficult to navigate and I have seen many get frustrated and move on forward which leaves the businesses lacking their customers. I have seen some motorists get into trouble with kerbing their wheels or worse being suspended onto the kerb. All of which doesn't bid well for ease of city shopping when we are trying to attract people back into the city centre. Whilst I see where the council has tried to go with the look; the design has been incredibly slow in being achieved, costly and lacked foresight. I do like the trees although I am not sure the businesses sitting behind them would think the same. My problem with redesigning and facilitating another redo is that there is simply not a never ending pit of money. The businesses shouldn't have to work around workman in the area for yet again another considerable amount of months or worse. I would like to see work being completed, as is normal practise overseas, at night time and cleared by the day for ease of business operation. I think the surrounding businesses have put up with enough disruption for long enough.</p> <p>I am in support of the lesser invasive \$210,000 approach however I would like to see a few more carparks but maybe not the entire 53 but a slopping entrance / exit out of each bay. The footpath is fine the way that it is.</p> <p>Kind regards</p> <p>Deb Thompson-Bee</p>
6794	Lucy	Hutchinson	No		No comments provided
6792	Jenny	Adamson	No		<p>I travel along St Asaph Street frequently and visit businesses on this street as much as I visit businesses anywhere else in the central city. I do not support any changes which make this street more dangerous than it currently is. The fact that a small and vocal number of business owners think that their opinion about cars and car parking should override the accessibility and safety of everybody using this street is disappointing.</p> <p>If the Council capitulates to the unreasonable demands of Option 2, which is far more expensive, clearly more dangerous, and will also encourage motor traffic to exceed the speed limit (wider roads encourage faster speeds), it will send a clear message to the whole city that car drivers and car storage are more important than everything else.</p> <p>Christchurch does not lack for car storage options and the vast majority of drivers do not have a real need to park immediately outside any particular premises. I do not support the CCBG bullies who are demanding reinstatement of car parking spaces on a street that was already given a vast amount of consideration and design work before being built the way it currently is.</p>
6783	James	Foote	No		Minor enhancements option. Makes better use of rate payers money.

# Feedback on St Asaph Street - proposed road layout options.

Ōtākaro Ltd (**Ōtākaro**) has reviewed all the information supplied and supports the delivery of **Option 1 – Minor Enhancements**.

## 1. Introduction

Ōtākaro is responsible for delivering regeneration projects in Christchurch's central city. Three of these projects (Manchester Street, Durham Street and Hospital Corner street improvements) form part of the An Accessible City transport programme. An Accessible City (**AAC**) is the transport chapter of the Christchurch Central Recovery Plan. It is an inter-connected programme of works for all streets within the four avenues of the central city, some delivered by Ōtākaro, others delivered by Christchurch City Council (for example, the St Asaph Street improvements).

The success of the public and private sector investment is reliant on the network of AAC works being delivered.

## 2. Context

### 2.1 – St Asaph Street

In accordance with the 'central city road use hierarchy' of AAC (refer to Figure 1 below), both Tuam and St Asaph streets are planned as one-way streets that will accommodate significant traffic flows, key public transport routes and priority cycle connections. They link public realm areas in the South Frame, the Metro Sports Facility and the Hospital, and are the key east-west links across the southern portion of the central city.

Central city road use hierarchy



Diagram shows prioritised routes for different travel modes

Figure 1– Central City Road Use Hierarchy

To support the AAA transport chapter, The Streets and Spaces Design Guide (SSDG) was published in 2015. This document provides a unified and comprehensive reference document for the design and delivery of street improvement projects in the central city (including St Asaph Street).

Contained within the SSDG, concept designs and cross sections are provided for central city streets to show how the overarching AAC objectives for each street design can be achieved. St Asaph and Tuam streets were proposed to accommodate separated cycle lanes connecting with the wider cycle network to the west via Hagley Park and the south via High Street and Ferry Road. East of High Street, cycle continuity is provided by on-road cycle lanes (see Figure 2).

*“These enhanced one-way main distributor streets will provide the required street amenity to suit the local character and intended development while still allowing safe and efficient vehicle movement”.<sup>1</sup>*

*Figure 2– Streets and Spaces Design Guide 2015*

## **2.2 – Surrounding public spaces and linkages - South Frame**

The northern side of St Asaph Street marks the southern edge of the South Frame where new public realm – laneways and courtyards, are being delivered by Ōtākaro. The aim of this is to catalyse regeneration of the area through investing in new public realm which in turn supports private sector development (this is most easily seen and demonstrated in the Innovation Precinct end of the South Frame).



*The South Frame public space and linkages from St Asaph Street.*

## **2.3 – Surrounding visitor car parking**

The functioning of the AAC network is premised on the development of off-street carpark buildings. To enable better pedestrian and cycling infrastructure, some on-street parking will need to be removed. To ‘compensate’ for this, the AAC network is based on the development of off-street parking buildings around the core of the central city. The concept designs for St Asaph Street in the SSDG proposed to maintain on-street car parking on the north side of St Asaph Street. Remaining car parking would be accessible via various car parking buildings/areas as illustrated below in Figure 3 below.

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<sup>1</sup> Replacement Transport Chapter, An Accessible City, CCRP, Oct 2013, p17.

*Distributor streets - preferred vehicle routes*

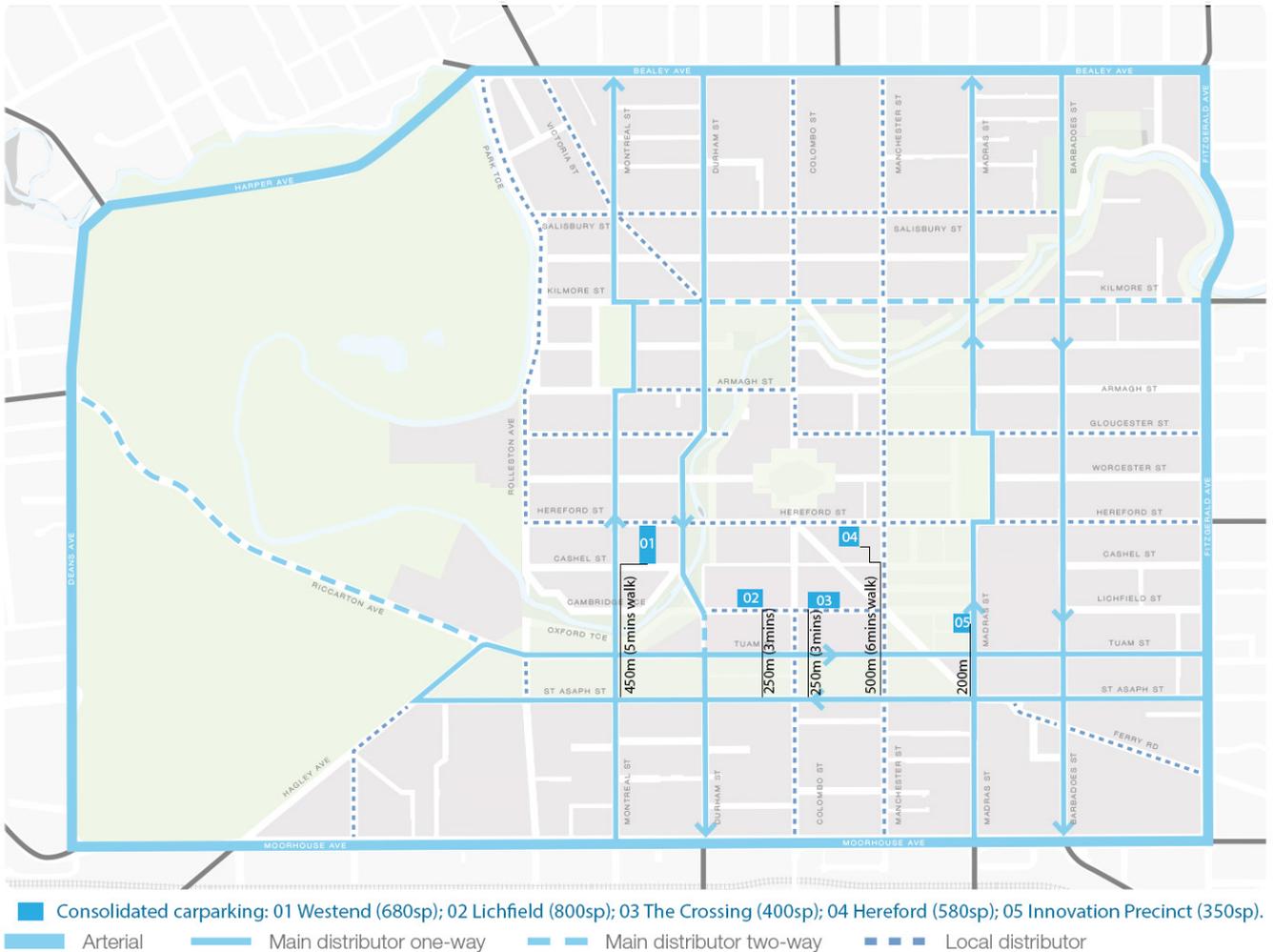


Figure 3 – Map illustrating the distances and walking times from St Asaph Street to the closest car parking area.

**3. Review of Option Summary - Advantages and Disadvantages**

The section below presents the Council’s identified options and Ōtākaro’s summarised comments and response to each option.

**Option 1**

The identified **advantages** of this option include:

- Installation of two loading zones that allow courier and delivery vehicles dedicated loading and unloading facilities where business owners have expressed a need where off-street options are limited.
- Modifications to the entry/exit of parking bays making it easier for drivers to access and exit parking bays.
- Installation of additional cycle parking on identified sites.
- Modifications to the tree pit kerb design to a mountable kerb, to mitigate potential wheel damage.
- Maintaining the existing traffic calming effects of the design.

**Ōtākaro comment:** We support all the above proposed amendments in that they will improve both the functionality and amenity for all transport modes, as outlined in AAC - the CCRP Replacement Transport Chapter – October 2013.<sup>2</sup> Ideally the remaining concrete build-outs would be planted (rather than hard paved), to better support the ‘greening’ of the central city and provide improved amenity for the surrounding businesses and residents.

The identified **disadvantages** of this option include:

- This option does not provide additional on-street parking.
- Additional project cost which is not available within the current budget.

**Ōtākaro comment:** Ōtākaro acknowledges the disadvantages, however considers that the 2,810 parking spaces within 200-500metres (which equates to a 4-8minute walk) of St Asaph Street as illustrated in Figure 3 above, satisfies the local parking demand. Additionally, reinstating additional parking spaces would be at additional unbudgeted cost to CCC.

## **Option 2**

The identified **advantages** of this option include:

- Addition of approximately 53 car parks.
- Number of tree pits are reduced, mitigating potential conflict with vehicle wheels.

**Ōtākaro comment:** Removing tree pits would reduce the amenity of the street for adjacent landowners and residents. We understand the desire by some business owners for more on-street parking, but note that with the opening of Lichfield Street carpark in November 2017, as stated above there will be 2,810 parking spaces within 200-500metres of St Asaph Street.

The identified **disadvantages** of this option include:

- Independent road safety audit has raised safety concerns.
- Reduction in the number of trees along the street.
- The substantial alterations to the layout would require community consultation.
- Reduced amenity for pedestrians on the north side of St Asaph Street due to narrowed footpath width.

**Ōtākaro comment:** The narrowing of the northern footpath and the reduction of the number of trees will diminish the quality of this street.

In addition, Ōtākaro supports the recommendation of the Post Construction Road Safety Audit (13 March 2017) on page 8 which

*“recommends that the legal speed limit be lowered to 30 km/h to better reflect the speed environment, and match the actual operating speed”.*

Further to lowering the current 50km/h speed to 30km/h, it is noted that for cyclists, signalised phasing at 30km/hour will better meet cyclists travelling at say 15-16km/hour. Currently, the signal phasing means that the majority of cyclists cannot make it to the next intersection before the cyclist traffic signal turns red. This results in cyclists being unable to ride along St Asaph Street without stopping at every intersection. In addition, frustrating turning motorists that are waiting unnecessarily at a red light to give way to cyclists that are not yet at the intersection.

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<sup>2</sup> <https://www.otakaroltd.co.nz/assets/Projects/ProjectDocuments/an-accessible-city-replacement-transport-chapter-october-2013.pdf>

#### 4. Further comments for consideration

Ōtākaro would like to raise one possible area of investigation outside of the proposed options assessment.

Whilst we understand that “the Antigua Street intersection was excluded from the audit as it is currently under redevelopment as part of the An Accessible City TP 1B project”<sup>3</sup>, we have noted the safety concern on the corner of the St Asaph and Antigua Streets. The conflict arises when left turning traffic from St Asaph into Antigua Street use the (marked) left hand turning lane and conflict with through-cycle traffic. We understand the NZ Police on the corner have observed similar crashes here. We recommend that Council look into this further as part of this St Asaph street work.

#### 5. Conclusion

Ōtākaro acknowledges that St Asaph Street is a challenging street to get right as cycling, public transport and vehicles all need to be catered for with equal priority within the existing carriageway. The street should also provide an acceptable level of amenity for pedestrians, such as the inclusion of street trees and landscaping. On balance, in our view Council should pursue the improvements outlined in Option 1.

Ōtākaro is able to offer assistance to work through any design or resolution of the options, given our experience on AAC as a whole and lessons learnt from delivery of the Durham and Manchester Street improvements.

Thank you again for this opportunity to provide feedback.

Lizzy Pearson



**Manager of Planning, Placemaking and Urban Design**  
**Ōtākaro Limited**

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<sup>3</sup> Post Construction Road Safety Audit, P6

***SUBMISSION FOR AAC ST ASAPH STREET CYCLEWAY  
(FERRY – ANTIGUA)*****TRANSPORTATION GROUP, CANTERBURY/WEST COAST BRANCH**

6 October 2017

**INTRODUCTION**

This submission is made on behalf of Engineering New Zealand (formerly Institution of Professional Engineers New Zealand (IPENZ)) Transportation Group (TG), by the Canterbury / West Coast Branch. The Branch Committee members have compiled this submission and sought feedback from Branch members, which has been incorporated where feasible. The Branch members who have worked on this project in a professional capacity, or members working for a private company with vested interest in the project consultation, are considered to have conflicts of interest and therefore have abstained from informing or contributing to this submission.

A submission drafted by the Committee for Branch feedback is common practice, especially due to the limited timeframe available. Branch members were given two business days for feedback, therefore some members may not have had an opportunity to respond. The additional feedback received came from 13 non-conflicted Branch members (one conflicted member's response was put aside); these responses were supportive of making a submission, and overall supportive of the draft content, and for a representative to present the submission at the ITE Committee meeting in October.

Firstly, the local Transportation Group members are grateful for this opportunity to make a submission for this project. The members felt it was worthwhile to do so, given that this project has been subject to media scrutiny and public discourse, and perhaps not balanced by sufficient comment from the wider transportation profession. Notwithstanding the specific features of this particular project, the Group was particularly concerned about the potential marginalisation of professional road safety audits undertaken for this project and the advice provided by them. It is hoped that this focus on technical merits can be harnessed for improved public awareness and perspective on the function and purpose of dedicated cycleway infrastructure, as well as giving specific comment on the options proposed for St Asaph Street.

**BACKGROUND TO THE TRANSPORTATION GROUP**

Transportation Group NZ (TG) is a Technical Interest Group with approximately 1,200 members in total, approximately 180 in the Canterbury/West Coast Branch. Membership is made up of transportation, traffic engineering, and planning professionals working in central government, local government, academia and the private sector. Members of the TG use all modes of transportation in Christchurch and are passionate about realising a transport system that can support a stronger, more resilient and successful city in the short and long term.

The Canterbury/West Coast Branch of the TG views the transport network as a key feature across Christchurch that will play a critical role in helping people travel and businesses to thrive within and across the Central City.

## CYCLING IN CHRISTCHURCH

Dedicated cycleway infrastructure is critical to supporting the multi-modal transport network of a developing modern city. This is especially true for Christchurch, being flat in topography and of a scale that much of the city can be reached by cycling. Cycling is a rapidly growing transport mode in our city, and offers many benefits for the individual and society.

A few benefits of cycling include: reduced congestion by removing single-occupancy vehicles, less road pavement damage, less land required for parking, a safer more 'people orientated' road environment, better urban form, reduced carbon emissions, mitigation of obesity, and a cheaper more accessible form of transport. These benefits will compound as our city develops and intensifies.

## FUTURE GROWTH AND VISION

The St Asaph Street cycleway, as constructed in 2016, already carries approximately 350 cyclists per day (2017 winter counts; summer counts will be higher). There is no doubt cycling is growing in popularity. Peak hour counts undertaken in March 2017 indicate a 37% increase from last year, and are expected to grow over five times by 2041<sup>1</sup>. This recent growth is encouraging in that only very recently the first of the Urban Cycleway major cycle routes in the city was completed. Several others are nearly completed and more are in the planning phase.

The St Asaph Street cycleway is expected to be used by children and families, with Hagley High School, Discovery School, Metro Sports Facility and Ara located nearby. The group specifically catered for by these new urban cycleways is the 'interested but concerned', where safety is the primary concern of those considering cycling. Hence safety (real and perceived) is paramount for the success of providing for these road users, and should be reflected in the design of this infrastructure. Safe cycleways have the potential to improve the lifestyle our city offers, across many facets.

Since it may be decades before St Asaph Street is reconstructed from an asset management perspective, it is imperative that this infrastructure being constructed now reflects the long term needs of road users. Compromises are inevitable, but these should be made only with full technical grasp of the implications.

The process undertaken to design and consult for the St Asaph Street cycleway appears to have been complex and options had been precluded early on. It is understood that the initial option taken to consultation (Sept-Oct 2015) had already been changed to include parking on the south side adjacent to the cycleway and the design speed limit did not match the operational speed, against best practice. This change was fundamental, and to some extent incompatible, with the planning and future function of the street and represented a compromise. In consequence, traffic lanes are narrower, there is limited buffer space between modes, and the inclusion of safety mitigation measures were required, such as kerb extensions for the safe operation of on-street car parking.

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<sup>1</sup> "Central City Cycle Numbers August 2017", supplied with consultation attachments.

## SAFETY AUDIT

Following construction in 2016, an independent road safety audit was undertaken in March 2017. This safety audit makes a number of recommendations for further consideration or changes. These recommendations are supported by the TG, and considered to improve safety, as well as have positive operational benefits, assist all users and the identified changes would be inexpensive to implement.

It is important to recognise that a post-construction safety audit like this for a large and complex project like St Asaph St is quite standard practice, and it is also very typical to have recommendations arising from these. Despite the best efforts of earlier project safety audits and design reviews, it is not always possible to fully envisage the translation of a set of 2D drawings to the actual 3D site, contractors do not always construct things quite as expected either, and typical road user behaviours may not be clear until the facility is in use. The requirement for a post-construction safety audit (and recommendations arising from this) does not indicate a “failure” of the original design; indeed, for a novel design to NZ environments like this, it is an important part of the refinement process.

As recommended in the original post-construction audit, introducing a 30 km/h speed limit would reflect the operating speeds and the street’s position as the southern border of the central Inner Zone. Under An Accessible City (AAC), vehicle speeds will be lowered to 30 km/h ‘to ensure pedestrian safety’ and ‘make it easier for cyclists to share space with cars’. The TG supported the 30 km/h speed limit proposed for the Inner Zone as it is believed to be appropriate for the context and provide huge benefits in terms of safety and comfort for pedestrians and cyclists. Pedestrians in particular have a much lower chance of being killed (5%) when hit at 30 km/h as opposed to 50km/h (40%)<sup>2</sup>. As such, these safety audit recommendations are wholly supported for implementation.

## PREFERRED OPTION

With safety and the long-term needs of road users in mind, the Canterbury/West Coast Branch has the following preference for the St Asaph Street cycleway design, in order of highest preference:

1. The original option which did not include car parking along the south side of St Asaph Street (but was apparently ruled out prior to consultation in Sept-Oct 2015). This option would have removed the compromise made to place the cycleway adjacent to on-street parking, with regard to the accessways, inter-visibility, lack of buffer space for parking and passing vehicles, and more space for loading, street furniture and landscaping.
2. Option 1 ‘Minor Enhancements’, acknowledging this option is more realistic than the preferred at this stage. This option balances parking demand with retaining some on-street car parking on both sides, yet with suitable mitigation measures such as kerb extensions, coloured markings, and more street furniture and a speed limit to match the operational speed of 30 km/h. These mitigations are effective in supporting the street function as a through route on the boundary of the central city. These refinements are practical, support the overall planning for the street and improve operation for parking manoeuvring and good vehicle loading. This option is also relatively inexpensive.

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<sup>2</sup> NZTA Pedestrian Planning and Design Guide, 2009.  
<https://www.nzta.govt.nz/resources/pedestrian-planning-guide/>

Option 2 'Business Group's Option' appears to include safety issues (based on the plans available that are not complete or comprehensive), including the potential for higher speed use of accessways, less-than-desirable cycleway separator width, low amenity (e.g. lack of space for street furniture), lack of loading areas, potential for parked vehicles to encroach into traffic lanes, and would potentially exacerbate (not resolve) many of the issues raised in the safety audit. Option 2 'Business Group's Option' also requires substantial expense.

## CONSULTATION PROCESSES AND ENGAGING EARLY

The compromises observed for this project largely relate to the provision of on-street car parking spaces. This is common in projects where cycleway facilities are retrofitted into existing streets of 20 m road reserve width, and is worth addressing directly, as this tension will reappear elsewhere as the city develops. We believe this is linked to the community engagement process where better outcomes could be achieved if the common issues are addressed early and residents and businesses are taken on the design journey. Greater buy-in may have been, or may still be achieved, if the project objectives were more-clearly set out and prioritised.

The provision of on-street car parking needs to be carefully balanced with regard to:

- **Project objectives:** The AAC Transport Networks, and this project in particular, form critical pieces of a wider multi-modal network jigsaw, to ultimately enable people-friendly connections and create a Central City for the future with associated economic, environmental and social benefits. Decision makers should be encouraged to look at the 'bigger picture' of the project.
- **Street function:** St Asaph Street has a westbound distributor function under AAC. This function can conflict with on-street car parking demand for amenity function in a limited carriageway width.
- **Parking demand and utilisation:** The Christchurch Central Parking Plan<sup>3</sup> has a car parking utilisation target of 85%, where the St Asaph Street car parking currently only averages 74% utilisation (measured over 10 weekdays in August 2017), so there is little demonstrable need to add more car parking spaces in the short term. In the longer term, high parking demand areas (e.g. the Central City, shopping malls, industrial areas) could be managed through additional appropriate parking demand philosophies (e.g. demand-responsive pricing, off-street parking, etc).
- **Conflicts:** As proposed under Option 2, this increased parking provision reduces safety, increases conflicts with following vehicles and cycleway users, reduces accessway sight distance to the cycleway and footpath, increases exposure for pedestrians crossing midblock, and limits viability of safer off-street parking facilities.

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<sup>3</sup> Christchurch Central Parking Plan, 2015.  
<https://www.ccc.govt.nz/assets/Documents/Transport/Improvements-planning/CentralParkingPlan2015.pdf>

## CONCLUSION

The Engineering New Zealand Transportation Group Canterbury/West Coast Branch appreciates the opportunity to make a submission. Based on the feedback we have received, the majority of our group prefer that Council proceed with Option 1 and do not support Option 2. Please note that our top preference would be an option that does not include parking on the south side of street as this is considered the safest option for all road users. We also encourage early engagement with adjacent residents and business owners when projects involve road space reallocation.

For more information please contact:

Katie Dugan, Principal Transportation Engineer

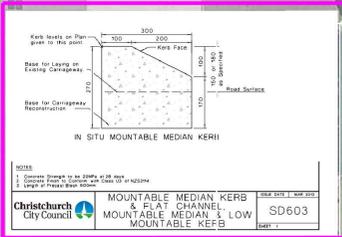
Chair of the Engineering New Zealand Transportation Group - Canterbury/West Coast Branch

Phone: 03 367 9078

Email: [katie.dugan@abley.com](mailto:katie.dugan@abley.com)



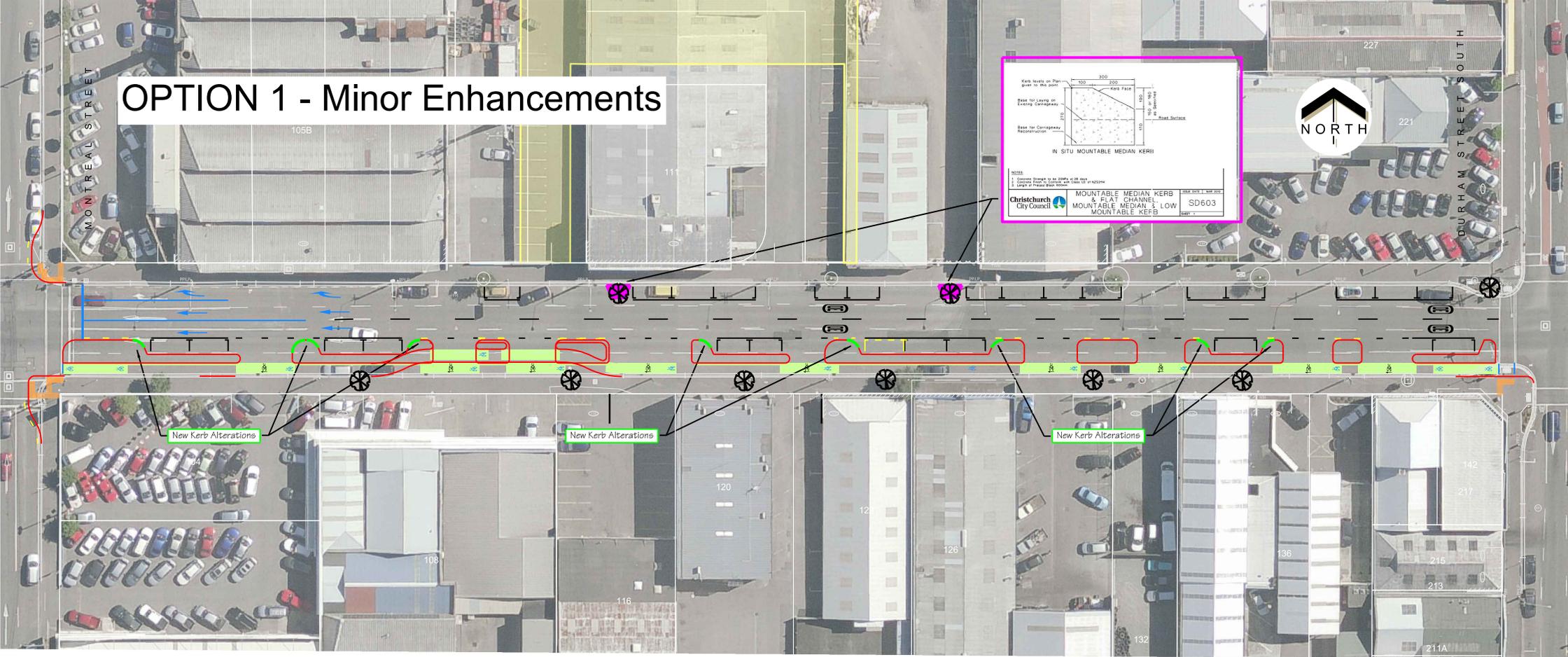
# OPTION 1 - Minor Enhancements



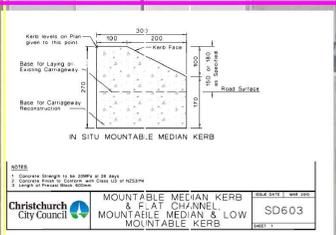
New Kerb Alterations

New Kerb Alterations

New Kerb Alterations

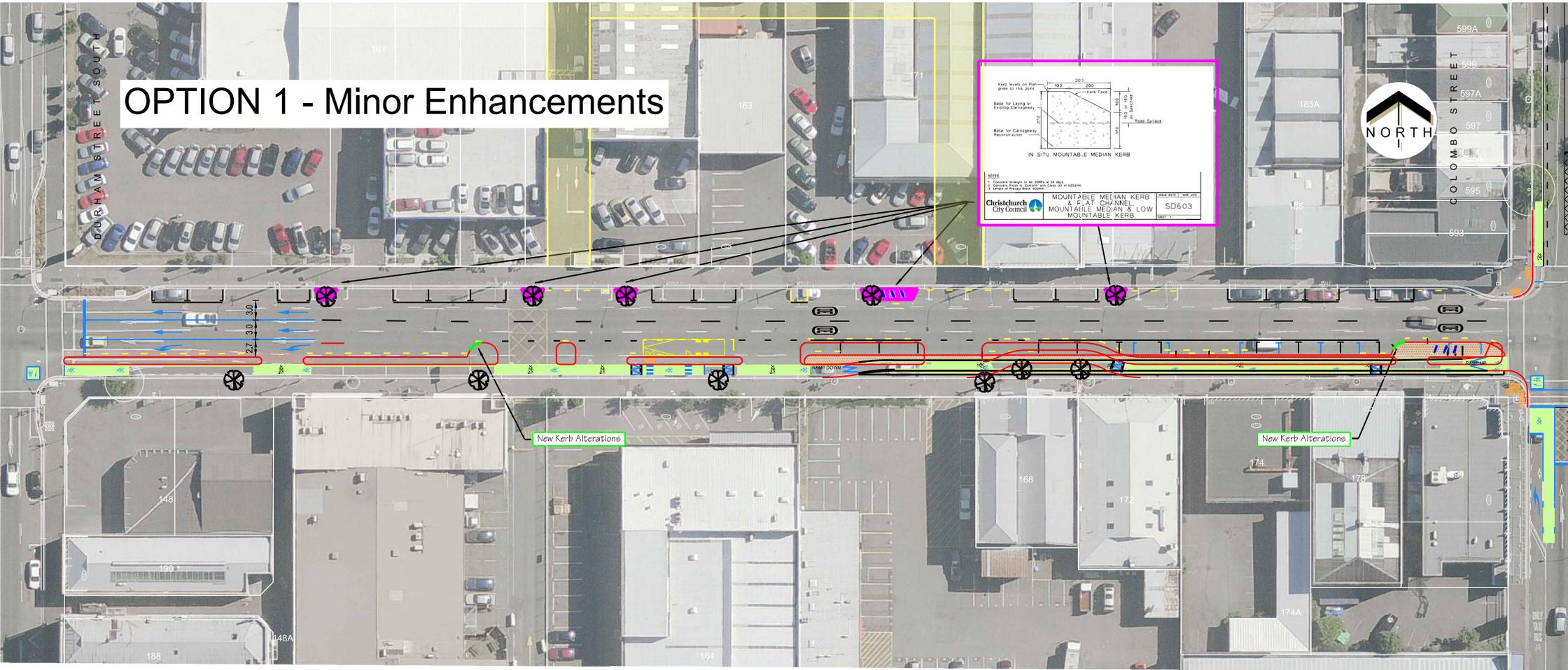


# OPTION 1 - Minor Enhancements

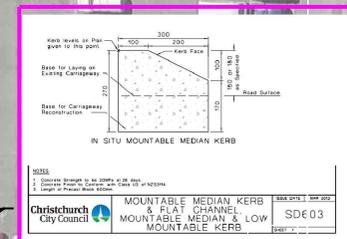


New Kerb Alterations

New Kerb Alterations



# OPTION 1 - Minor Enhancements



New Kerb Alterations

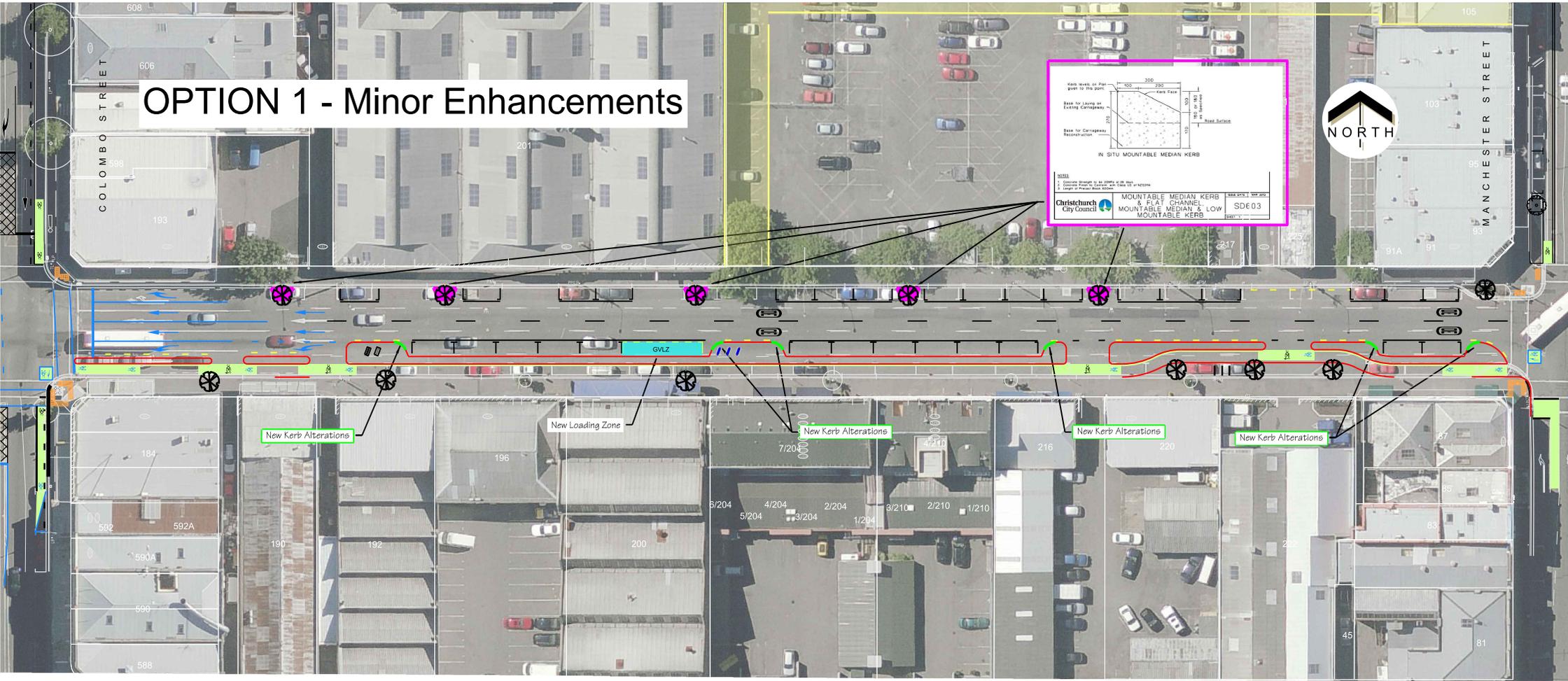
New Loading Zone

New Kerb Alterations

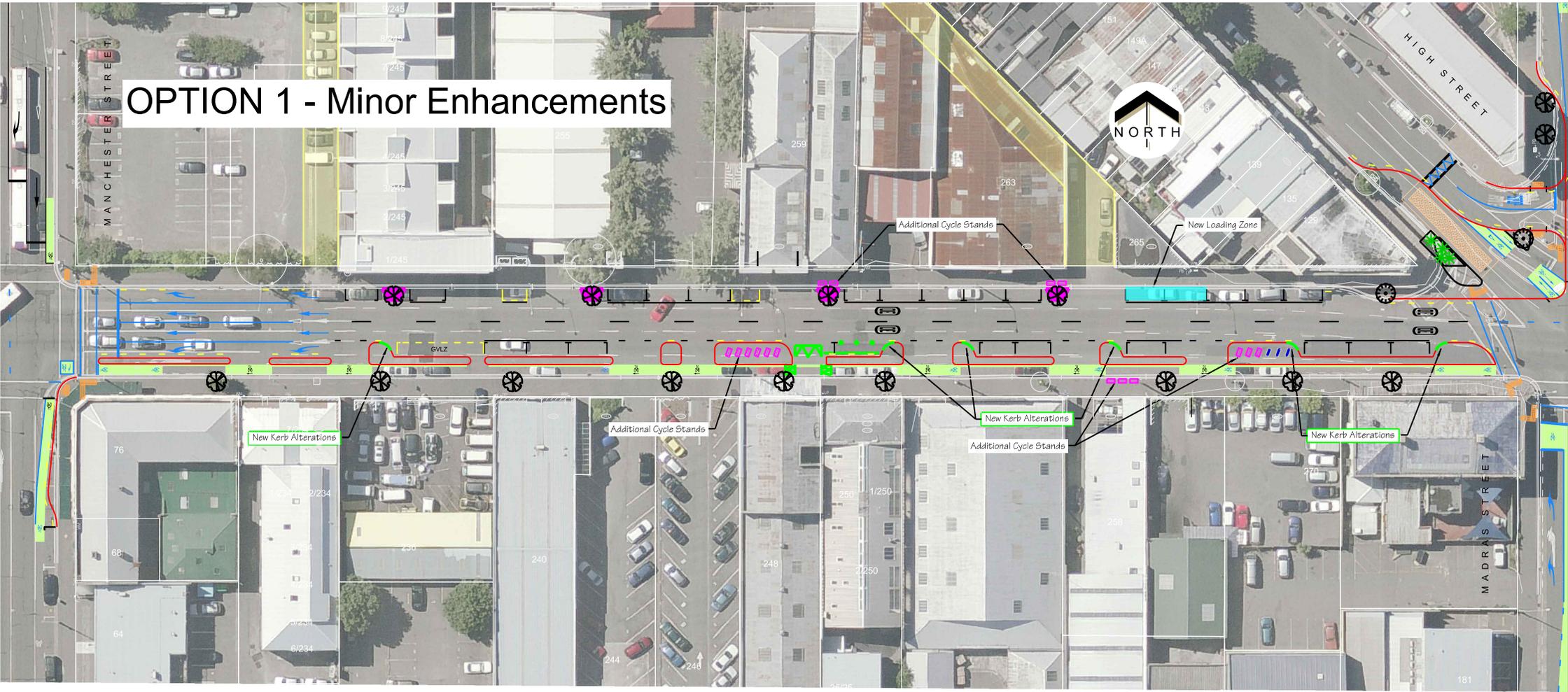
New Kerb Alterations

New Kerb Alterations

GVLZ



# OPTION 1 - Minor Enhancements



## **Submission on St Asaph Street proposed road layout options**

**Submission of Central City Business Group Incorporated**

**C/- Ms Lynley Shaw**

**41 Welles Street**

**CHRISTCHURCH 8042**

**Email: C/- [lynley.shaw@me.com](mailto:lynley.shaw@me.com)**

### **Infrastructure, Transport and Environment Committee Meeting**

Central City Business Group Inc. is an incorporated society representing the interests of owners of businesses within Central Christchurch.

It intends to present at the meeting of the Infrastructure, Transport and Environment Committee (ITE) on 30 October 2017.

All correspondence may be sent C/- Ms Lynley Shaw at the above email address.

#### **Contact number:**

Ms Lynley Shaw - +64 21 365 571

**Name of organisation:** Central City Business Group Incorporated (CCBG)

**Number of people I am representing:** 20 businesses

**Role with organisation:** Society Secretary

### **SUBMISSION**

**The CCBG opposes Option 1 and supports Option 2, but with amendments.**

**The CCBG will speak to revised designs at the ITE Committee meeting.**

**The CCBG seeks that the ITE Committee consider those revised designs and recommend this revised design to Council.**

### **INTRODUCTION**

CCBG wants to ensure that streets in the Central City continue to be accessible to all road users; drivers, cyclists, and pedestrians.

The actions taken by the Christchurch City Council to date in relation to An Accessible City

have not been well understood by inner city users or well consulted on. The changes that have occurred which have resulted in significant changes to inner city streets, have seriously damaged inner city businesses through poor traffic and built design, loss of on-street car-parks, lane widths, speed limits and kerb design.

CCBG believes that the An Accessible City plans are flawed and have caused significant disruptions to inner city businesses. An Accessible City continues to be a source of controversy. As more projects under An Accessible City are completed, issues regarding vehicle access to the central city, parking, traffic congestion and the inability to drive through the city have become strikingly apparent. These issues reflect a complete disconnect in communication between the Christchurch City Council, business owners and operators, and road users since An Accessible City's inception.

## **OPTIONS**

### **The CCBG opposes Option 1 and supports Option 2, but with amendments.**

The CCBG is pleased to see that the options being considered involve changes to St Asaph Street to address the concerns of CCBG. However, the changes proposed as part of Option 1 do not go far enough to address these concerns and further changes are required.

The CCBG have worked with Christchurch City Council to address these issues and it is noted at the outset that Option 2 does not represent the CCBG's preferred option for St Asaph Street. The preferred option of CCBG is still being developed in consultation with Christchurch City Council. CCBG has met with CCC staff on a number of occasions to discuss amendments to both options that are being consulted on, with the view to providing a revised option. It is disappointing that these discussions have not resulted in a third alternative option being included in this consultation process.

CCBG will continue to work with Christchurch City Council on this revised design and will speak to the revised design at the ITE meeting on 30 October 2017 so that it can form part of the ITE's consideration and recommendation to Council.

The key differences between Option 1 and the CCBG position are the provision of additional on-street car parking and the extent of removal and changes to build outs.

### **Option 1 – minor enhancements to the St Asaph Street road layout**

Option 1 includes the following changes:

- Install two goods vehicle loading zones.
- Modify the entry/exit of parking bays to make access easier.
- Install additional cycle parking on identified islands.
- Modify the tree pit kerb design to mitigate damage to car wheels.

CCBG supports the acknowledgement through Option 1 that changes are required to St Asaph Street. However, CCBG considers that Option 1 does not go far enough to address the CCBG's concerns in relation to poor traffic and built design, loss of on-street car parks, lane widths and kerb design.

Each aspect of Option 1 is addressed below.

***Install two goods vehicle loading zones***

The installation of two goods vehicle loading zones to allow courier and delivery vehicles dedicated to loading and unloading facilities is supported in principle. However, CCBG would like to be involved in further discussions as to the design and location of these loading zones.

***Modify the entry/exit of parking bays to make access easier***

CCBG supports the concept of making access to the parking bays easier. However, it is not clear from Option 1 how modifications to the entry/exit of the parking bays will be achieved. CCBG's position on parking bays is set out in the context of Option 2 below.

***Install additional cycle parking on identified islands***

CCBG support the provision of additional cycle parking on the footpath instead of cycle parking occupying road space. Again, the CCBG would like to be involved in further discussions as to the location of additional cycle parking.

***Modify the tree pit kerb design to mitigate damage to car wheels***

Again the CCBG supports changes to the tree pits along St Asaph Street to mitigate damage to car wheels. Considerable damage has also been caused to both the tree pits and trees through vehicles hitting them. CCBG consider that removal of tree pits (and rebuilt in appropriate locations) is required rather than modifications. This is further discussed in the context of Option 2 below.

***General comments on Option 1***

One of the claimed advantages for Option 1 is that it maintains the existing urban design and public realm components of the scheme as well as traffic calming effects. It is noted that there is disagreement as to the existing urban design value of many of the installations along St Asaph Street, including the build outs. Therefore little weight should be given to the maintenance of existing urban design components.

Option 1 does not address the need for additional on-street parking on St Asaph Street which is a key aspect of the CCBG proposal. The removal of on-street car parking on St Asaph Street has had a significant adverse effect on residents, businesses and users of St Asaph Street. The need for additional car parking is discussed in the context of Option 2 and further evidence of the need for additional parking will be presented to the ITE meeting.

The cost of implementation of Option 1 is identified as \$210,000. It is considered that this cost is severely underestimated. CCBG seeks further details of the costs of implementation. Further it should be noted that, such minor amendments to the parking bays and tree pits rather than removal or rebuild will result in higher maintenance costs as a result of ongoing damage from vehicles.

**Option 2 – Central City Business Group Design Option (3a)**

Option 2 includes the following changes:

- Reinstates approximately 53 car parks.
- Revises the tree pit design on the north side of the corridor and reduces the number of tree pits provided.

- Reduces the width of the northern footpath from three metres to two metres in the future to accommodate modification in lane width.

It is again noted that the preferred option of the CCBG continues to evolve through consultation with CCC staff and has been modified.

The key aspects of the CCBG proposal are to provide additional road space and more on-street parking as well as safer and more convenient access to parking.

Kerb build-outs should be retained at the upstream intersections particularly where traffic signal poles are currently located within a build-out. However, these build-outs should be modified to include smooth kerb alignments that allow forward movement entry into the adjacent downstream car parking spaces.

All downstream kerb build-outs should be removed to provide additional road space for vehicles to pull over and to allow safer access to adjacent car parking spaces.

All kerb extensions provided for trees along the northern side of the road should be removed. Trees should be provided in the footpath unless a particular case can be made for the safe provision of a tree in the roadway.

### ***Reinstates approximately 53 car parks***

The provision of additional car parking along St Asaph Street is a key and necessary advantage of this option as there is a real need for additional parking along St Asaph Street. The removal of on-street parking on St Asaph Street has had significant adverse effect on residents, businesses and users of the street.

The recommendations report refers to a parking demand survey that indicated an occupancy rate of 75% as a basis for further parking not being required. The CCBG would like to see further details of this survey, as the results do not accord with the feedback that it has received from users of St Asaph Street who have expressed an ongoing frustration at the lack of available parking. This survey does not address driver behaviour and how the convenience and ease of parking can affect the occupancy of car parks. The design of the parking bays and the difficulty of entering and exiting the car parks is likely to be a contributing factor to the occupancy rate as whilst spaces may be vacant, they may not be considered practically or easily accessible for people.

The failure to provide for any further on-street parking has and will continue to have a detrimental effect on existing business owners and users of St Asaph Street. It also does not account for the future demand for parking on St Asaph Street which will increase with time. As more central city attractions and activities establish, including the Ao Tawhiti Unlimited Discovery School, the Metro Sports Facility, the Lower High Street re-development, parking will come under increasing demand. The development of vacant sites along St Asaph Street will also remove off-street car parking supply, further exacerbating the existing problems.

Further evidence of the need for additional parking will be presented to the ITE meeting.

### ***Revised the tree pit design on the north side of the corridor and reduces the number of tree pits provided***

Another key aspect of the CCBG's proposed design is the reduction in number and setback of tree pits. The removal of unnecessary kerb build outs will provide much needed additional space for drop off/pick up by taxis etc. Also, importantly, the removal of unnecessary kerb build outs will provide easier access to and from parking spaces.

The CCBG note the benefits of partial build outs to assist pedestrian crossing. These should be limited to one per block at a mid-block location and should be a maximum of 1.8m so that they do not encroach into the roadway. These would allow pedestrians to stand in line with parked cars to provide better visibility.

The removal of tree pits and changes to the design will improve the amenity along St Asaph Street. Many of the trees located in the existing tree pits are damaged. It is proposed that trees will still be planted on the footpath where they are not subject to vehicle damage.

***Reduces width of the northern footpath from three metres to two metres in the future to accommodate modification in lane width***

The CCBG proposal was to set back the northern kerbline by a minimum of 0.5m when it is reconstructed to allow for additional road carriageway width and the reconfiguration of traffic lanes to provide shoulders on both sides of the road. This was based on the understanding from discussions that this reconstruction will be proceeding in the near future.

However, it is now understood from discussions with the Council that there are no proposals to reconstruct the curb and footpath on the northern side of the road. Therefore this is no longer being sought by the CCBG in the short term. The widening of the carriageway is desirable and this option should still be considered at some stage in the future. However, in the short term it is not an essential component of the CCBG proposal which still provides some additional road space and more on-street parking as well as safer and more convenient access to parking.

Pedestrian safety and amenity will also be improved through appropriate build outs on the northern side of the road.

***Safety audit***

CCBG question the value of the safety audit that has been undertaken.

It is noted that the authors of the safety audit have been involved in previous reports regarding post construction of St Asaph Street. Therefore a truly independent audit has not been undertaken. The CCBG consider that an audit should have been undertaken by two completely independent persons. The CCBG is making enquires to have its own safety audit done of the revised proposals.

The safety audit has also been done on a comparative basis, where it compares the existing scheme being constructed against Option 2. The brief provided was to "consider the extent to which Option 3a [now Option 2] addresses safety concerns compared to the existing layout." This indicates that the brief provided was to comment on the Option 2 scheme and not the existing scheme, other than what was done in post construction.

The CCBG have a number of concerns with the audit including:

- It refers to progression speed but still considers operating speeds will be higher without build outs.
- It notes that removing downstream build outs will improve safety associated with parking but does not appear to consider this for the upstream build outs.
- It does not address the matter of drop off activities.
- It does not acknowledge that service vehicles are being parked on footpaths or build outs.

- It refers to standards as if they are absolute and does not acknowledge the need for compromise to fit all the required activity with a defined width.
- It does not note that trees are provided on footpaths in many living streets around the world (in fact trees provided on the footpath is a consistent feature in the Christchurch CBD).
- It does not acknowledge the high incidence of collisions by vehicles with the build outs/tree pits.

### **Consultation**

The CCBG has been undertaking its own consultation with residents, employees, business owners and property owners of St Asaph Street. The response has been overwhelmingly in support of Option 2 over Option 1 and has expressed that the CCC consultation process to date has not been adequate or effective.

The CCBG is still collating feedback and will provide further details of this consultation at the meeting on 30 October 2017.

### **Revised design option**

The design of St Asaph Street has been an experiment and it is acknowledged that changes are necessary to improve its design, function and workability for all users.

The CCBG continues to work with CCC staff to refine its design and will be in a position to speak to these revised designs and provide further information when it presents at the ITE meeting on 30 October.

CCBG has not been in a position to provide its refined preferred design in this submission as it is waiting for base files to be provided by CCC staff so that detailed design plans can be produced. CCBG will also seek to consult further with staff in relation to some of the additional enhancements to the proposal that may be included.

It is noted that Options 1 and 2 are only staff recommendations for consultation. This does not preclude the ITE Committee from recommending an alternative design for Council.

**The CCBG seeks that the ITE Committee consider its revised designs and recommend this revised design to Council.**



6 October 2017

Dr Karleen Edwards  
Chief Executive Officer  
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Christchurch 8154

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Dear Karleen

### **St Asaph Street Proposed Road Layout Options**

Thank you for the opportunity to provide feedback on the St Asaph Street Proposed Layout Options. The NZ Transport Agency has been working closely with the Christchurch City Council in developing An Accessible City (AAC) Programme post-earthquakes as a significant investment partner and sees this programme as an important part of the recovery for Christchurch. The Transport Agency is a committed funding partner going forward and looks forward to continuing to work with the Council and seeing the Council's success with this programme.

The Transport Agency has invested over \$24 million in the AAC programme to date. \$18 million in phase 1 AAC projects, \$2.25 million in the St Asaph Street Project and has approved additional investment of \$3.96 million in other phase 2 AAC projects.

Investment in the Accessible City Programme (AAC) has wider benefits in delivering the broader strategic context of the Land Use Recovery Plan, Central City Recovery Plan (CCRP), Greater Christchurch Transport Statement and the Christchurch Transport Strategic Plan by improving travel choice, environmental sustainability, efficiency of the transport network and safety.

As Christchurch recovers post-earthquakes, it is critical that economic growth is supported by appropriate infrastructure. The city centre focussed growth agreed in the CCRP and its supporting AAC chapter achieves a number of benefits:

- Vibrant, integrated city centres are proven to be more productive where growth is spread out. A more attractive and compact CBD offering a wider range of activities – and capable of accommodating an overall increase in activity levels and trip making across all modes over the next 30 years.
- A range of travel options / choices that are flexible and resilient, and able to accommodate the projected population growth in the central city and wider Christchurch.
- Quality public realm areas resulting in increased land values, pedestrian footfall, retail turnover, investment and consequent health benefits.
- Capacity and infrastructure for public transport to cater for significant increases in bus use in the coming decades.
- Well located parking that is readily accessible off distributor streets, but does not dominate city streets.

The Transport Agency is focused on effectively delivering on transport sector goals for a transport system that maximises economic and social benefits for New Zealand and minimises harm. This will be achieved through the strategic direction of the Transport Agency as follows;

- One connected transport system
- People centred services
- Partnerships for prosperity

The Transport Agency seeks to continue our collaborative and constructive working relationship on the AAC programme and our feedback is provided within this context.

The Christchurch City Council is seeking feedback on two proposed options;

1. Minor enhancements
2. Central City Business Group option

The Transport Agency supports option one “Minor Enhancements”. This option addresses all the safety issues identified in the post construction safety audit completed in March 2017 and the street layout meets the strategic direction set out in the AAC programme business case, with some minor enhancements, including cycle parking bays and dedicated loading zones.

The Transport Agency does not support option two “Central City Business Group Option” as a safety audit has identified several safety issues that will not be resolved and the Transport Agency cannot support any proposal that compromises safety objectives. The proposals in option two – narrowing footpath widths, reinstalling 53 car parks and removing urban design elements – also risk undermining the strategic direction of the AAC programme and the CBD becoming a vibrant, more people focused area.

There are other risks associated with option two, outside of the AAC programme. These include the current Christchurch City Council-led ‘City Wide Transport Programme Business Case’ and the Transport Agency-led State Highway 76 Programme Business Case, which both have a strong emphasis on successful travel demand management (TDM). The strategic approach taken by the AAC programme provides a good platform for the implementation of TDM throughout Christchurch. Without TDM and the supporting AAC infrastructure, Christchurch will become a more congested city in the future.

Once again the Transport Agency would like to reiterate its continued support for the City Council’s investment in the AAC programme. We look forward to continuing to working with the Council on the AAC programme and congratulate the Council for the success achieved to date.

Yours sincerely



**Jim Harland**

Director Regional Relationships



**Brett Gliddon**

Senior Manager, System Management

### St Asaph Street Redevelopment

I support St Asaph Street and the associated cycle lanes remaining as per the current design with minor modifications as recommended by the Independent Road Safety Audit.

I **DO NOT** support the Business Groups Option (Option 3a).

Reasons are as follows:

1. The Business Group Option (Option 3a) is not consistent with the An Accessible City: Christchurch Central Recovery Plan which designates St Asaph Street as 'Key Central City Cycle Route' for cyclists to safely access the city.
2. Option 3a prioritises on-street parking at the expense of cycle/pedestrian safety and green infrastructure and is not consistent with the objectives of the Christchurch Transport Strategic Plan (CTSP). Namely:
  - a. *Objective 1.1: Balancing the network – This objective includes “Making Christchurch a cycle city. **Action 1.1.3** Cycle network The Council has a unique opportunity to foster a cycling culture in the city and to develop a connected cycle network following the earthquakes.”*
  - b. *Objective 1.3: Managing the demand network by encouraging people to use a wider range of travel options.*
  - c. *Goal 4: Create opportunities for environmental enhancement*
  - d. *Objective 4.1: Reduce emissions and invest in green infrastructure and environmental enhancements*
3. The Independent Safety Audit indicates that's the current design is "operating reasonably well" and raises significant issues concerning cycle and pedestrian safety. Namely.
  - a. "Option 3a also proposes to reduce the no-stopping requirement at accessways (upstream and downstream) to permit additional on-road car parking. This increases the risk to people on bikes, and is not supported on this multimodal corridor with adjacent commercial activity."
  - b. "Option 3a proposes changes that are considered to negatively impact pedestrian provisions and safety."

These risks are considered "Significant safety concerns that should be addressed and require changes to avoid serious safety consequences." As such it is irresponsible for this option to be considered further.

4. Cycle counts show that cycle trips are increasing significantly as a transport mode of choice for access into the central city. Trends show that this is likely to further increase over time therefore it is critical that cycle infrastructure be safe and comfortable for all users.
5. Option 3a sets a dangerous precedent for the Accessible City and Urban Cycleway projects and sends a message that the Council prioritises providing on-street parking (at the demand of businesses who should, and are required to, supply off-street parking) over cycle and pedestrian safety and comfort.
6. Option 3a does not meet minimum criteria and standards included in the Christchurch City Council Cycleway Design Guide which have been set to ensure the development of safe cycle infrastructure. This includes standards around parking setbacks (for visibility) where cycle lanes are implemented behind on-street parking.

7. The parking surveys show that there is adequate on-street parking provided in the current design to meet parking demand.
8. Option 3a is of considerable cost and will require funding which could otherwise be invested in the Urban Cycleway Programme or Accessible City projects including the implementation of other safe cycling routes in the city.

I support the implementation of a posted speed limit of 30km/h on St Asaph Street to be consistent with the speed environment of the street and further increase safety for cyclists and pedestrians.

I support the installation of additional cycle infrastructure (such as bike stands) where possible to improve accessibility for cyclists.

My name is Jessica Halliday and am a proud citizen of this city, a ratepayer, a cyclist, a car user and I direct a charitable organisation whose premises are on St Asaph St in Boxed Quarter.

1. I use the St Asaph St cycleway most work days - often for more than one or two trips during the day as well as commuting. There are some days I do use a car, necessitating parking in the area.
2. I would like to congratulate the Council on its commitment to supporting safer and more enjoyable cycling in the city. The cycleways are not perfect (what is?) but they have been a revelation to me as someone who has been a regular, everyday cyclist for over 10 years. As an experienced cyclist, I didn't think the cycleways would make much of a difference to how I cycle and how I feel about cycling. However, as a regular user of the emerging cycleways in the central city, and also the Papanui Parallel, what I've discovered is that I prefer using routes with a separated cycleway. I feel safer, freer and more connected to a community of cyclists, pedestrians and bus users. And I'm not alone - the cycleways are making cycling far more accessible and attractive to far more people. This is improving equity across the city as more people feel they can now chose this healthier, cheaper, more sustainable and more pleasurable form of moving around the city with greater confidence.
3. Because of the greater accessibility and equity provided by the Council's investment in cycleways, it is vital that the safety of these cycleways are not compromised.
4. It is made very clear in the council and independent safety reports that Option 2 will make St Asaph St more unsafe for all road users: pedestrians, cyclists and car drivers:<sup>1</sup>
  - Option 2 proposes removal of the tree pits would reduce the level of visual traffic calming (when the trees, or other vertical devices are installed) potentially resulting in higher mid-block operational speeds, while retaining the same overall progression speed. This increases the risk and severity of incidents, particularly for pedestrians and cyclists.<sup>2</sup>
  - Option 2 proposes the removal of most kerb build-outs at driveways and parking bays to permit provision of additional on-road parking and improve access to parking. The upstream kerb extension, with associated no-parking, is considered fundamental to the safe operation of the separated cycleway and must be retained. While the kerb extension does increase difficulty of parking movements, the safety benefits to people on bikes are greater than the operational dis-benefits to vehicles.<sup>3</sup>
  - This option proposes to reduce the no-stopping requirement at accessways (upstream and downstream) to permit additional on-road car parking. This increases the risk to people on bikes<sup>4</sup>
  - The proposed removal of accessway kerb extensions will restrict the number of locations that wheelie bins can be placed. This could result with the cycleway being blocked, with cyclists using the footpath or traffic lane, or accessways being blocked and vehicles unable to safely enter<sup>5</sup>

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<sup>1</sup> [St Asaph Street Proposed Road Layout Options Report to ITE Committee 13 September 2017](#), [Road Safety Audit Report on St Asaph, March 2017](#), [Road Safety Audit Option 2](#)

<sup>2</sup> [Road Safety Audit Option 2](#), 2.2 (p. 7)

<sup>3</sup> [Road Safety Audit Option 2](#), 2.3 (p. 8-9)

<sup>4</sup> [Road Safety Audit Option 2](#), 2.3 (p. 9)

<sup>5</sup> [Road Safety Audit Option 2](#), 2.3 (p. 9)

- Option 2 proposes changes that are considered to negatively impact pedestrian provisions and safety, including: widening the width of traffic lanes will come at the cost of narrowing the northern footpath and will create a dangerous environment for pedestrians, the reduction of the width of build outs to a width smaller than car parks will force pedestrians into the stream of traffic when crossing the road, crossing points ignore desire-lines exiting South Frame laneways, introducing trees into the footpath makes it less suited to pedestrians, especially the visually impaired and creates pinch points.<sup>6</sup>
  - introducing more south-side car parks will decrease the visibility of cyclists using the cycleway, increasing the risk for impact by cars turning into accessways. There have already been significant accidents of this kind, please don't turn it into a death trap by making cyclists less visible
5. Option 2 is primarily about increasing car parking on St Asaph St. Yet according to the Council's car parking monitoring data, the current number of car parks on St Asaph Street are under-utilised at 75% capacity. There is statistically no demand to justify introducing more car parks.<sup>7</sup>
6. The current design of St Asaph Street needs to be improved to ensure the safety of all road users and encourage the use of sustainable transport modes. Many of these solutions are offered in the Road Safety Audit Report on St Asaph St from March and the more recent Road Safety Audit Report on Option 2 written in August:
- To avoid more near misses and accidents the visibility of cyclists using the cycleway needs to be improved by removing southside car parks near driveways.<sup>8</sup> Removal of the south-end carparks could be trialed on a temporary basis to see what works for all stakeholders and road users. This trial could be further supported by collecting data on the car parking demand for the north-end car parks and on the economic effects to local businesses.
  - Introduce a solid barrier line on the traffic side of the cycleway green markings to highlight that the driver is crossing over a separated facility. In some locations throughout NZ, this barrier line is formed through the use of a low profile black and yellow raised separator<sup>9</sup>
  - I understand the recommended works to improve the lane definition and road markings on St Asaph St are underway. I hope this follows the recommendations in the report to: include an appropriate edge line treatment to reinforce lane position for the through traffic driver (creating a buffer to the parking space, and minimising the risk of impact with pedestrians, alighting vehicle occupants and vehicle doors opening); improving the definition of the new lanes; removing the 'ghost' markings.<sup>10</sup>

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<sup>6</sup> [Road Safety Audit Option 2](#), 2.4 (p. 11)

<sup>7</sup> [St Asaph Street Proposed Road Layout Options Report to ITE Committee 13 September 2017](#), 5.8 (p. 4)

<sup>8</sup> ['Death trap' cycleway criticised over car parks - RNZ article](#)

<sup>9</sup> [Road Safety Audit Report on St Asaph, March 2017](#), 2.1.3 (p. 11)

<sup>10</sup> [Road Safety Audit Report on St Asaph, March 2017](#), 2.1.4 (p.13); 2.1.7 (p. 17)

- Introduce loading zones in St Asaph St to serve the needs of building tenants and businesses in the street, as per Option 1. This will prevent illegal use of the lanes for loading, endangering all users.<sup>11</sup>
  - Lower the legal speed limit to 30 km/hr to better reflect the design of the environment and match the actual operating speed. Retaining the current 50 km/h through traffic speed, given the complexity of parking and turn movements, can result in more frequent nose to tail crashes, along with an increased risk of crashes with drivers turning left over the cycle lane, resulting in potentially high severity side impact crashes (cyclist into side of car, or car into side of cyclist). St Asaph Street is on the southern boundary of the central city core 30 km/h area. It is noted that Colombo Street has a 30 km/h speed limit southward to Moorhouse Avenue.<sup>12</sup>
7. Many of those recommendations in point 7 are not covered by current works or Option 1. I would like to see Council make a commitment to include these improvements in St Asaph St in the future and for these recommendations to inform the design of future separated cycle lanes elsewhere in the city.
  8. Option 2 will cost ratepayers \$1 million more than Option 1 proposed by Council staff (\$210,000).<sup>13</sup> The additional cost of Option 1 is not available within Council's current budget, let alone the additional \$1M of Option 2.<sup>14</sup>
  9. The Council's Climate Smart Strategy (2010-2025) expresses Council's vision of our city as a place where "People and communities actively work towards a climate smart Christchurch that reduces its greenhouse gas emissions...". This includes a target of "50% reduction of greenhouse gas emissions from domestic transport by 2040 from a 2008 baseline."<sup>15</sup> To quote noted Canadian urbanist Brent Toderian, "Even if all vehicles became electric tomorrow (which they won't), and even if our local electric energy sources are on the renewable side, the truth is there's no totally "clean" energy source, no energy without impacts. The only real energy solutions are urban densities, land use-mixes and patterns, and personal choices, that depend on much less energy. That means efforts like making walking, biking and public transport truly inviting options"<sup>16</sup>

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<sup>11</sup> [Road Safety Audit Report on St Asaph, March 2017](#), 2.1.3 (p. 11)

<sup>12</sup> [Road Safety Audit Report on St Asaph, March 2017](#), 2.1.1 (p. 7) [Road Safety Audit Option 2](#), 2.2 (p. 7)

<sup>13</sup> [CCC Newline article](#)

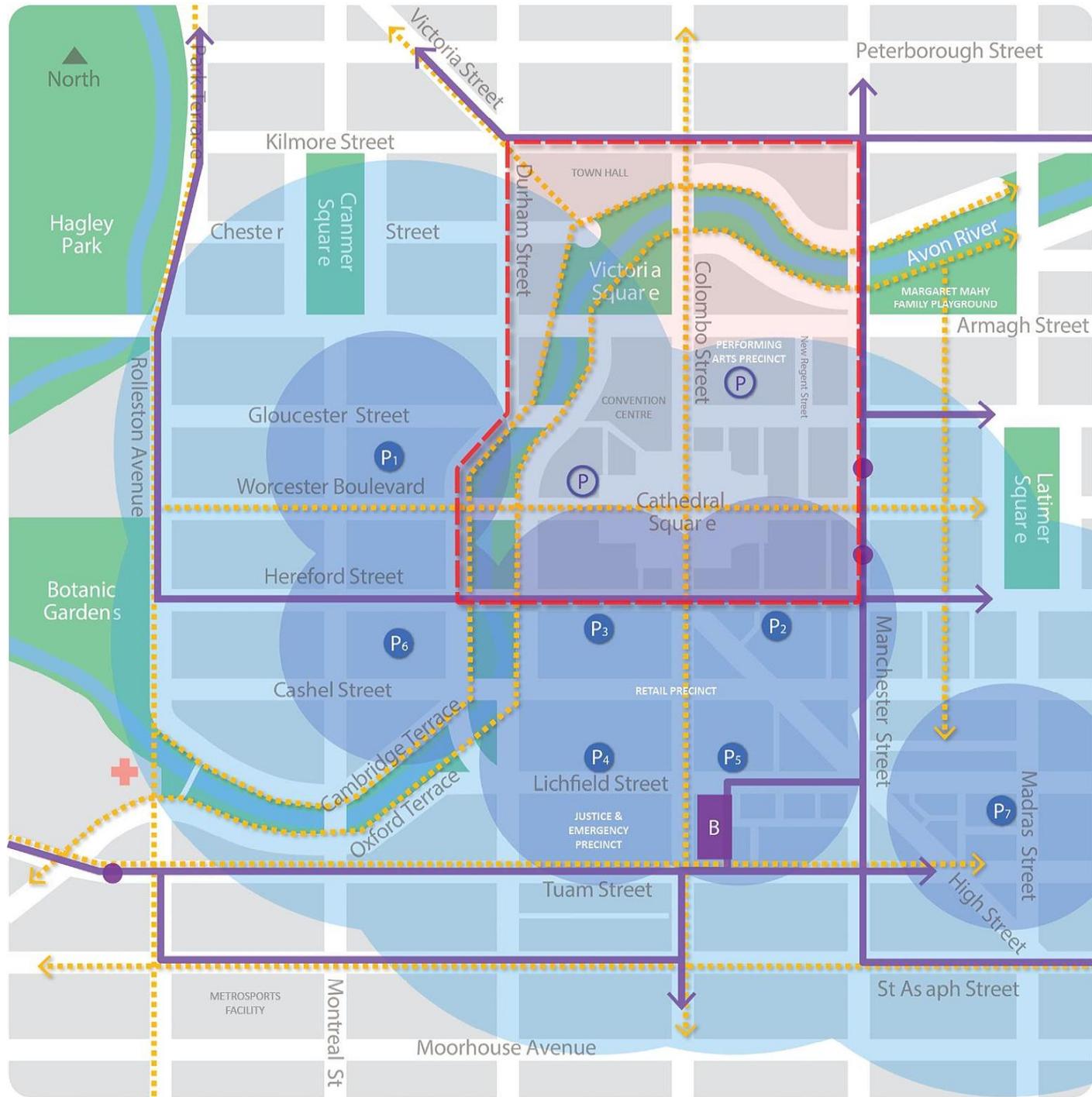
<sup>14</sup> [St Asaph Street Proposed Road Layout Options Report to ITE Committee 13 September 2017 \[PDF, 59 KB\]](#)

<sup>15</sup> Christchurch City Council, [Climate Smart Strategy \(2010-2025\)](#)

<sup>16</sup> Brent Toderian "[Mobility in Cities is about space.](#)" [Planetizen](#).

# Attachment 8 - Charlotte Bebbington

- Regeneration Strategy Study Area
- P Existing Off Street Car Parks
- P<sub>1</sub> Art Gallery 105 spaces
- P<sub>2</sub> Hereford East 600 spaces
- P<sub>3</sub> The Terraces +300 spaces
- P<sub>4</sub> Lichfield Street 800 spaces
- P<sub>5</sub> The Crossing 600 spaces
- P<sub>6</sub> West End KEB +300 spaces
- P<sub>7</sub> Innovation Precinct 370 spaces
- P Potential Off Street Car Park
- 2 minutes walking distance (150m)
- 5 minutes walking distance (400m)
- Bus Routes
- Super Stops
- Bus Interchange
- Major Cycle Routes



## St Asaph Street proposed road layout submission

Preferred choice - Option 1 (minor enhancements)

05/10/2017

Option 1 (minor enhancements) is the better option as it builds on the proven St Asaph cycleway infrastructure. Any implemented solution normally requires a small number of improvements, this is not unexpected. Experience may be slightly different in the real world compared to paper, people's behaviour can change or the environment can change. In saying that, the currently implemented cycleway infrastructure is a strong solution with only the small Option 1 tweaks required.

I cycle across town every day, generally during peak hour traffic. I commute in all weather. I always wear HiVis and always have my lights on flashing (even during the day). I ride a mountain bike with disc brakes and run "knobbly" tyres. I cover about 5000km per year and have done this for the last 20 years. I have provided this context to help people understand exactly why separated cycleways are required and why this infrastructure must be designed to provide the maximum visibility of cyclists.

This year I have been recording my experience riding on the roads using a GoPro camera. This is on the YouTube channel "Usual Crazy Behaviour"

<https://www.youtube.com/channel/UckTJcqFNxO6ugOvxy2ITEjA>

However, for the purpose of this submission I wanted to specifically highlight four key areas of driving that are a problem, which in turn shows why high quality cycling infrastructure is necessary to compensate:

- \* Driver distraction.
- \* Poor lane positioning (vehicles blocking or drifting into cycle lanes).
- \* Unsafe passing of cyclists.
- \* Failure to see cyclists.

Driver distraction. Every day there are many drivers on their phones while driving. The current laws are not sufficient to keep drivers 100% focused on driving.

Examples of this problem:

Usual Crazy Behaviour 2017-03-10 (1) - <https://youtu.be/tGN94rsFWG4>

Usual Crazy Behaviour 2017-05-30 (1) - <https://youtu.be/iBI0OKK-0XQ>

Usual Crazy Behaviour 2017-07-25 (1) - [https://youtu.be/\\_N3UkK0qOgw](https://youtu.be/_N3UkK0qOgw)

Poor lane positioning. Paint by itself is not sufficient to keep vehicles in their own lanes and out of cycle lanes.

Examples of this problem:

Usual Crazy Behaviour 2017-02-09 - <https://youtu.be/wrcdi4wJAKA>

Usual Crazy Behaviour 2017-05-04 (1) - [https://youtu.be/HNeO\\_yh0noQ](https://youtu.be/HNeO_yh0noQ)

Usual Crazy Behaviour 2017-06-15 (1) - <https://youtu.be/BCXkDMYskkY>

Unsafe passing of cyclists. Some drivers make poor choices when passing cyclists. The current laws are not sufficient to address this problem. Physical separation through dedicated cycleways helps keep cyclists safe.

Examples of this problem:

Usual Crazy Behaviour 2017-04-09 (1) - <https://youtu.be/Nr7EnPdMJCc>

Usual Crazy Behaviour 2017-07-12 (1) - <https://youtu.be/CbN4Ew4TUMc>

Usual Crazy Behaviour 2017-07-31 (1) - <https://youtu.be/eUH7kvFD8yc>

Failure to see cyclists. Sometimes drivers fail to see cyclists because the vehicle's pillar or wet/dirty windows/mirrors are obscuring the driver's view. If there are any additional obstacles in the way (e.g. parked vehicles) then a driver will have even more difficulty seeing cyclists. Safe cycle infrastructure should be designed such that a driver has multiple opportunities to see cyclists and they can be seen from the best angle (e.g. when turning into driveways).

Examples of this problem:

Usual Crazy Behaviour 2017-05-02 (2) - <https://youtu.be/OpROe2MpZjA>

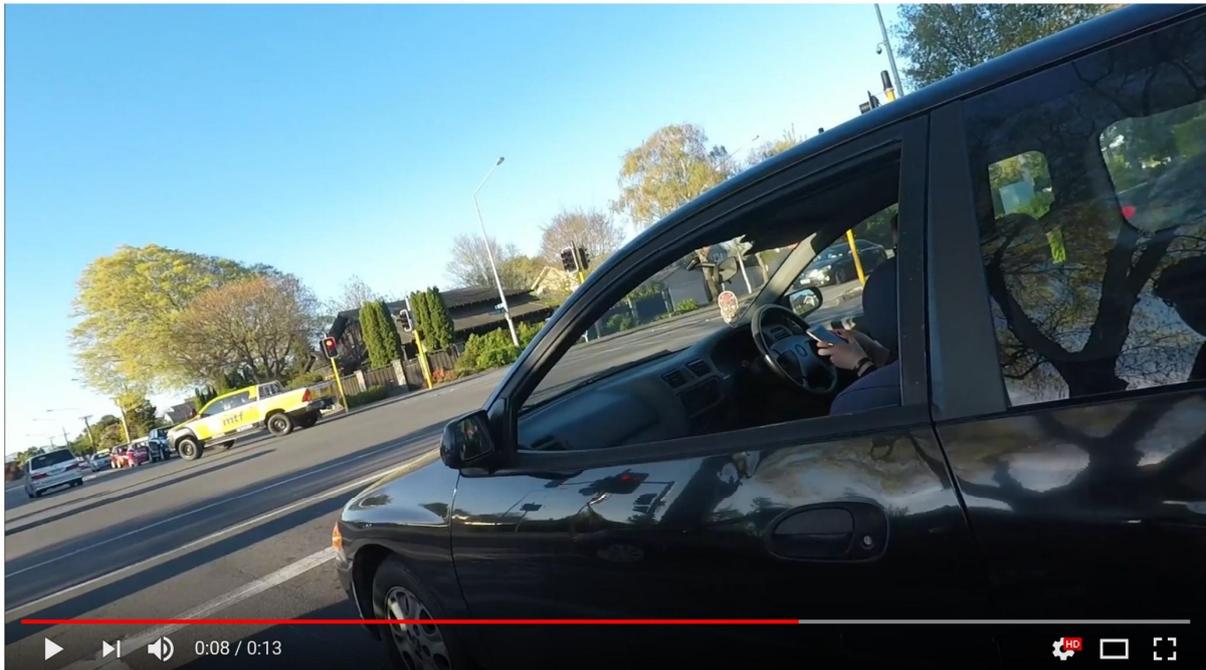
Usual Crazy Behaviour 2017-05-03 (1) - [https://youtu.be/DcxO55RM\\_Xc](https://youtu.be/DcxO55RM_Xc)

Usual Crazy Behaviour 2017-07-27 (1) - <https://youtu.be/WISzOR5nt2k>

As you can see there are a number of examples that illustrate why well designed safe cycling infrastructure is required. The examples show driver behaviour that is dangerous and unfortunately frequent. This therefore reinforces the fact that if cycleway design is compromised by hiding cyclists behind parked cars and creating driveway entrances that don't give sufficient line of sight, then there will be an unacceptable number of injuries and very likely fatalities. Option 2 (Central City Business Group option) clearly compromises safety and is therefore unsuitable for the type of driving seen on our roads.

A final note. I have a reasonable level of experience biking in traffic and have a very good quality bike which has allowed me to avoid collisions on many occasions. However good quality cycling infrastructure is about providing a relaxed and safe environment for everyone that wants to ride a bike irrespective of ability, age, type of bike, etc. Instead of saying "Be careful", we need an environment where we say to our children "Have fun riding to school" - well designed, people centric, safe cycling infrastructure helps provide this.

Driver distraction



Usual Crazy Behaviour 2017-03-10 (1)



Usual Crazy Behaviour 2017-05-30 (1) [image extracted from original video for clarity]



Usual Crazy Behaviour 2017-07-25 (1) [image extracted from original video for clarity]

Poor lane positioning



Usual Crazy Behaviour 2017-02-09

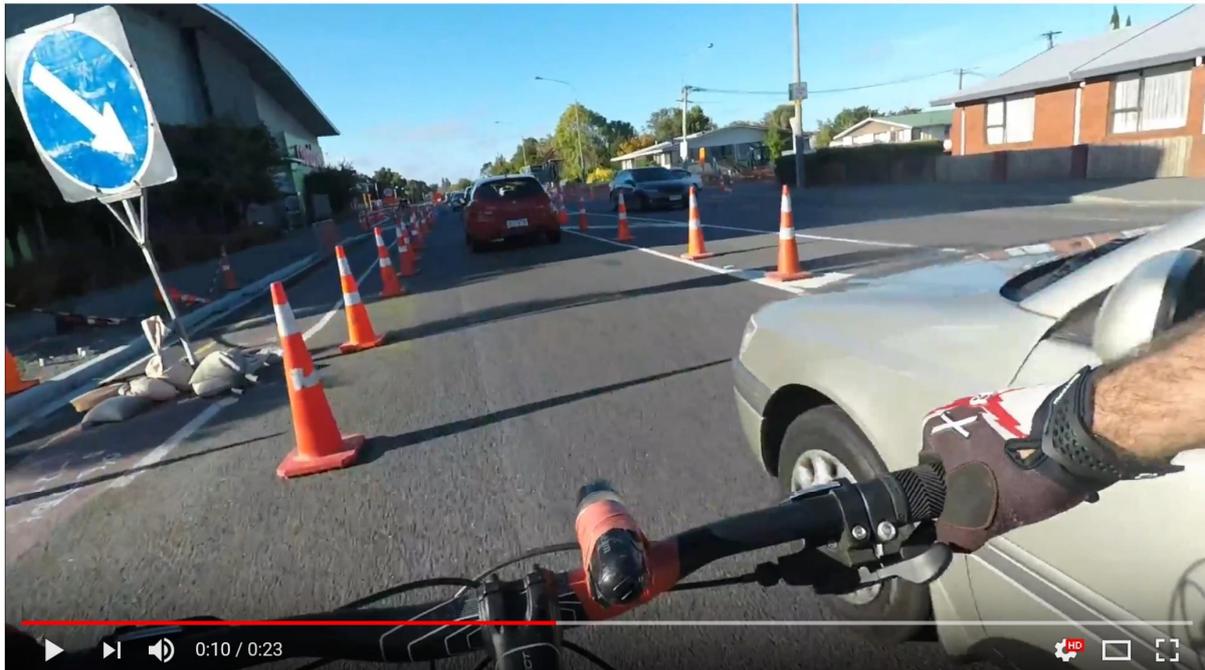


Usual Crazy Behaviour 2017-05-04 (1)

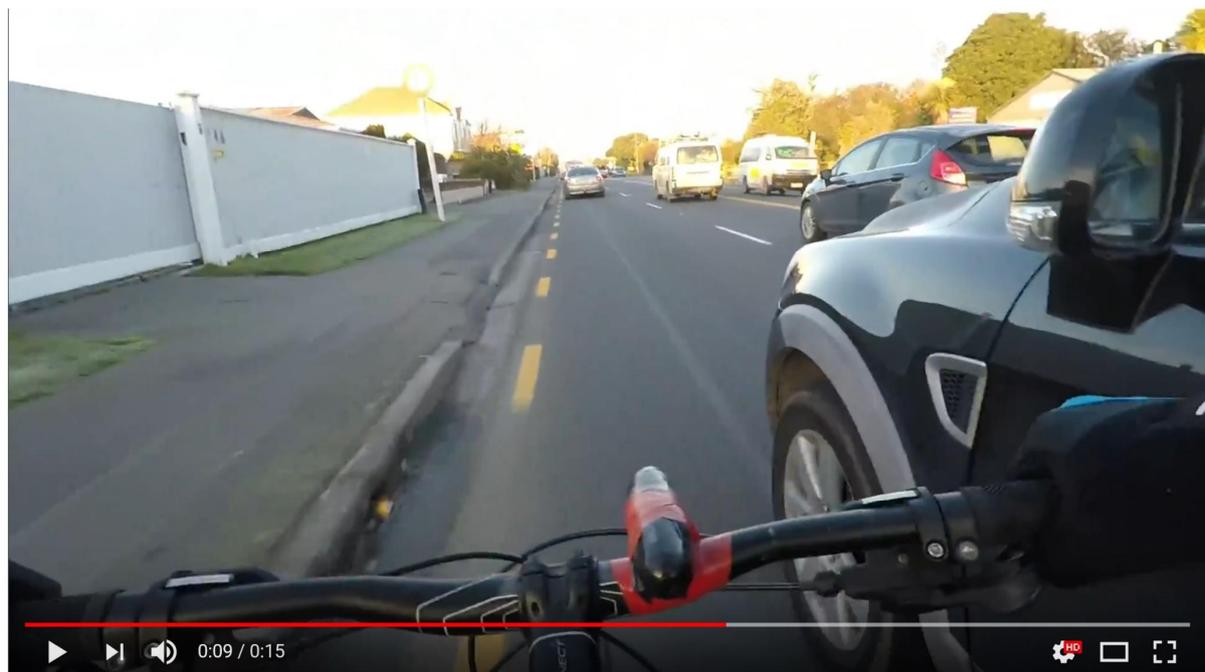


Usual Crazy Behaviour 2017-06-15 (1)

Unsafe passing of cyclists



Usual Crazy Behaviour 2017-04-09 (1)

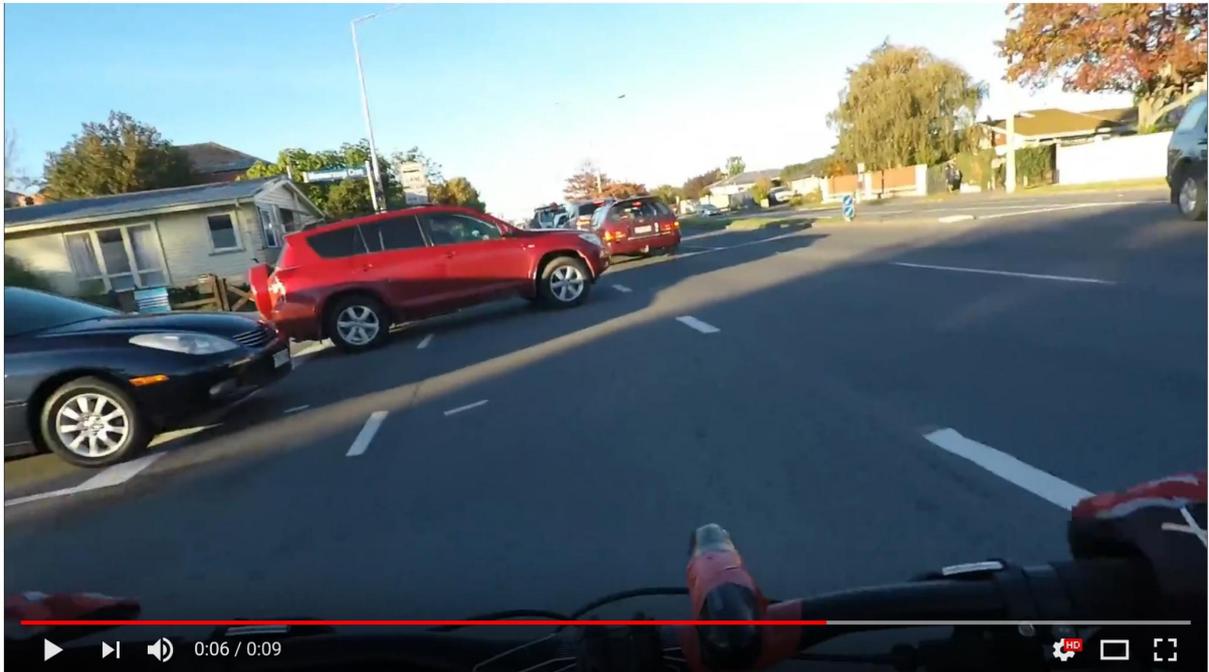


Usual Crazy Behaviour 2017-07-31 (1)



Usual Crazy Behaviour 2017-07-12 (1)

Failure to see cyclists



Usual Crazy Behaviour 2017-05-02 (2)



Usual Crazy Behaviour 2017-05-03 (1)



Usual Crazy Behaviour 2017-07-27 (1)

6 October 2017

## **St Asaph Street proposed road layout options - Property Council New Zealand Submission**

Property Council New Zealand (Property Council) welcomes the opportunity to provide feedback on the two proposed options for the redesign of St Asaph Street.

### **About Property Council**

Property Council is a member-led, not-for-profit organisation representing New Zealand's commercial, industrial and retail property owners, developers, managers, investors, and advisors. Property Council's membership also includes supporting professional service providers such as architecture, engineering, planning, and construction firms. Property Council's South Island branch, centred in Christchurch, has 195 businesses as members. Our members design, develop and own the buildings that house businesses and people.

Property Council's primary goal is the creation and retention of well-designed, functional and sustainably built environments that contribute to New Zealand's overall prosperity. We support city designs that enhance economic growth and development. To achieve these goals, our advocacy and research focuses on urban strategy, infrastructure, regulation and compliance, legislation and capital markets.

### **Understanding of the Issues and Options**

Recently completed changes to St Asaph Street's layout have attracted criticism from business owners and the public due to safety concerns. Those concerns include narrow lane widths, loss of on-street car parking, and ease of access to parking bays. We are pleased to see Christchurch City Council (CCC) is seeking public feedback on these options.

The options under consideration are:

#### **Option 1 – Minor Enhancements**

Option 1, proposed by CCC, will see minor enhancements made to St Asaph Street, providing some 'quick wins' without implementing extreme change. These proposed changes include:

- Installation of two goods vehicle loading zones;
- Modification of the entry/exit of parking bays to make for easier access;
- Installation of additional cycle parking on identified islands; and
- Modification of the tree pit kerb design to mitigate damage to car wheels.

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### Option 2 – Central City Business Group Redesign Concept

The Central City Business Group (CCBG) has previously suggested an alternative design concept which intended to address concerns related to user safety, loss of on-street car parking, ease of access to parking bays, narrow lane widths, tree pit design issues and lack of service vehicle loading areas. CCC's option partially addresses some of these concerns.

The proposed changes within Option 2 (based on the CCBG option 3a) include:

- Reinstatement of approximately 53 car parks;
- Revision to the tree pit design on the north side of the corridor and reduction to the number of tree pits provided; and
- Future reduction to the width of the northern footpath from three metres to two metres in order to accommodate modification of lane width.

### **Recommendation**

Property Council recommends that Option 2, or a similar design, be chosen.

In our view, Option 2 is best placed to ensure both the safety of road users and usability of the space for cars and customers of the businesses on St Asaph St. We encourage an outcome that addresses these issues. While the changes proposed under Option 1 provide some improvements, this option does not address the lack of parking on the street. We do not believe that cost should be the primary driver in selection of the preferred solution.

### **Discussion**

The ultimate goal of central city streets is to provide safe and practical accessibility for people to the businesses, residences and spaces in the central city. Property Council members, as the developers, owners and designers of those buildings and spaces have a clear interest in city streets, such as St Asaph St, being both safe and usable for people, cars and other transport modes.

The concerns the Property Council has with Option 1 are:

1. The traffic lanes need to be wider to reduce issues with vehicles moving along the street, in particular, issues associated with access to car parks and turning into driveways across the cycle lane.
2. There is a lack of on-street car parking to facilitate people coming into the CBD to access the businesses and spaces on St Asaph St. The existing car parks are difficult to access and exit due to the high-profile kerb design creating both safety and usability issues.
3. A further concern regarding the narrow lane width is that, in order to access the car parks, vehicles are holding up traffic because when reverse parking any following traffic is required to stop until the parking manoeuvre is complete, resulting in blocked lanes if the street is busy.
4. Because of the close proximity between parked cars and active traffic lanes, egress from parked cars is hazardous.
5. The narrow carriageway means delivery vehicles are often forced to park within the through lane, blocking traffic. This causes significant safety risks to users of the street.

6. The current narrow lane design impacts the ability of emergency vehicles to move along the street because there is insufficient space for cars to pull over and create the space for them to get through.

All our concerns relate to reduced vehicle user safety and to both people and vehicle usability of the street.

Property Council appreciates that many of the concerns and issues are inter-related, and cannot be considered in isolation. We support CCBG in principle but accept that there are engineering and cost constraints to be considered.

We understand that a Detailed Design Road Safety Audit (which is not a technical or financial audit) was undertaken prior to construction, and that changes to the design were incorporated into the final construction, so there is a precedent for change.

The Post Construction Road Safety Audit commented that “the lane widths of 3.3m are typical for the central city environment under the revised street layout for Christchurch” and assessed lane width as a significant issue, noting problems such as difficulty of parking, lane blockages by delivery vehicles and safety of egress from parked cars. We note with concern that the more recent Concept Design Road Safety Audit does not mention lane width or associated issues other than noting that “Option 3a proposes minor changes to the existing traffic lane and parking bay widths” in its discussion of the speed environment.

Property Council also notes that the recent Concept Design Road Safety Audit is critical of some details of the CCBG concept. However, we understand that the CCBG ideas are only conceptual, and we encourage CCC to obtain technical advice from appropriate independent experts in order to fully understand the nature and extent of the issues raised and to assess the safety implications of the possible solutions being considered under both Options 1 and 2.

Property Council believes it is possible to develop a design that achieves increased safety along the street and better access to car parks without compromising the pedestrian and cycle benefits which are a key aspect of the Accessible City Plan. We believe many of the benefits from both options can be achieved without excessive disruption and cost. In particular, we concur with a 30km p/h speed limit as higher operating speeds exacerbate some of our concerns, such as the difficulty accessing on-road car parks and increased risks at accessways, where left-turning drivers may attempt to enter at higher speeds and not observe cyclists on the separated cycleway.

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**St Asaph Street – proposed road layout options (Christchurch City Council, Oct. 2017)**

**Submitter: David Hawke, 135 Halswell Junction Road, Halswell, Christchurch**

**Summary**

- Design Option 3A should be declined.
- Based on a survey questionnaire given to colleagues and my own experience, people working in the central city spend money in the central city and walk to do that spending.
- The evidence from my survey backs up the evidence in the staff report, that there is no shortage of car parking in the central city.
- I am puzzled as to the process that brought about the current consultation. It seems that business groups receive more favourable treatment than residents.

**Submission Contents**

1. Background
2. Central city businesses are an important part of my spending
3. Purchasing from central city businesses: a survey of colleagues
4. Nearly all of my colleagues shop in the central city, and they walk to get there
5. My experience as a user of the St Asaph Street separated cycle way
6. Some questions of process
7. The Accessible City is working, and Design Option 3A is a step backwards
8. My response to the proposal

Appendix: Workplace survey questions

**1. Background**

- a. I live in Halswell, and have typically biked every day to my workplace in the central city since 1995.
- b. The route I now follow through the central city component of my ride involves entering the Hagley Park shared path from either Lincoln Road or Little River Extension MCR, then either the Tuam Street or St Asaph Street separated cycle ways.
- c. I occasionally go to University of Canterbury for meetings. To do this, I bike the Tuam Street or St Asaph Street separated cycle ways and the Unicycle MCR.

- d. I virtually never visit shopping malls. They do not stock what I want, and their atmosphere I find oppressive.

## **2. Central city businesses are an important part of my spending**

- a. Most days I walk from my workplace to buy lunch from a central city café.
- b. The bike shop we patronise (Fleet Cycles) is in the central city, on the corner of St Asaph and Colombo streets.
  - i. I prefer to purchase cycling accessories from a shop where I can get sound advice and personable service. Except for items unobtainable in New Zealand, I do not purchase on-line.
  - ii. If I want something for our bikes, I usually stop off on my bike ride home. If I am dropping in my bike for repair work, I bike to the shop then walk to work.
- c. Books are an important part of my recreation.
  - i. I buy my books either from a central city retailer (Scorpio Books) or, if they don't have the title I want, I buy on-line.
  - ii. To get to Scorpio Books, I walk during my lunch break.
- d. Another important part of my recreation is photography. The shop I patronise (Maks Photos) has just moved back into Colombo Street after a post-earthquake rebuild.
  - i. Maks had rented a space in Sydenham as they waited for their rebuild, but this was difficult to access by bike (too much traffic, no bike parking facilities).
  - ii. In this period, I visited their shop only rarely. Instead, I typically bought on-line through Photo & Video in Merivale.
  - iii. As with my bike accessory proclivities, I prefer to purchase from a shop where I can get sound advice and personable service. Maks provides both of these.
- e. My daughter has her car serviced at a central city car dealer (Team Hutchinson Ford), and I usually take it in for her but she collects it. On these occasions, I typically take a folding bike so that I can bike home.
- f. An anecdote: a central city retailer told me of a nearby business who had relocated back to Colombo Street in the central city after an enforced period in Sydenham. Lots of car traffic, but very little foot traffic. She was glad to be back in town.

## **3. Purchasing from central city businesses: a survey of colleagues**

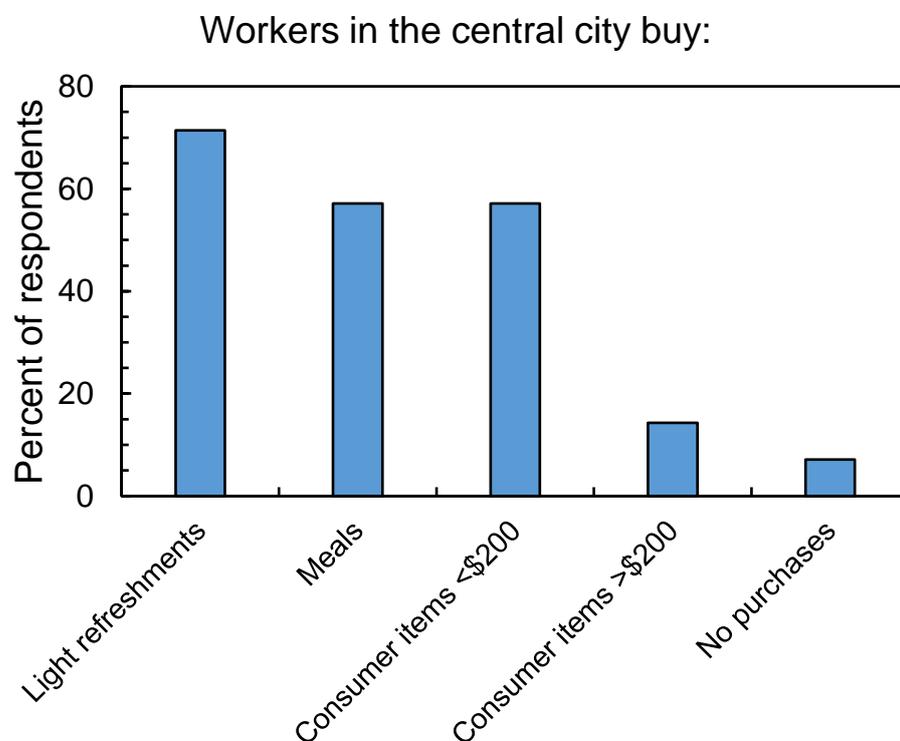
- a. As noted in Section 2, I either walk or bike to the retailers I visit. Although biking to work is strongly encouraged at my workplace, the majority of my colleagues drive a car.

b. Consequently, my personal inclinations described in Section 2 may be atypical. I therefore put together a survey, which I gave to my 13 immediate colleagues. The questions are given in the Appendix.

i. I have had some experience in writing survey questions through my local residents' association. I am also a member of American Political Science Association, and so get lots of exposure to the framing of social science hypotheses and evidence gathering.

**4. Nearly all of my colleagues shop in the central city, and they walk to get there**

a. As well as the obvious buying of light refreshments or meals, many also buy consumer items:

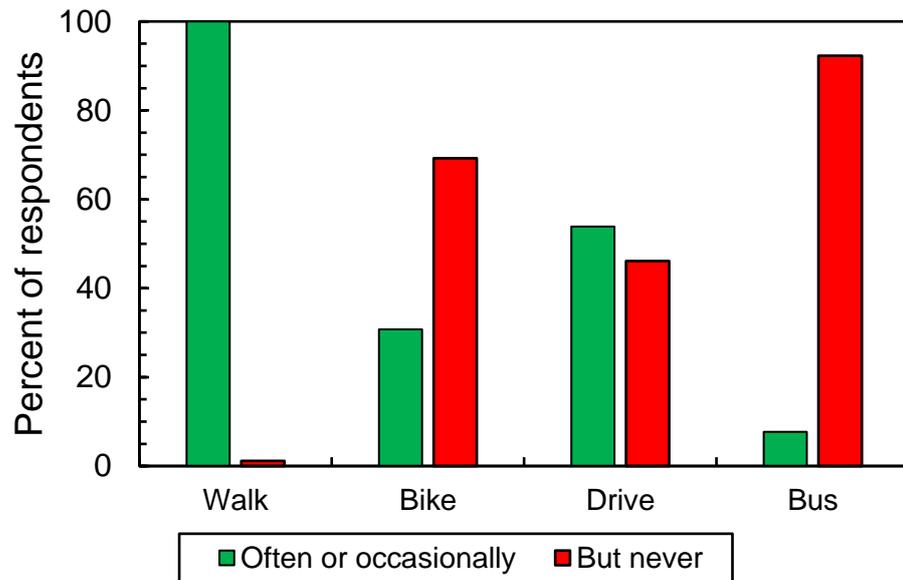


i. Take home message: people working in the central city spend money in the central city.

b. All of the respondents walk to do their shopping at least some of the time.

i. Furthermore, some bike, some drive, and some never bike and some never drive. Conversely, almost no-one takes the bus.

## How people get to their retailer



- ii. Take home message 1: central city workers walking to buy is fundamental to central city retailing.
- iii. Take home message 2: re-establishing the electric central city shuttle may have a major effect on the retail dynamics of the central city.
- c. Of those who drive, 43% drive to do their central city shopping only on the way to or from work and 57% drive to the shops at any time of the day.
  - i. Take home message: there is not a car parking shortage for people wishing to go shopping in the central city.

### 5. My experience as a user of the St Asaph Street separated cycle way

- a. The new separated cycle way feels much safer than the former arrangement of cycling between parked cars and moving traffic
- b. Safety issues that I've experienced include:
  - i. Cars turning from the carriageway into the car parks of businesses
  - ii. Cars exiting businesses without ensuring that there are no oncoming people on bikes
  - iii. Misjudging whether someone is going to exit a stationary bus or cross the cycle way to board a bus
- c. The St Asaph Street cycle way feels less safe than its partner on Tuam Street, perhaps because there are fewer side entrances on Tuam Street.

## 6. Some questions of process

- a. Stakeholder representativeness:
  - i. Who is the Central City Business Group? My employer is a high-turnover central city business, and our Sustainability Manager had not heard of this organisation until I told him.
  - ii. Similarly, who does the Central City Transport Liaison Group represent? Again, my employer has a major interest in “central city transport” and is not involved.
- b. Although my Submission is presented in a private individual, I am also secretary of Halswell Residents Association.
  - i. This association has been trying for many years to get safety and liveability improvements in the streets of Halswell, but has made little progress for the effort involved. We have also had trouble with City Council in its refusal to make the content of liquor licence applications available on-line, and a proclivity toward non-notification of resource consents.
  - ii. Here we have a group that seems to be only poorly representative of central city businesses that has been able to get a proposal before a City Council committee separate from the LTCCP process.
  - iii. This suggests that business groups get special treatment in relation to ordinary rate payers. I find this totally unacceptable.

## 7. The Accessible City is working, and Design Option 3A is a step backwards

- a. The people of Christchurch asked for a city more amenable to walking and cycling, and City Council has been making progress.



- b. My workplace has more than doubled its secure bike parking post-earthquake, and the facilities are well-used. The St Asaph Street cycle way is part of the access to my workplace.



- c. Evidence I have provided here shows that people working in the central city are living the accessible city ideals they requested, and Design Option 3A runs counter to these ideals.

## **8. My response to the proposal**

- a. There is no shortage of car parking in the central city, so there is no need for Design Option 3A. This conclusion comes from both:
  - i. The Parking Demand Survey (paragraph 5.8, staff report to Infrastructure, Transport and Environment Committee)
  - ii. My survey evidence showing that people have little difficulty in finding central city car parks to go shopping.
- b. Approval of Design Option 3A would substantially diminish the experience of people walking, and my evidence shows that walking is overwhelmingly important for central city businesses.
  - i. Community mindedness depends on people walking and cycling in physically attractive spaces. Design Option 3A will diminish this amenity. There is an ample literature on the effect of cars versus active transport on community mindedness.

- ii. Consequently, Design Option 3A will damage central city retailers and on this basis alone should be declined.
- c. Design Option 3A is essentially a car parking proposal. If Design Option 3A is selected, the money for its implementation should come from the parking budget, and not from either the cycle way budget or the accessible city budget.
- d. If Design Option 3A is declined as I have advocated, then the existing cycle way could be improved and enhanced according to Option 1 – Minor Enhancements.
  - i. The quoted disadvantage of this Option (“does not provide additional on-street parking”; paragraph 6.16, staff report to Infrastructure, Transport and Environment Committee) can be set aside based on evidence presented here.

**Appendix: Workplace survey questions**

Please circle each response

1. I live:
  - a. In the central city (i.e., within the four avenues)
  - b. Outside the central city
  
2. In the central city, I at least occasionally purchase (circle all that apply):
  - a. Light refreshments from a café or bar
  - b. Breakfast, lunch or dinner from a café or restaurant
  - c. Small consumer items (less than \$200)
  - d. Major consumer items (more than \$200)
  - e. Other (please specify):
  - f. I do not purchase anything in the central city (end of survey if this option selected)
  
3. To make these purchases:
  - a. I walk from work
    - i. Often
    - ii. Occasionally
    - iii. Hardly ever or never
  - b. I catch the bus from work, then return
    - i. Often
    - ii. Occasionally
    - iii. Hardly ever or never
  - c. I bike from work, then return
    - i. Often
    - ii. Occasionally
    - iii. Hardly ever or never
  - d. I drive from work, then return
    - i. Often
    - ii. Occasionally
    - iii. Hardly ever or never
  - e. I stop on my bike on the way to or from work

- i. Often
  - ii. Occasionally
  - iii. Hardly ever or never
- f. I stop in my car on the way to or from work
  - i. Often
  - ii. Occasionally
  - iii. Hardly ever or never

SUBMISSION ON ST ASAPH STREET PROPOSED ROAD LAYOUT OPTIONS

OCTOBER 2017

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1. Background

Relevantly, we are the owner of the building at 126 St Asaph Street and restored the modest properties at 180 - 184 Durham St, which have an access from St Asaph St. We work in the CBD and live in the suburbs.

We respond to the consultation document and also make some further comment in light of the issues reported in the media in articles associated with St Asaph St.

2. Our view

We accept it is important that this commercial street work for road users and business, and support the Council working in partnership to achieve common ends.

We do not engage with any particular proposed option, but do support certain objectives. We:

- (a) were well consulted in relation to the changes in St Asaph Street, both initially and now;
- (b) support the cycleway. There are always competing views but we subscribe to the view that less dependency on fossil fuel based transport and healthier alternatives are important. Change will, inevitably, cause controversy;
- (c) support the protection of cyclists by way of hard preferably (concrete) or soft (flexible) barriers;
- (d) do not support changes outside of 126 St Asaph St. We would not object to very minor change. We do not support relocation of newly planted trees outside of and near there. We do support landscaping. This is referred to later;
- (e) consider that if additional parking is introduced in St Asaph St then it ought to include disability parking;
- (f) support the Council addressing safety issues;

- (g) subject to the above, support the Council and business owners negotiating so as to agree on any changes, including additional parking.

We are doubtful of suggestions that a sensible compromise cannot be found between competing goals and interests.

### 3. Landscaping

There may be an opportunity for landscaping (planting) to occur within the hard separations, eg outside of 126 St Asaph St. We seek this and would happily partner with the Council to achieve this outside of 126 St Asaph St.

In partnership with the Council, planting, albeit in boxes, was achieved outside of and adjacent to 180 -184 Durham St. We believe a city with planting confers a range of benefits.

### 4. The one-way systems

A major issue causing controversy appears to have been the reduction in the capacity of the one-way CBD system.

We would be concerned if capacity reduced on the other one-way streets, eg Durham, Montreal, Madras and Barbados Sts.

If those are restricted (or restricted more in the case of Durham St) then, in our view:

- (a) attempts to encourage people back to the CBD will be undermined. Malls have grown in response to good access and have driven road changes to improve that access. The imbalance between easily accessed malls and a less easily accessed CBD must be addressed in order to achieve growth of the CBD;
- (b) traffic will be driven to use residential areas for crossing the city. Yet it is common-sense residential streets ought to be quieter than the roads within and around the CBD (save perhaps for the very core CBD).

### 5. Cyclelanes generally

For the St Asaph St cyclelane to be used it must be easily accessible. We are aware of the major cyclelanes.

But local cyclelanes are yet to be completed and should be advanced. (they have been identified in the Council's 2013 Cycle Guidelines).

This should be done swiftly – until people have clear safe routes many will not cycle. So long as cyclelanes in the CBD and elsewhere have low use, resentment will take root.

We consider there will be less controversy if cyclelanes are on streets lined with residential houses, schools and parks, not commercially lined streets. This avoids the tension that has become apparent with business owners across the city.

They should be clustered on and near roads that are routes to and from homes, schools, malls, and the CBD.

These will also have the advantage of making residential areas safer places for families and children to cycle.

Quiet roads are less likely to need cyclelanes, because they lack the volume, mix and speed of traffic that is dangerous to cyclists and pedestrians.

## 6. Christchurch

We are a city in transition. Mental health issues, crime, noise and social inequity are becoming more prevalent than ever before. These require addressing. Road design, which includes good urban design, plays a role in that.

As one of the ways to contribute to addressing those, we support many of the views expressed in Environment and health for the European Cities in the 21<sup>st</sup> century: making a difference, WHO, 2017.

<http://www.euro.who.int/en/health-topics/environment-and-health/urban-health/publications/2017/environment-and-health-for-the-european-cities-in-the-21st-century-making-a-difference>

Attention is required not just to the CBD, but also to the suburbs, including greater consideration of the disadvantages associated with dispersed living patterns in Christchurch and satellite cities and how to mitigate those disadvantages.

But one of the present points is that traffic planning and design in Christchurch ought to revisit the past and proposed plans in light of recent research, and within input from a range of experts. This is not fully realised.

## 7. Appearance

We are happy to present in person, but do not seek to do so.

Thank you.



**WESTALL TRUST**



**THE NEW ZEALAND  
AUTOMOBILE  
ASSOCIATION  
INCORPORATED.**

11 September 2017

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Dear Councillor Cotter,

The Canterbury/West Coast District Council of the NZ Automobile Association concurs with widespread community concern about the unnecessary loss of parking spaces, recurring damage to cars, and disconcerting disruptions to traffic flows which have resulted from the most recent revisions to the thoroughfare in St Asaph Street.

The AA shares the view of the Central City Business Group that making only minor modifications in order to restore the reduced convenience and accessibility inflicted on the users of St Asaph Street will not be sufficient and the only acceptable choice is the second option being presented to your committee.

While it is regrettable this may involve further expenditure in excess of \$1 Million it is our view that the longer term cost to the community would be much greater if the proposed reconstructions are not implemented.

But we note the estimate for the second option is just a preliminary guess by council staff. As we have noticed the costs being incurred for streetworks projects would appear to be surprisingly high we suggest there may be ways the council could obtain more value for the ratepayers' dollars.

Yours truly

A handwritten signature in black ink, appearing to read 'Roy Hughes'.

Roy Hughes  
Chairman  
NZAA Canterbury West Coast District

**GUIDING LIFE'S JOURNEYS  
FOR OVER 110 YEARS.**  
New Zealand Automobile Association

