

Colombo Street cycle route connection project

269 submissions in total

Support – 141 (52%)

Generally support, but with concerns – 81 (30%)

Do not support – 47 (18%)

No.	Sub ID	Attach	I / We	Comments?	Speak	Name	Suburb	Name of organisation	Your role within organisation
1.	34523	No	support the plan	We should be encouraging people to cycle more and drive less to preserve the environment, prevent congestion and improve people's health and wellbeing. It would be great to have a cycle route from Papanui to the central city.	No	Holly Jamieson	Fendalton		
2.	34524	No	support the plan	Fantastic idea, roads are just getting more and more congested, making it safer for cyclists will encourage more to make the switch.	No	Elliott Drayton	Redwood		
3.	34525	No	support the plan		No	Tim Huber	Chasmere		
4.	34526	No	have some concerns	I do not support the painted markings. These are unnecessary and unsightly - just look at the painted dots on Dunedin's Main Street. They are quite ridiculous.	No	Bruce Radburnd	Halswell		
5.	34527	No	have some concerns	Would prefer to see a more protected cycle lane rather than just the painted lane. I'm sure the lower speed limit will help but these limits are often ignored in town. Have there been thoughts on how to calm/slow traffic down other than the speed limit?	No	Catherine Warren	Ilam		
6.	34528	No	do not support the plan	Why spend money on cycle lanes people don't even use, and taking parking spots away where it's hard to find parks as it is. not spending the money on roads that need to be fixed and a stadium that's nearly a decade overdue. The only thing that I agree with is maybe inside the four avenues been 30 K speed limit.	No	James Diamond	Woolston		
7.	34529	No	support the plan	I think having maybe some roadside reflector posts positioned every 10 metres or so to provide a little separation from motor vehicles and bikes- as cars often veer into the lane when undertaking etc. I support the removal of parking for street trees, and would recommend using native trees with low pollen given the increase in pollen levels and expected further increases with rising temperatures due to climate change.	No	Abby Mather	Christchurch		
8.	34530	No	do not support the plan	Go to hell this will make traffic worse	No	Matthew Bushell	Templeton		
9.	34532	No	support the plan		No	Adam Parker	South Brighton		
10.	34533	No	support the plan	Great for providing more key routes into the city. It would be great to see the traffic lights optimised for cyclists too (similarly to how they are optimised for buses along Manchester St).	No	Nick Jackson	Christchurch		
11.	34534	No	support the plan	I've started using the papanui parallel. My work place is moving into the public trust building in a week. Generally, when I cycle down Colombo it has been easy going, however, I have only cycled on a weekday morning when there's hardly any traffic.  I feel safer cycling on a dedicated bike lane, especially if traffic is to pick up at 7:30am-9am and 4pm - 6pm	No	Maisarah Rondel	Papanui		
12.	34535	No	support the plan		No	Jack van Beynen	Woolston		
13.	34536	No	do not support the plan	If you Keep removing parks where do the people who have mobility issues park? Those of us what can't use alternative transport and rely on street parking yet again are at a disadvantage. Stop taking away parks for a very small minority of people who "might" bike more.	No	Amanda Jackson	Shirley		
14.	34537	No	support the plan		No	Rory Sweeney	Christchurch Central		
15.	34538	No	have some concerns	Movement of the 121 Salisbury bus stop to 139 Salisbury Street. I would disagree with movement of this bus stop, I have personally used this bus stop for over 4 years. The bus stop is easily accessible for workers and businesses around this area and is the closest one to Durham St/Kilmore St when	No	Jenna Hayes	Kaiapoi		

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				travelling south. The relocation of the bus stop to 139 Salisbury St will add an additional bus stop closer to already existing bus stops already on Manchester St.					
16.	34539	No	support the plan	I support this plan because I want to see more people out on bikes, for our environment, and for our health.	No	Peter Galbraith	Edgware		
17.	34540	No	support the plan		No	Rob Hawken	Central city	DATAMetrics	Director
18.	34541	No	have some concerns	Currently bike down Colombo street everyday, and cyclelanes will definitely make me feel a lot safer. One concern is having car parks on the inside of the cyclelanes, as cars will still have to cross over the cyclelanes to park or leave the car park. Would prefer to have the cyclelanes on the outside of the cyclelanes, such as the layout further down Colombo street by Edgware shops - this would mean cars do not have to cross over the cyclelanes to park.	No	Ashleigh Hamilton	Mairehau		
19.	34542	No	support the plan		No	Graeme Woodward	Fendalton		
20.	34543	No	support the plan	I strongly support the cycle lane and traffic calming proposed. It makes sense to continue the colombo st cycle lane into the centre of the city.	No	Bradley Moorfield	Wigram		
21.	34544	No	support the plan		No	Ryan Douglas	St Albans		
22.	34545	No	have some concerns	That paint does little do encourage biking. Paint does little to improve safety. Paint does little make bikers feel safe. While I support any measure like this I would prefer more to be done, like on the morw southern section of the street, to improve cycling.	No	thomas Blakie	redwood		
23.	34546	No	do not support the plan	Do u not think we have enough cycle ways in Christchurch for the amount of people that use them. Also do the people on Colombo street deserve to park outside their homes. This city does not worry about any parks any where this is why I don't ever go into to the city	No	S B	St		
24.	34547	No	do not support the plan	The CCC have near on ruined the city centre with these absolutely ridiculous cycle lanes. Stop wasting money and destroying our city in one sweep. We have a chance to rebuild after the quakes and do it properly, I honestly couldn't see how the CCC could have messed it up any better. NO MORE CRAZY CYCLE LANES	No	John Smith	Edgware		
25.	34548	No	have some concerns	This sounds great. I have been enjoying the Papanui Parallel and the ride down Colombo Street, but when it gets to Bealey Ave and on into the city I lose confidence about my place on the road as a cyclist. I'd prefer an option to be more separated from traffic like the barrier/buffer on Colombo Street.	No	Donna Robertson	St Albans		
26.	34549	No	do not support the plan	As a business owner, this is the worst decision. We are already struggling and taking away car parks will only make it worse. If you want a city devoid of shops and people, then go ahead.	No	Zoe Clearwater	Rangiora		
27.	34550	No	do not support the plan	These cycleways are a complete waste of time and money. As a cyclist I ride a bit - but cannot use the cycle lanes due to the fact the amount of broken glass, litter etc in them.	No	Steve Amstad	Templeton		
28.	34552	No	support the plan		No	Davinia Bruce	Christchurch		
29.	34553	No	support the plan	Great to connect the cycleways together like this. Please renew the road as you install cycle way so that motorists are not left with a deficient surface.	No	Matthew Vannoort	Bryndwr		
30.	34554	No	do not support the plan	Stop being stupid pricks and wasting taxpayer money on painting a green strip on the road that nobody uses. More 30km limits just means more traffic congestion and longer trip times. Not to mention more taxpayer money wasted on new 30kmh signs and road paintings. Pull your fingers out of your asses and fix the infrastructure still failing a decade on from the earthquakes.	No	Zack Fuller	Bishopdale		
31.	34555	No	do not support the plan	Waste of money	No	gilda Harpur	Christchurch		
32.	34556	No	do not support the plan	Too few car parks. Ruining the cbd. Making it inaccessible for elderly that can't walk great distances or bike. Whole families can't afford to bus then pay for swimming pool etc	No	Ann Kleiss	Parklands		
33.	34558	No	support the plan	great. makes for much safer commute and cycling for all Christchurch people	No	Johannes Welsch	Christchurch		
34.	34559	No	do not support the plan	This is stupid! Do the people that make these decisions go into the city and watch for a whole day and see hundreds of people biking around! Cause I work in the city and I don't see this! I'm sick of seeing my tax go on stupid decisions! How about thinking a lot of people live out side the city eg rolleston and we have to drive in! How about making parking cheaper for people so that more people come in and support local business! Cause all I see in the city now is tourist! I don't even go to the	No	Phillipa Greig	Rolleston		

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				city apart from work anymore and even then I choose to work from home two-three days a weeks cause parking is expensive! How about listening to people's advise instead of making up these stupid [REDACTED] plans that actually cripple businesses! So [REDACTED] up! How about helping actually people instead of wasting their money! Cause I don't hear cyclists complaining! I wouldn't even bike with the amount of crazies on the road!					
35.	34560	No	do not support the plan	I personally think this stupid LEGACY PROJECT needs to be stopped all together and honestly feel like the council members pushing for it should be fired immediately for wasting taxpayer money on a project that isn't even beneficial to anyone but tourists (because what sane person would want to travel to kaiapoi by bike)  This has no actual benefit to the residents of Christchurch if anything you are YET AGAIN taking more away from the people who pay for your terrible ideas	No	Danielle Johansen	Spreydon		
36.	34561	No	support the plan		No	Antoine Denis	Christchurch		
37.	34562	No	support the plan		No	Nicola Eccleton	Christchurch		
38.	34563	No	have some concerns	I question why there will be no kerb or obstruction to provide extra saftey for cyclists in some areas. Me and my wife find the papanui and other cycleways around the city great and we find it makes a huge difference to the ride to have some form of delineation other than just green paint. Its seems crazy and disapointing to see a cycleway become less safe as it arrives in the city.	No	Abdallah Richards	Christchurch cbd		
39.	34564	No	support the plan		No	courtney van beek	Papanui		
40.	34566	No	do not support the plan	Why aren't shared footpaths used instead of unsafe road cycle lanes.	No	Robyn Lilley	Halswell		
41.	34567	No	support the plan	I have some concerns that paint will be enough to keep cyclists separate and safe from motorists and would prefer a raised barrier.	No	Mindy McPherson	St Albans		
42.	34568	No	support the plan		No	Lesley Carrles	Cracroft		
43.	34569	No	support the plan		No	Owen Hoddinott	Edgware		
44.	34570	No	do not support the plan	Stop removing on street parking from the CBD. Changing this area to a cycle way will not encourage people to cycle into the CBD for work or social activities. What it will do is reduce the amount of business that retailers receive. Not having short term on street parking prevents consumers from stopping to make impulse purchases from cafes and other retailers. The lack of on street parking in the CBD is a deterrent to people such as myself, from visiting retailers and business in the central city. As a family, we no longer travel to the city for entertainment and shopping due to short term, on street parking.	No	Tina Bailey	Somerfield		
45.	34571	No	support the plan		No	Beth Lenihan	South brighton		
46.	34572	No	support the plan	Cycle lanes need to Be wider	No	Armando Pardo	South brighton		
47.	34573	No	do not support the plan	In respect to the proposed 30km/h zone in Peterborough Street we do not support this. There is already a road hump down the road to slow traffic down and we don't have an issue with speed. A hump at the end by Colombo St is also unnecessary as vehicles have to slow down anyway. We also do not want any reduction in car parking especially out the front of 76 Peterborough as we chose this site for access to parking for our clients. With the Auction company next door parking is also at a premium. There is no need for a build out and this is a waste of time and money. We need the parking retained. Often this park is used by parents dropping their students off to class.  Motorcycle parking should also remain on both sides of the road.  There is also no need for a cycle way on both sides of the road down Colombo Street. This is unnecessary and takes away parking and makes the street narrow and dangerous. Already the	Yes	Craig Musson	Other (please specify)	National Trade Academy Ltd	Managing Director

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				<p>stretch between Edgeware and Bealey Ave is dangerous and narrow. There is already a shortage of parking in this side of the city for people working in this area.</p> <p>This plan is just creating a disjointed and frustrating city roading network for a minority. The roading looks a mess of signage and symbols that create more of a hazard that not having them.</p> <p>If anything the lanes at the corner of Colombo and Bealey Ave need changing so that traffic going straight through are not held up with left turning traffic being stopped with the left red light arrow when people are crossing. This does not allow enough time for cars to get across Bealey Ave and backs up traffic right back to Salisbury Street.</p>					
48.	34574	No	support the plan	The artists impression has the blue arrows overlapping from the car lane into the bike lane. Would cars think it's OK to drive in the bike lane. Also why are there blue squares? Haven't seen that before. Need consistent road markings. Usually you use arrows.	No	Maureen Thompson	christchurch central		
49.	34576	No	have some concerns	I agree that the area needs cycle lanes and I agree with the addition of new trees, which will help to beautify the area and provide shade. However, the cycleways need to be separated by a physical barrier and not just paint. These should be separated lanes like Antigua and Strickland or St Asaph and Tuam Streets. Painted lanes mean cyclists are more at risk from cars crossing in the path, cars blocking lanes or crossing into to avoid a turning car, or by a driver door opening. They create a further barrier to protect cyclists from traffic and make it more pleasant i.e. cyclists are not as close to big buses or trucks.	No	Daniel Parkinson	Spreydon		
50.	34577	No	support the plan		No	Grace Healy	Riccarton		
51.	34578	No	support the plan		No	Etienne Gil-Goldsbrough	Christchurch		
52.	34579	No	support the plan	I think it is a logical step forward.	No	Emma Thompson	St Albans		
53.	34580	No	have some concerns	<p>I support the provision of cycle lanes, and indication of street improvements; but fear that the proposal does not go far enough to offer the needed protection to cyclists and level of amenity deserved of this key axis.</p> <p>The city grid of Christchurch is very strong, its central focus is the square with Worcester St/Bvd dissecting it east-west and Colombo north-south. Colombo in particular connects Sydenham and Edgeware, two city fridge suburbs that are perfect for inner city living and vibrant streets. A tree-lined boulevard extending form the square out in all directions is necessary to afford this stretch its status. Similarly, the cycle infrastructure needs to be befitting of its link both to the surround suburbs but also that this is the last part of the northern bike highway (Papanui parallel). This is the funnel for such a large chunk of the city cycle catchment. To go down to a painted cycle way will send the signal that the Council doesn't care nor does it follow through. It sends the signal that people just don't quite matter as much as cars.</p> <p>I also feel a little silly but I am going point out how this proposal is inconsistent with your own Street and Spaces Design Guide</p> <ul style="list-style-type: none"> <li>- Page 7 shows Colombo with a tree lined street, symmetrical and frequent trees highlighting the four axis, 4 avenues and diagonal. This proposal does not achieve this.</li> <li>- Page 24&amp;25 note the grid and axis as "unique to central Christchurch, part of the city's DNA, they play a key role in shaping the 'ethos' of the city, its sense of place, its identity"</li> <li>- Page 89 indicates that this section will have a separated cycleway protected (located between footpath and parking / trees). This proposal does not achieve this.</li> <li>- Page 97 shows no vehicle priority however the scheme appears to be designed around the car first.</li> </ul>	No	Andrew Barber	Linwood		

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				<p>- Page 101 shows street trees and again highlights this section as an 'Axis Street'. Pin Oak are specified which have a height of 20m and width of 12m. the proposed location of trees closer to buildings will limit their ability to mature and spread. Would be better with the original cross section to get trees closer to the middle of road.</p> <p>- Page 107 shows this type of cycleway (plus buffer) needed 2.6m. This proposal does not achieve this.</p> <p>- Page 121 shows the indicative cross section. This proposal does not achieve this.</p> <p>I strongly encourage revisiting the 'share an idea' and visions for various documents about a greener, more vibrant and people focused city. Doing so will show that the proposal just isn't good enough.</p> <p>I would sooner see all the car parking removed, car through traffic block at each intersection and priority given to cyclists, pedestrians and big trees. Trees in the ground with space to grow; trees in pots don't count.</p> <p>Do this once and do it right.</p>					
54.	34584	No	support the plan		No	Cécile Bourguignon	Woolston		
55.	34585	No	support the plan		No	Jacob Uden	Shirley		
56.	34588	No	support the plan	Just cycled this way the other way and really missed the cycle ways, it's a no brainer to connect them up and I think plenty of cyclists would use it	No	Nicola Hely	Riccarton		
57.	34589	No	support the plan		No	Kieran Straw	Parklands		
58.	34590	No	do not support the plan	Im a delivery driver in town and find it hard enough to find a park at the moment. Adding more cycle lane at a cost of parking is absolutely ridiculous	No	Philip Harvey	Kaiapoi		
59.	34591	No	do not support the plan	This is the biggest waste of public funding. I know dozens of people who no longer go into town due to the lack of parking and increased cycle lanes. I also know of a business that has gone under which he has directly linked to your stupid decisions made by uneducated nobodies. This is the South Island of New Zealand. It rains. It snows. These lanes will only get used 2 months a year. The 30km is also a waste of time. Pedestrians shouldn't be on the road.	No	Herh Mccook	Casebrook		
60.	34592	No	support the plan		No	Huia Lambie	Christchurch		
61.	34593	No	have some concerns	I support this plan, although I would prefer the physical separation from the cars as on the rest of the Columbo and Rutland St parts of the Papanui Parallel, because it feels much safer, especially when cycling with children. Any is better than nothing though!	Yes	Amy Weaver	Christchurch		
62.	34594	No	do not support the plan	We don't need any more cycle lanes! We need parking if you want to attract more people into the city. It's getting to hard to venture into inner city.	No	Maria Dashwood	West Melton		
63.	34595	No	have some concerns	I support the plan to extend the Papanui Parallel into town. I would love to be able to take my children into town (currently use buses but would like the exercise and freedom of cycling) and would feel much safer with a bike lane all the way down Columbo. I would prefer that it was a separated bike lane for extra safety, but would be happy if a lane were all that were possible.	Yes	James Weaver	Christchurch		
64.	34596	No	support the plan		No	Russell Deeming	Christchurch		
65.	34597	No	support the plan		No	Dale Deavoll	Christchurch central		
66.	34598	No	have some concerns	Many cyclists exceed 30kmph, which enables them to sit in car blind spots or undertake in the approach to junctions . Keep the car limit at 50 to keep the left (cycle) lane for slower transport.	No	Alan Warne	Parklands		

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67.	34599	No	support the plan	I often have the need to use the Papanui Parallel normally connecting to it from either the Quarryman Trail or Little River Link and this stretch is frequently a bit nerve wracking what with being regularly squeezed into the dooring zone by passing traffic.	No	Steve Arker	Cracraft		
68.	34600	No	support the plan		No	Jacinta Hannon	Merivale	Wednesday wheelers	Cyclist
69.	34601	No	do not support the plan	Please stop being silly. Take a walk around the CBD and see how many people there are and how many cyclists. People don't go there. The CBD has been ruined and you want to do more of the same. Please learn from your mistakes, although it is probably too late.	No	Brian Hill	Heathcote		
70.	34602	No	have some concerns	This is a good idea, poorly done. Painted lanes are completely inadequate and remain too dangerous to enable safe use by all	No	Wayne Phillips	strowan		
71.	34604	No	support the plan	I think it's great we're making it safe for people to ride bikes here. Would like to see the lanes wider than 1.5m. Would support removing car parking to make this possible. Would also like to see bus priority. Route 28 uses this stretch of Colombo St, it would be good to somehow reduce delays for bus users (either queue jumps at intersections, or restrictions for traffic).	No	Chris Morahan	Hoon Hay		
72.	34605	No	support the plan		No	steven muir	Central city		
73.	34606	No	support the plan	Safety for cyclists and fewer cars on the road is a win for all.	No	Joy McLeod	Diamond Harbour		
74.	34609	No	have some concerns	<p>Narrow cycle lane next to minimum width car park can lead to doors being opened onto cyclists.</p> <p>No physical changes to Bealey intersection, signals to allow cyclists a head start with right red arrow protection should be included.</p> <p>Cycle lane is very narrow near bus stop outside Accent Lighting, 833 Colombo Street. This is also at the point that cars diverge into multiple lanes. It is likely that two queues will form and encroach into the cycle lane, giving cyclists no space between a stopped bus and the traffic. Also, cars traveling straight may swerve to the left around a queue of right turning traffic, and side swipe a cyclist in the lane.</p> <p>For some good feedback, appreciate the cycle lanes continuing on the outside of bus stops rather than running directly into the back of them.</p> <p>Appreciate the buffered style cycle lane; a full kerbed separation is preferable but there appears to be little room.</p> <p>Appreciate the kerb build outs on side roads to slow turning vehicles and reinforce the priority</p>	No	Alex Dean	Edgware		
75.	34610	No	have some concerns	Any separated cycle lane that is directly adjacent to parked cars has to provide a meter of space between the parked cars and the cycle lane, otherwise the cyclists will get trapped / injured / killed by car doors opening into & across the lane. The "artist's impression" above shows this danger well, where one cyclist is incorrectly cycling directly in the danger zone but is pinned in that dangerous position by moving traffic and the poor placement of the "cycle lane".	No	Dana Dopleach	Lyttelton		
76.	34611	No	have some concerns	I wish to refer to the bus stop at corner of Salisbury/Manchester Streets. The proposed bus stop is on the left lane whereas buses travelling down Salisbury always turn from the right lane into Manchester Street. There is no requirement for a bus stop as proposed.	No	Graeme Pierson	City		
77.	34612	No	support the plan	I generally support the plan, it's a step in the right direction. However the painted buffer doesn't appear wide enough, and it's a shame there is still so much car parking left in, with the bike lane in the door zones of the parked cars. I would prefer the parking was removed completely to reduce the amount of traffic it generates, or switched to the right hand side of the plantings with the bike lane on the left. Let a few doors get harmlessly smashed by some cars instead of people.	No	Olly Powell	Beckenham		
78.	34613	No	have some concerns	<p>Hello,</p> <p>I am the Manager of Maryville Courts.</p>	No	Suzanne Reynen	Central City	Maryville Courts Retirement Village	Manager

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				<p>We have a major entrance/ exit for the village on Colombo St next to the Rose historic chapel.</p> <p>Of concern the proposed map indicated that there will be parking outside our village gate.</p> <p>We have recently had yellow lines painted by the Council to facilitate the safe entry &amp; exit of our residents. It is imperative we do not lose these.</p> <p>The installation of a tree near the kerb of the village entrance would also in time prove an obstacle for the safe exit of residents turning right into Colombo St. Could this please be reconsidered?</p> <p>Thank you,</p> <p>Suzanne Reynen</p> <p>Manager, Maryville Courts Retirement Village</p>					
79.	34615	No	support the plan	Buffered cycle lanes aren't exactly new. They're common in North America and Palmerston North, and Chch already has them on Antigua Street. The plans say "Interim" but the text doesn't seem to mention this? The green backed cycle symbols should be offset to the right side of the cycle lanes to encourage riders away from the door zone, but this is hard to achieve given that standard cycle symbols are 1.3m wide and the cycle lane (on one side) is 1.5m. Buffers just meet the absolute minimum for a hatching (0.4m). Overall, the design will work - just.	No	John Lieswyn	Spreydon		
80.	34616	Yes	have some concerns	<p>I have some concerns that cars from the lights at Kilmore st heading south will try and speed to beat a person on a bicycle to the start of the shared lanes on Colombo street. As they already do that with the existing layout. Would it be better to have the share lane start at the lights placing a green box in front of where cars stop to allow people on bicycles to be in front at the start? or give people on bicycles a green light before the cars? This might allow for a car park to be added in front of 812 colombo (see attached kilmore-colombo.png)</p> <p>Maybe remove the car parks in front address 819 and 828a on Colombo st to allow cars going along Peterborough street better vision of oncoming cars so they don't have to pull into the cycle lane.</p> <p>Outside address 919 and 913 on Colombo street have a physical barrier between the cycle lane and the car lane to stop cars from driving into the cycle lane and also stopping when the light is red when they want to turn left(many cars currently do this) which makes it dangerous for people on bicycles.</p> <p>Would it not be dangerous changing the speed limit from 30kmh to 40kmh right before Bealey Ave, as that would make cars want to raise their speed right before traffic lights, which could cause issues with orange/redlights braking intime.</p>	No	Dave Gardner	redwood		
81.	34620	No	support the plan		No	Mikaere Greenslade	St albans		
82.	34621	No	do not support the plan		No	Ben Blackmore	Riccarton		
83.	34622	No	have some concerns	To increase use of the cycle way it should be built with Kerb separation from the road. The new cycle lane should be the same level as the The Papanui Parallel cycleway to truly provides a safe cycling option all the way from town.	Yes	raviv carasuk	hoon hay		
84.	34623	Yes	support the plan	Please refer to the attached document.	No	Richard Dalman	Christchurch Central	Dalman Architects Ltd	Managing Director
85.	34625	No	support the plan		No	Sam South	Christchurch		
86.	34626	No	have some concerns	Why can you not put the bicycles inside the car parking, I fail to see why cars and bikes have to be side by side, for cars to park they have to cross the cycle lane!	No	Laura Kenny	Christchurch		

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87.	34627	No	support the plan	I appreciate this plan to make the roads safer for cyclists to use.	No	Hao Ning Tan	St Albans		
88.	34628	No	support the plan		No	Nicholas Martin	Lincoln		
89.	34629	No	support the plan	Painting the demarcation areas between driving and cycle lanes is a good idea. Happy this is going ahead and completes the link to the CBD.	No	Simon Briggs	Redwood		
90.	34630	No	support the plan		No	Jono Kitt	Waltham		
91.	34631	No	do not support the plan	<p>Taking away more car parks is just going to stop more people going into town, why are cycles so much more important to the council than people going into town in cars? So hard for the businesses &amp; restaurants in town, I feel sorry for them. I just find it all bizarre. We aren't Norway &amp; never will be, we won't all suddenly hop on a bike or scooter. The council are also making life for the disabled &amp; elderly much harder by taking these parks away, obviously no thought for them</p> <p>In St Albans there are cycle lanes in front of a disabled ladies house &amp; there is no where for the disabled taxi to park. Someone in the council is pushing these cycle lanes but it's not what Ch Ch rate payers want their \$\$ spent on, especially when there are still loads of roads to be fixed from earthquakes. Council has really lost touch with what people in Ch Ch want &amp; need.</p> <p>The trees will be nice, that's the only positive thing with this plan ?????</p>	No	Tracey Fowlds	Papanui		
92.	34632	No	support the plan	Anything that promotes, health, safety and wellbeing , plus making the roads a fun safe place to be. As a Cyclist and Cycle Store owner, this is a step in the right direction. My Store is off Colombo street near the Colombo and so many Cyclists travel down these streets and to connect up with Kaiapoi and Rangiora would be amazing!	No	RICK LAMB	Christchurch	Cycle Trading Company	Director
93.	34634	No	do not support the plan	The placement of cycle lanes has got out of hand. No more should be put in to this minority road use and the money put into road repairs and resurfacing. Parking is already over priced to the point that we avoid the CBD unless we have no other choice. Removing even more road parking will negatively impact on businesses already under stress. If your aim is to turn central Christchurch into a ghost town this idea is another great stride forward. How about making Litchfield car park free for the first 4 hours with the money.	No	Andrew Flitton	Charteris Bay		
94.	34636	No	support the plan	<p>I work at █████ Colombo St. Next door is a block of apartments that have only 3 or 4 car spaces for more than 20 apartments.</p> <p>I find that more and more they are using my carpark in front of the building. I suspect there will be a lot of over stayers if all carparks are 120min max. However I support the plan. The more good cycle ways the better.</p>	No	Anne Davis	Christchurch Central	█████ Colombo St	Doctor
95.	34637	No	have some concerns	<p>Good to see some progress here. However it's a bit of a shame to see this section still be an inferior cycleway than the rest of the MCR. Adding yet another type of cycleway to the mix further removes the 'network feel' and creates a disjointed impression. It starts to get a bit difficult to keep up when the type changes every 30 seconds, which the Papanui Parallel is chronic for.</p> <p>There are a few issues with the proposed design:</p> <p>1 - Currently there is no cycle priority going straight north on Colombo across Bealey. It is extremely common to be cut off by turning vehicles here. It doesn't seem like from the plan this will be implemented either. This is a significant safety issue; vehicles consistently fail to give way either when the lights change, or even mid-phase by just swinging left across the cycleway. There should be cycle straight-ahead priority with advance-detection loops, motor vehicle red arrows and a cycle light. The southbound direction at this intersection has this implemented so there is no reason not to do so northbound.</p> <p>2 - There must be physical barriers installed to prevent motor vehicles from encroaching on the cycle lane on the approach to intersections where there is a separate cycle lane to the motor vehicle</p>	Yes	Liam Blackett	Hornby		

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				<p>turning lane. This is again an issue on Colombo northbound across Bealey. Left turning vehicles (especially at the front of the queue) have a strong tendency to sit to the left of the lane, often putting them partially or wholly into the cycle lane, thus blocking it.</p> <p>3 - Where the cycle lane merges into Colombo St southbound outside the Town Hall to become a greenway looks to be a major conflict point. There doesn't seem to be any indication to motor vehicles to expect cycles to be moving into the lane with right of way. I expect motor vehicles will continue to dangerously pass cycles at ever closer distance as the road narrows, either crossing into the oncoming lane to do so or forcing cycles off the road. Sure there's one 'sharrow' off to the side and some weird blue paint on the road, but does anyone actually know what those mean? There needs to be some mechanism to indicate to vehicles to merge cleanly and not attempt to overtake at this location.</p>					
96.	34638	No	support the plan	<p>Waka Kotahi agrees the proposals align with the requirements of the Land Transport Rule: Setting of Speeds Limits (2017) and the intent of the Speed Management Guide. Note, as for the Peterborough Street 50/30 change points shown, the proposed 40/30 change point on Colombo Street will also need to meet the requirements of clause 3.3(3) of the Rule (ie located at a clear change of environment).</p> <p>Waka Kotahi notes the intention of using 'road patterns' as part of the proposals. The Land Transport Rule: Traffic Control Devices allows for the use of 'roadway art' for streets where all travel speeds are 30km/h or less. Otherwise the use of road marking outside traffic control devices detailed in Schedule 2 of the TCD Rule are non-complying. Waka Kotahi notes that mean speeds on Colombo Street are 35km/h, so to achieve all speeds 30km/h or below to ensure the road patterns comply with the Rule may require more than 12 trees, cycle lane markers and the road patterns.</p>	No	Glenn Bunting		New Zealand Transport Agency	Manager Network Safety
97.	34639	No	support the plan		No	Harry Cox	Edgeware		
98.	34640	No	have some concerns	<p>As a small business owner at [REDACTED] Colombo St I have concerns about the reduction of carparking in Colombo St and would like to see the cycle way adjusted to allow more of the existing carparks to remain for our patients to use as there is no carparking building on this side of the city centre. We have a lot of patients from out of town and elderly patients who have to drive.</p> <p>The parking in Kilmore St between Manchester and Colombo is not metered on the north side where 18 cars park all day and on the south side 5 cars. If this was metered, it would allow for more people to come and go.</p> <p>There is also all day angled parking outside of the Forte parking on Peterborough St. If this was also metered it would make a huge difference to the available parks in the area.</p> <p>Please consider this submission. We are trying to keep business in the city.</p>	No	Sarah Gray	Christchurch		
99.	34648	No	support the plan	<p>I am a daily commuter on this section of colombo street and would benefit greatly from there being a designated cycle way. I often feel unsafe on my bike without the protection of a cycle way so this would be great!</p>	No	Poppy Wallace-Bell	St Albans		
100.	34659	No	support the plan	<p>Colombo Street and many of the other streets south of Bealey have been a stressful place to cycle, especially when transitioning from the separated cycleway north of Bealey to the unprotected live lane when heading into the city. Commuters should not have to fear for their lives whilst trying to get to work, and cycleways are key to improving the safety and accessibility of cycling in the city. I would be even more supportive of a separated cycleway such as the existing one to the north, however I understand there would likely be greater backlash from the community for this due to "parking issues" etc.</p>	No	Liam Allan	Edgeware		
101.	34666	No	have some concerns	<p>Why is a painted buffer strip being used rather than a cycle lane separated by a kerb like on Colombo north of Bealey Ave? This works well for parking (cars not getting in the way of cyclists), encourages cycling (we would rather less cars on the road anyway) and narrows the street which will</p>	No	Kate Parkinson	CHRISTCHURCH		

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				<p>assist in the reduction of the speed limit.</p> <p>A major barrier to why people choose not to cycle to work is because they don't feel safe (only around 10% of commuters in CHCH cycle?!) but cycling should be encouraged to reduce the individual's costs, council costs (parking and road wearing) and emissions (major issue if we're aiming to be carbon neutral) therefore the safety of the cyclist should be made a priority rather than ease of parking for cars.</p> <p>Colombo St is my preferred route into the city from Mairehau, as it is safe and easy from Edgeware Road to Bealey Ave, but becomes an issue south of Bealey Ave when having to merge and compete with cars. A continuation of the arrangement north of Bealey is my preferred option.</p>					
102.	34668	No	have some concerns	<p>I run a medical specialist practice at ██████ Colombo Street. It has off site parking with cars entering and exiting onto Colombo Street regularly throughout the day, which includes the early and late commute times of day. I have two concerns, firstly about about cycle safety due to poor visibility if a tree is placed between 863 and 867. This would obscure cyclists using the northwards cycle lane from cars using our premises. My other concern is that this tree would take away a 5 minute park that is frequently used by delivery vans and trucks for our premises and the motel next door. There is no adequate off site parking on our premises for delivery vans or trucks as they are too large. If this 5 minute park is removed I can only assume that these vehicles will start to double park on the road blocking traffic and creating a regular hazard.</p> <p>Thank you for your consideration,</p> <p>Chris Porter</p>	No	Chris Porter	Christchurch Central		
103.	34671	No	support the plan	<p>I'm particularly in favour of the plan to drop the speed limit in the area. I frequently use this route getting to the Papanui Parallel to visit my sister, and I'm usually biking with 1 more more children. However, shortly my older child is going to be too big to stay on my bike and will need to transition to her own. At that point we will be limited to places that have dedicated cycle facilities for a while since the idea of having her in with traffic makes me really nervous. While I'd prefer more than just a painted buffer, the addition of the trees and builds out making the area feel like the sort of space where cars will expect cyclists to be makes it a possibility for us.</p> <p>I personally think that losing the car parks is a non-issue. I choose not to drive into the city and either bus or bike whenever I need to go there, as does the majority of my family. Even when there are car parks I find it too stressful park in them!</p>	Yes	Angela Brett	Christchurch		
104.	34680	No	do not support the plan	<p>I don't support this plan. Because there is removal of street parking for parts of it. The need for street parking is high i this area as we have services for older persons &amp; medical needs &amp; health services;</p> <ul style="list-style-type: none"> <li>- One general practice medical clinic</li> <li>- One Acupuncture Centre, one Counselling Centre</li> <li>- One Denture Clinic, multiple private residential plus a Cafe &amp; Mortgage Centre &amp; Salvation Army &amp; multiple upstairs offices &amp; a Church. We cannot afford to lose parking here.</li> </ul>	Yes	Karen Baas	Christchurch Central	MENZ Medical	Practice Manager / Owner
105.	34684	No	support the plan		No	Tracy Abbot	Merivale		
106.	34685	No	support the plan	Love the plan, your making Chch the best cycling city in NZ!	No	Ingrid Le Fevre	Somerfield		
107.	34692	No	support the plan		No	Rebekah Reynolds	Spreydon, Christchurch		
108.	34695	No	do not support the plan	Removing the on street parking that is used daily would have an adverse effect on the area. Those shops in the area would no longer have access to passing traffic.	No	matthew irving	Spencerville		

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				<p>As it's been demonstrated throughout the city, lowering the speed limit has had no effect on the traffic. The majority of vehicles ignore this speed limit.</p> <p>Installing bike lanes along this section would deter vehicles from travelling into the city as it gives the impression that it's too difficult to use the roads. The up take of cyclists are minimal to justify spending vast amounts of money on a few.</p> <p>Painting large diamonds in the road will be seen as another waste of rate payers money. It would be nice for this council to lead instead of following other councils. As Dunedin has painted circles in the road, this council has to follow suit. Any council staff member could and should spend some time on that stretch of road and observe, how traffic use the road, where they park and actually count the number of cyclists who use that road. This should by itself cancel any plans to disrupt the road, and save the rate payers the cost of this.</p>					
109.	34698	No	have some concerns	<p>Cars in general do not stick to the 30 km/h limits in town so doubt that the paint will help. Perhaps in time (and with enforcement) this might change?</p> <p>Painted cyclways and shared streets both result in cars being too close to bikes for cyclist comfort, although car drivers feel that they're sticking to "their lane" so "cyclists should be fine"...and as the experiments with flexible posts on corners have shown, car drivers persist in treating painted cycle lanes as advisory only, especially if texting, talking, eating or generally in a hurry.</p> <p>Using painted cycle lanes and shared streets feels like a cheap way to be seen "to be doing something" for cyclists without actually improving the situation for cyclists.</p> <p>Perhaps if the planters could be used to mark the separation car drivers would be concerned about panel damage where they may not be concerned about the risks to flesh-and-bones? This appears to be the other lesson to be learnt from placing flexible posts as boundaries on other cycle ways - the perceived risk to one's car from hitting a stationary object appears to be greater to a driver than the risk from hitting a person.</p>	No	Tom Young	Fendalton		
110.	34699	No	support the plan	I love the fact that you are only painting the cycle-lanes in, this is much less intrusive and I feel very safe on these. I just wanted to voice my support for these works, as part of the silent majority.	No	Alexander Plunket	Linwood		
111.	34700	No	support the plan		No	Patrick Gernon	christchurch		
112.	34702	No	have some concerns	<p>The plan doesn't seem to cater for motorcycles as well as it could.</p> <p>On street parking for motorbikes increases capacity for people to stop and also safety of cyclists - Motorcyclists rarely pull out on to roads across cycleways without looking, and motorbike riders don't have the same blind spots as car drivers.</p> <p>In addition I don't think he plan doesn't go far enough in to making people outside of cars as important as people inside cars...but its a start. A good example of this is that I would still avoid taking my 3 year old to this area if I could, because the legal right to drive a car in the street trumps the right of a child to walk safely.</p>	No	mark penrice	heathcote valley		
113.	34703	No	support the plan		No	Jawad Arefi	Northwood		
114.	34705	No	do not support the plan	I don't support the plan as two tertiary institutions are located down Colombo st and students as well as staff use the parking on the stree! As it is there is little parking and not every student can always afford to pay for parking. A lot of students live out in the country like me, so cycling and walking and buses are not an option.	No	Danielle Le Brun	Doyleston		
115.	34706	No	support the plan		No	Allan Burns	Phillipstown		

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116.	34708	No	support the plan	Anything that improves the cycle ways and the safety of travelling by bike is a big bonus for the city. We fully support this plan.	No	Steph Mangan	Central city		
117.	34709	No	have some concerns	Travelling North down Colombo and crossing Bealey by bicycle has a mixture of sharrows showing bikes can take the lane, and a cycle lane implying they cannot. I'm also concerned on the lack of an exclusive left turn for cars, with sharrows or a bike lane straight to the intersection without cars causing a left turn conflict. Having cyclists to the left of left turning traffic would not be as safe as having cyclists ahead, or to the right of left turning traffic.	No	Luke Parkinson	Riccarton		
118.	34711	No	support the plan	This is a great plan! Improve air quality, safety and faster access to the city. Not to mention the co2 savings.	No	David Grogan	Huntsbury		
119.	34712	No	support the plan	This is a really pragmatic (and looks very cost effective) way to promote safe cycling on a key access route to the city. The landscaping looks like it will be great. I would be stoked to see this happen!	No	Ewan Wymer	Christchurch		
120.	34714	No	support the plan	I agree that by slowing down motor vehicles and reducing the space that they consume, Christchurch will become a much more pleasant place to live.	No	Ross Mackintosh	Christchurch		
121.	34715	No	support the plan	I am a cyclist that often gets scares from cars coming way too close. Cycle lanes really help with this and I support this plan for safer cycling.	No	Shannon Gilmore	Hallswell		
122.	34716	No	do not support the plan	<p>I don't support the cycle way - I think that our rates are already so high and that the money Could be spent much better .</p> <p>I am one of the trustees which owns █████ Colombo St.</p> <p>Thank you for sending the consultation documents of proposed changes to this area.</p> <p>I have concerns regarding, what appears to be a tree to be planted- close to our driveway - and where the road and cycleway start to converge.</p> <p>Our driveway doesn't seem to be shown on the diagram and if a tree is planted there, we are concerned that , it may make turning into our driveway difficult, but more importantly it may obstruct vision - for roadusers and us, when we are leaving the driveway.</p> <p>It would likely block cyclists and motorists view of cars leaving the driveway, and for us - we may not be able to see them.</p> <p>I am very concerned and want to make sure that you are aware of the driveway access.</p> <p>If the tree planting does go ahead, please make sure it is documented that I raised this concern and highlighted the potential danger.</p> <p>If there was a serious injury / crash in the future because of this, we would want the council to be acknowledge that they had thought through this potential risk and found it acceptable, so that if anyone was injured that they could be informed that the council had accepted the risk on their behalf.</p> <p>Would you please email me - to acknowledge the receipt of this email - and to let me know if you were aware of the driveway, and what risk management has been investigated re this, to this point.</p> <p>Kind regards John Frye</p>	No	John Frye	Central City		
123.	34719	No	support the plan	Just what's needed to make cycling safer. Important addition also for those of us wanting to link through between Papanui and University cycleways to make a circular route for exercise cycling.	No	Philippa Lane	Russley		
124.	34720	No	do not support the plan	Once again you are making the road too narrow. There only needs to be a cycle lane on ONE side of the road, not like from Colombo st to Edgeware rd, which is a disaster. You are driving people away from the city centre and with this plan I will NOT be visiting. there are far more important things that	No	David Wagstaff	Northwood		

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				need to be done without spending money on this project even though the government has given the money.					
125.	34721	No	do not support the plan	I'd like to know when the bike lane is prioritized for the EAST -- where's the New Brighton to Town cyclelane??	No	Natalie Perzylo	Dallington		
126.	34722	No	have some concerns	It would be great to add cycleways, but this is a busy street - it would be better to have the cycle ways separate and protected (like on Hoonhay/Sparks rd) rather than painted lines	No	Jess Richardson	Halswell		
127.	34724	No	do not support the plan	Another good reason to stay out of the City. I visited the City many, many months ago to go to the Library, which is magnificent. However I found the whole trip a nightmare. No parking, slow roads. Have never been back, and have no intentions of doing so. Do not take any visitors to the City, rather go to Rangiora, Ashburton, Amberley. Council should spend their money getting the chlorine out of the water.	No	Janine Lynn	Christchurch		
128.	34725	No	support the plan	Making it safer for cyclists, and making it clearer for drivers to understand what is expected of them when they are around cyclists, I believe is a win win for everyone.	No	Sarah Elicker	Linwood		
129.	34734	No	do not support the plan	I don't think you should mix cycle routes with bus routes. I think we should encourage cycles to go down traditionally low volume streets and roads. Rather than try to push cars away from traditional main roads/ routes by mixing bikes, buses and cars.	No	Bridget Upton-Gill	Christchurch		
130.	34740	No	do not support the plan	The planter box outside 868 Colombo Street (St Mary's) is right by the garage exit for 70 apartments, this tree may obstruct the view of approaching cyclists and cause an accident.  How many cyclists from Kaiapoi travel down Colombo Street each day.  Where will you put the off street car parks for 32 missing on street carparks.  Will this off street parking be free?  What provision is being made for cycle parking in the city, in Amsterdam there must be thousands of cycles strewn around the city	No	Neil Clephane	St Albans		
131.	34742	Yes	have some concerns	The patterned colours on areas where pedestrians travel could be confusing and cause issues for those who have low vision and those who have cognitive impairments. For some they will avoid walking on a surface that cannot be interpreted and some will interpret these as a change in depth (or a hole). The colours should be on the road surface but not within the road crossing areas for pedestrians. This may lead to confusion during crossings to determine safety of surfaces or avoidance of the coloured areas.  Do the accessible car parks have associated ramps/flat access to the footpaths?  Is the new bus stop position at 139 Salisbury Street clear of all driveways?  The warning tgsi at the intersections need to be easily interpreted, request more details on the layouts.  Directional tgsi need to be installed across the ramps for cycles to enter/exit the footpaths to assist those who are blind, deafblind or have low vision to stay on the footpath. There appears to be a mix of warning and directional tgsi used for this purpose and on ramped sides.  There is a kerb cutdown shown on Colombo Street south of the Avon River - what is the purpose of this one?  Why are there shared paths when the roads are designated with sharrows to be shared?  What are the widths of the shared paths where there is landscaping included?	Yes	Carina Duke	St Albans	Blind Low Vision NZ	Rehabilitation Instructor

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132.	34747	No	support the plan		No	Bevan Pratt	Christchurch		
133.	34748	No	have some concerns	<p>Although this proposal is an improvement of the current cycle infrastructure along this section of Colombo Street, it is insufficient. This section of road is a major connection from the Papanui Parallel cycleway into town and should be constructed to the same standard as the Papanui Parallel. This means there should be physically separated, protected cycleways. The proposal to use "paint" to protect the cycleway is insufficient. This does nothing to prevent people in parked cars opening their doors in front of cyclists. I fully support the reduced speed limit, but this is not going to prevent the parked car issue.</p> <p>This consultation document states "We're trialling a new type of cycleway on Colombo Street and lowering the speed to 30km/h." However, there is no explanation about what it means to be a "trial". Is this for a fixed period of time? How will the trial be judged a success (or not)? What happens if it is a success? What happens if it is not? What alternatives were considered? Is this actually a trial, or will it be implemented and never reviewed? I do not believe you can trial something without stating how long the trial runs for and how it will be reviewed. Please provide additional information about the trial, or do not call it a trial!</p>	No	Arthur McGregor	Russley		
134.	34751	No	support the plan	I'm very supportive of this plan, studies show that investing in cycle ways allows residents a better selection of transport choice. Active transport positively benefits people's health. Slower roads mean less accidents and quieter streets. Separated cycleways mean more people feel safer to choose to ride as opposed to drive.	No	William Stewart	Christchurch		
135.	34752	No	have some concerns	<p>There are three Specialist doctors working out of ██████ Colombo Street. We do have parking at the rear and disabled parking x 1 on site at front of building. Some elderly patients do not like to negotiate our narrow driveway and do try and park on the road. The loss of some parks here could mean they have to walk a lot further. We would like to see a two hour park limit immediately outside our building on both sides of the road to assist this. Two of the Specialists are Plastic Surgeons, and perform minor surgeries in the rooms, requiring patients to have reasonably close access to parking. The plan shows the loss of the 5 min park between 867 and 863 Colombo Street (Motel Colombo in the City), this park is used every day by our Courier drivers, BOC Gases delivery truck, other large delivery trucks and as necessary by ambulances (twice in the last month or so). Visibility for people driving out of our drive onto Colombo Street is already limited, putting a planter box and tree there would make this much more dangerous. We feel a 40 km/h speed restriction would be more consistent with the speed limit between Bealey Ave and Edgeware.</p> <p>Thank you, Dr Sally Langley, Mr Christopher Porter, ██████ Colombo Street, Christchurch.</p>	No	Marg Ackroyd	Christchurch Central	Dr Sally Langley and Mr Christopher Porter	Secretary/PA
136.	34753	No	do not support the plan	Parking, aesthetics, narrower roads are DANGEROUS. There is enough stress in this city already!!	No	Tracey Thompson	Christchurch		
137.	34754	No	support the plan	Please implement this as soon as possible. It will further increase the number of people who cycle into town from St Albans and beyond and improve safety.	No	Alec Bruce	St Albans		
138.	34757	No	support the plan	<p>Big fan of cycle ways and reduced speed limits. Ka pai!</p> <p>Just concerned that if the planters are "easily movable" how members of the public or business owners that don't support cycle ways will take advantage of that.</p>	No	Naomi van den Broek	Waltham		
139.	34768	No	do not support the plan	We are a motel at ██████ Colombo Street and object to the tree being planted in the 5 minute parking space as that is where couriers and ambulances and taxis pull up day and night time. As we have a big block of apartments ██████ Colombo the other side of the doctors there is no street parking anywhere for cars some of those apartments are Airbnbs and we have desperate people trying to park in our motel car parking as they complain no where to park .... it is impossible most days and nights with 70 plus apartments at St Marys and the other one over the road. Putting a planter box or tree in the 5 minute space is ridiculous it may look nice but will cause traffic problems it is so frustrating for people some people come and park at 6am in the morning just to get a park and walk into town.	No	Henriette Stevens	CBD		

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				Also the speed between Kilmore and Bealey needs to be the same as the other side of Bealey at 40 mph it is too fast at 50mph. The other night another accident outside the apartments.					
140.	34771	No	have some concerns	<p>- I support the lower speed limit.</p> <p>- I support the removal of on street parking.</p> <p>- I support the tree planting.</p> <p>- I support the use of paint to provide a visual cue to slow down.</p> <p>- I am concerned about the lack of physical separation between cyclists and car traffic. I suggest the use of bollards, raised curbs, planters or other separators. These tend to be more effective than paint.</p>	No	Andrew Simpson	St Martins		
141.	34772	No	have some concerns	<p>Having the cycle way switch sides part way through on a road is extremely frustrating, and if you are cycling with small children that are a bit slower the automatic lights don't stay green long enough to cross...please don't have any more of these ridiculous crossings.</p> <p>I've also bike along Manchester st on a few occasions where the bike crossing lights weren't working properly, and cyclists have had to wait far too long...it appears that automobiles are still given preference. Have seen other cyclists get frustrated and resort to using the road. This totally defeats the purpose of a shared path or cycle way but I can understand their frustration.</p> <p>Car parks beside cycle lanes still pose one of the biggest dangers to cyclists, drivers opening car doors without looking, so I do hope that there will be a concrete verge buffer between cyclists and cars or no car parks on the side of the cycle way at least, a painted strip is not enough.</p>	No	Alice Holmes	St Albans		
142.	34775	No	support the plan	Very well thought out. Love the protection for cyclists and the retention of mobility parks outside the town hall. Look forward to seeing these changes made	No	Ana Simon	Redwood		
143.	34776	No	do not support the plan	this will cause further congestion of traffic in an area of the city where it is vital to maintain free flowing vehicle movement due to the intervention of one way street systems. I walk in this area regularly and there are much better links that are possible than this plan. How about using a riverside link up to Victoria street. The movement of vehicles across cycle lanes to access parking is a disaster waiting to happen. Data is showing that the cycle lanes already in use are not attracting anything like the expected volumes of use. Why are more being made?	No	Judith Lance	Hoon Hay		
144.	34780	No	have some concerns	<p>2 areas I have already raised a concern with being a danger to pedestrians with cars parking on the footpath outside 813/811 Colombo and opposite outside 818. The planted areas need to be in raised box planters similar to the new ones in hereford st. This is required to stop cars driving over the plantings and it should stop double parking if the car can't open the passenger door. I can provide photos if required.</p> <p>I live at [redacted] Colomb st, so would be nice if the new paving can extend past the boundary of my property to [redacted]?</p> <p>Lastly can we have a tree in the footpath outside 807 or maybe on the boundary of 807 &amp; 805?</p> <p>Overall very happy with the plan, and the more trees and plants the better!</p> <p>Nice job. :)</p>	No	Richard Hack	Christchurch		
145.	34783	No	support the plan	Yes I like the way bus stops are now. I think painting all the buses the same color is silly. Impaired people can now tell it's a red or blue bus & where they are going. Salisbury St would be one of the worst streets in CHCH even the bus drivers say how rough it is.	No	Dick Pearson	Christchurch Central		
146.	34784	No	have some concerns	We like the idea of cycle lanes. The concern is the loss of 14 parking spaces in our immediate area. There is in general a lack of parking and when the Town Hall has an event on then parking is impossible. Also the Convention Centre and the Court Theatre will add to these parking issues.	Yes	Michael Fraser Milne	Central City		

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				<p>Also from what I observe with some work already done the road coating / marking can look pretty rough after a very short time. I understand to 30km speed limit on Peterborough St, but not Colombo.</p> <p>I did come to the "Talk to the Team" session on the 5th at the Salvation Army, sadly it was hard to get a hearing in that format and I heard you team say several times "The loss of car parks is not as bad as the original plans or as bad as it could have been", that to me is not a argument for the improvements for cycle ways.</p> <p>So I am writing in regards the proposed new cycle extension in Colombo Street between I think Kilmore and Bealey Avenue.</p> <p>First of all out of our team of 12, 7 of us use cycle most days to come to work so we are in favour of cycle ways.</p> <p>However losing 14 car parks immediately adjacent to our business is deeply concerning, we already lease 7 car parks and simply put as yet we see no reduction in car use or the requirement for car parks and we think the demand is getting higher.</p> <p>Talking of demand, we have the new apartment block called SOHO on the corner of Salisbury and Colombo about to be finished and more apartments building planned in the area, there is only ONE car park per apartment, so when these good folk have visitors, where will these cars go.</p> <p>We are going to lose the carparks next to Accent on Lighting when this sells for development.</p> <p>The Town Hall already causes great demand when events are on, we will have the Convention Centre opening, the New Roman Catholic Cathedral, The Court Theatre and all such coming up, with demand for parking.</p> <p>There is NO commercial parking building on offer in this area of Christchurch and once it is fully developed we cannot see where all the cars are going to park.</p> <p>Perhaps you might share with us what reductions in car use and therefore the requirement for car parks by the use of cycles had achieved to date. Or plans to find car park spaces to replace the ones you are taking away.</p> <p>As a commercial business on the fringe of all of this we see this reduction in car parking as a negative.</p> <p>Also on the plan I note the bus stop will be across the street immediately before the traffic lights. On busy days and most are between 5pm and 6:15 pm, one cannot turn right on this junction from our side of the street due to the long queue of cars waiting to go through the lights, having a bus stop there will not help this situation.</p> <p>Why not leave all of the car parks as they are and the bus stop and simply put the lane in for the cycles as it is in many parts of town that I drive through?</p> <p>I think that taking out the parking places to assist cycle lanes near intersection is not that well done and personally whether on a cycle or in a car I think they are better as a straight line within the normal driving lanes, that is from a VERY experienced cyclist and motorist.</p> <p>Also it is important for me to know the figures as requested as to how many cars have to date been taken off the road due to the existing extensive cycle network. The city must have these figures or</p>					

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				<p>they could not have worked out what is need or so is my presumption.</p> <p>In regards the car park, I presume this not a council commitment but the council is asking for a private investment.</p> <p>My estimate is that we will need between Fitzgerald Avenue and Deans Avenue and then Moorhouse and Brealey Avenues the City may require an extra 2,300 or so extra car parks to facilitate the extra vehicles on our streets due only to the apartment/housing complexes going up or already up at present.</p> <p>I have NOT given any consideration to the parking required for the two new stadiums, the increased use of Hagley Oval, the hospital traffic or indeed any of the new and exciting inner city progress that is coming our way.</p> <p>IF the council wants to have a vibrant inner city then they are going to have to do something to guarantee the free movement of traffic and ease of parking, the cars are NOT going to go away and anyone with any sense will see that. Parking is expensive, not easy to use and not readily available and has not been improved in the last ten years in fact just the opposite from my observations as someone who has had to traverse the city in a car 4 to 6 days a week for the last 18 years, I might add for work.</p>					
147.	34785	No	have some concerns	<p>I think this is a great idea, however there are a few details regarding the cyclelanes that should be considered carefully so that they are safe for cyclists to use:</p> <ul style="list-style-type: none"> <li>- There should be sufficient clearance between parked cars and the cyclelane for car door clearance. Many painted cyclelanes in the city are fully within the car door zone which puts cyclists at high risk of a fatal accident. In fact its often safer to cycle in the main traffic lane to avoid car doors in these situations. So there should be a wide buffer between any parking spaces and the left edge of the cyclelane.</li> <li>- Placement of trees, boxes etc should not be such that cyclists must weave in-and-out. this is unsafe and also frustrating to ride.</li> <li>- Do not incorporate any of the priority left-turn traffic light systems included in some of the recent cycleways in the city (e.g. St Asaph Street). Its frustrating for cyclists and drivers as it is seldom timed well from intersection to intersection. A far better system would be priority for cyclists, give-way for cars at all times. If the stop-line for cyclists is far enough ahead of cars and there is enough visibility of the cyclelane then there shouldn't be an issue of safety.</li> </ul>	No	Nick Hann	Hoon Hay		
148.	34790	No	do not support the plan	<p>To whom it may concern,</p> <p>I have just finished reading the proposed changes to Colombo Street. If this is the Christchurch City Council's plans to further promote suburban malls and to kill of what is left of the little vibrancy Central city clutches onto, then this is a wonderful idea. The vast majority of people who come into the central city and spend money drive cars, not bicycles. You can see this from how much previous build cycleways are used. You can sometimes not see a single cycleway user for a 30-minute period. All these cycleways do is take away street parking, hurt local businesses, and make a maze our of the central city. The people of Christchurch are sick of the City Council turning central city into an undesirable place to go. Just look at the abomination Manchester Street has become. What sane person would be crazy enough to establish a business there with almost no street parking, incredible slow speed limits, and the horrid look of the street covered in a million streetlights and little islands, with very tight lanes. Now it seems it is Colombo Street's turn. Roads the like the proposed Colombo Street only frustrate drivers increasing erratic driving behaviour. Stop wasting the rate payer's money on ruining the central city. It is already thought of an absolute joke by half the population who avoid it like the plague... Do not destroy it anymore for those of us who still reluctantly come and work and</p>	No	Brendon Ayers	Halswell		

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				<p>spend our money here. I suggest looking at the statistics. Of the people who come into Christchurch, what percent actually cycle as their main form of transportation? Stop designing the city for the 1%.</p> <p>The mix of speed limits in central Christchurch is a mess and the Council wants to further complicate it. 30km is far too low. Colombo Street traffic already moves at a snail's pace. It will not bring more people into the city. It will do the opposite. Do we not want a vibrant core? Or perhaps we do in fact want to catered towards becoming a retirement village? A 30km speed limit reduces the flow of traffic and increases time taken to get around or through central city. How does this encourage people to come to central Christchurch? It does not.</p> <p>As for moveable plant boxes... incredibly tacky! Make them permanent or just forget about it.</p> <p>I hope one day someday the city council is able to LISTEN to the people and recognise the basic difference between a central city and a suburb.</p>					
149.	34806	No	support the plan	One some of the new cycleways in Christchurch, entrances/exits to and from driveways and carparks are dangerous for cyclists as they risk being hit by cars (such as along St Asaph Street). Features that can improve cyclist safety across driveways (particularly commercial ones) would be good. One suggestion would be to add a small "speed bump" of sorts across the driveways (on both sides of the cycleway).	No	Katie Coluccio	Spreydon		
150.	34807	No	support the plan	<p>I cycle to work along this route and infrastructure improvement will be much appreciated.</p> <p>I prefer this option over concrete curbs separating cyclists (as on Colombo St between Bealy Ave and Edgeware Rd)</p>	No	Taylor Koens	St Martins		
151.	34808	No	support the plan		No	Oliver Hunt	Sydenham		
152.	34810	No	do not support the plan	Stop reducing car parking, and don't add further 30kph areas.	No	James Clark	Christchurch Central		
153.	34811	No	have some concerns	I would prefer to have a physically separated cycle lane, like Colombo Street north of Bealey Ave, as this feels much safer and would get more use from non-confident riders. If this is not possible, a wider buffer/median between the road and the cycle lane would be the next best thing - currently, it does not look wide enough.	No	Andrew DC	St Albans		
154.	34813	No	have some concerns	<p>Bealey Avenue to Salisbury Street section:</p> <p>Have some concerns over the loss of 18 car parks. In general there has been a significant reduction to free on street, all day parking in &amp; around the city. This is concerning for people who work in the city that cannot afford parking. Bussing is not always an option. Eg; for those needing to drop off &amp; pick up kids before &amp; after work.</p>	No	N M A'Court	Marshland		
155.	34826	No	support the plan	This is a regular bike route for me, thank you for helping to keep me and my family alive. I also think a cycle friendly city will attract more people to our city.	No	Cam Brinsdon	St Albans		
156.	34829	No	have some concerns	<p>1. Carparking on east and west of Colombo St from Bealey Ave to Kilmore St should be max 30 minutes to prevent all day parking. This will allow plenty of time for shoppers and visitors. We have seen all day parkers just shifting after current 120 minutes.</p> <p>2. Carparking on Bealey Ave south side from Colombo St to Durham St should be max 30 minutes to allow better parking for the cafe, motel and hospital visitors, and medical centres. Currently used by all day city workers. Not monitored enough.</p> <p>3. The tree planter proposed outside 913 Colombo St should be removed as it would obscure the vision of cars and cyclists seeing cars exiting our carpark. The delivery trucks at the drivers</p>	Yes	(William) Wayne Anderson - as spokesperson for Andersons, Taylors & Cotand Ltd	City		

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				height will have no view even if the branches are trimmed annually. There needs to be at least 2.5 metres of clear vision. We see no need for trees on this plan as the shops and premises are all well presented. The major disgrace is the demolition yard which was the former Christchurch Womens Hospital. Please remind them of obligations as Good Citizens to clean the area up.					
157.	34831	No	support the plan	Such a great city to cycle in, but not as safe for cyclists as it could/should be, so the more dedicated cycle lanes/pathways/etc, the better. And the more people cycling, the better for them and the planet.	No	Morgan Price	Christchurch	N/A	N/A
158.	34835	No	support the plan		No	Alison Downes	Ilam		
159.	34837	No	support the plan	Making sure the cycle network is connected through the CBD is critical.  Traffic on Colombo St travels slowly now, so lowering the speed limit to 30kph and making space for cyclists in dedicated cycle lanes will make it safer for all users, and won't add to travel times for those in cars.	No	Chrissie Williams	Somerfield		
160.	34839	Yes	do not support the plan	Please see the attached document.  We are concerned at the loss of both parking and bus services in relation to our Salvation Army Centre. These concerns are heightened by other proposed developments in the immediate area currently under Resource Consent consideration. We also have concerns about aspects of the design as a public safety issue, especially for the elderly.	No	Allan Bateman	Christchurch	The Salvation Army Christchurch City Corps	Corps Officer/Minister
161.	34844	No	have some concerns	I do not think that the speed , needs to be lowered. I like the idea of the cycle lanes.	No	Gregory Joughin	Sydenham		
162.	34848	No	support the plan	As a cyclist I welcome painted road marking rather than lanes separated by kerbs. I find these safer as should a dog cat or pedestrian unexpectedly enter the lane, my avoiding action is not constrained by kerbs and I am able to use the road way. This is also the case when approaching slower cyclists.	No	Tim Holmes	St Martins		
163.	34856	No	support the plan	I would like to see separated cycleways instead of painted cycleways, especially at the Colombo street and Bealey Ave intersection. As a cyclist I appreciate that you are doing something as the connection from the city to the Papanui Parallel is needed. At Kilmore street the speed limit changes from 30kmh to 50kmh i am often faced with cars accelerating at unnecessary speed and overtaking me far too close. I have also found that cars often ignore the painted cycle waiting area at the Bealey ave intersection, and the left turning traffic have caused me to come off my bike in the past.  I like the addition of the extra street trees, this will give the street a much more appealing aesthetic for both cyclists and pedestrians during the summer months.  I am concerned that when cycling south into town, where the cycle path meets the shared road at the Kilmore intersection, that cyclists will be cut-off by car traffic as the road narrows. My suggestion would be to have cycle priority traffic lights to ensure that cyclists are able to come through this intersection safely, or the road could be narrowed earlier to allow streamlined merging of traffic.  I support the reduced speed to 30kmh. This is excellent for improving usability of the area.  Thank you for ensuring that our city is more than a thoroughfare for cars.	No	Georgi Lynch	Christchurch		
164.	34860	No	have some concerns	I support the plan, but have some concerns. First, the proposed cyclelane and slower speed limit are a big improvement on the current situation, as it would offer a safer option for any cyclists coming from north of the city, however I think it should go a step further and be a cycleway with a physical barrier. Currently, a family I live with would love to cycle into the city with their kids but would not feel safe without a segregated cycleway with a physical barrier. I cycle down the proposed route 5 days a week to get to work, and think any improvement on the cycle lane safety would be welcome, but a segregated cycleway option to connect northern Ōtautahi/Christchurch to the city would be greatly preferable in order for me to recommend the route to friends who want to try cycling into the city.  Second, I see there may be some stretches of cyclist/pedestrian shared paths in this plan. While this	No	Wellner Ahluwalia	St Albans		

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				<p>might offer a safer option at pinch points, I just want to note that a shared path on a route that is intended to offer a commuting option for people cycling to work, will inevitably end up frustrating walking pedestrians and cyclists alike at peak times.</p> <p>And finally, I just want to note I was pleased to see that while some parking is being taken away, you are also adding in some mobility parking. As we decrease parking in the city in favour of encouraging alternative transport, it's important to prioritise accessibility needs and allocate remaining car parks accordingly.</p>					
165.	34861	No	have some concerns	<p>Thanks for the opportunity to make a submission. I work for the Christchurch City Council, but I'm making this submission as a local resident of St Albans, and a daily user of the Papanui Parallel, purely in my personal capacity.</p> <p>What is proposed here is much better than the current situation. I support the 30km/h speed limit, including on Peterborough Street, for which 50km/h seems too fast to be safe. I do have serious doubts whether people driving will stick to the 30kmh speed limit on Colombo Street though, because it's very wide, and there are few cues to keep drivers' speeds down. My hunch is that the painted designs on the road will slow speeds initially, but I'm less convinced whether they will be effective after people have got used to them? Maybe there is research on this. Once Colombo St is resurfaced, the smoother road surface could also encourage higher vehicle speeds, as I'm experiencing now on Victoria Street.</p> <p>In terms of biking infrastructure, what it proposed is better than what's there currently, but I would much prefer to see physically protected, separated cycleway to connect the Papanui Parallel to the central city. I personally am a confident and experienced cyclist, and not afraid to take the lane where needed, and have the knowledge and confidence to ride far enough into the vehicle lane to keep out of the 'door zone'.</p> <p>However, I have many friends who live in Merivale, Edgeware and St Albans who only recently started biking, and feel nervous and slightly anxious about every bike trip they take. For them, and many others like them who are Christchurch's 'newbie cyclists', having physically separated cycleways makes a huge difference. Some of my friends are parents who take their young children in bike trailers on the rest of the Papanui Parallel, and hope to take their kids riding their own bikes on the cycleway once they are old enough - but they don't feel it's safe to go into the central city, because the separated, protected cycleway ends at Bealey Ave. This is a real shame, as there are some wonderful key attractions for young families on Colombo Street, including Margaret Mahy playground, and Turanga.</p> <p>Also, having said that I'm a confident cyclist, I have to say that the experience of being in a separated cycleway is a whole different, more relaxed, pleasant, quieter, safer, and enjoyable experience than defensively making my way amidst other traffic. When cycling with friends, this is particularly the case as you can ride side-by-side in the cycleway having a conversation, making it a really fun, social experience and a different experience of our city, rather than merely getting from A to B.</p> <p>Regarding the 'sharrow' lanes southbound at Salisbury Street, I strongly dislike these – a similar design has made Victoria Street worse for people cycling than before the recent street upgrade. The left turn/sharrow lanes mean that if there are vehicles turning left, and pedestrians crossing, people biking generally have to wait in the vehicle queue for the pedestrians to clear ( even if you're going straight), so it really can hold you up. It's much better to have a cycle lane going right to the front of the intersection, with an advance stop box.</p> <p>I also think it's important to have one 'cycle gateway' from each compass direction into the central city, and Colombo Street would be the obvious gateway from the north. Colombo Street is</p>	No	Anne Heins	St Albans		

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				<p>designated to prioritise walking and cycling under the AAC road hierarchy, while Montreal, Durham, Madras and Barbadoes prioritise motor vehicles, so I feel it's not too much to ask that Colombo Street does get proper, safe, separated cycleway infrastructure. This will become even more important in a couple of months' time, when the shared path along the new Motorway from across the Waimakariri Bridge will connect to the Papanui Parallel, increasing the number of users. I wonder if there is a better balance that can be struck with parking, whereby some time-limited (30/60 minutes??) parking is retained at key locations to support businesses along Colombo Street, but lower-value parking spots are removed to allow for separated cycleway facilities?</p> <p>I do love the idea of more street trees proposed (if there is room for them), and I also support adding extra mobility parking spaces near the Town Hall. A few bike parking stands (preferably the staple type racks, which are far more usable than the hoops) would be great, by the businesses along Colombo Street. Or even those wee circular hoops that slip over a traffic sign pole that gives your bike something to lean against, parallel to the kerb.</p> <p>In short, I would much prefer to see a fully protected cycleway along Colombo Street south of Bealey, with any remaining onstreet parking to be time restricted and strategically located to support nearby businesses. Watering it down to a less protected cycle lane would undermine the enormous investment that's gone into the rest of the Papanui Parallel and the motorway shared path. It would mean there is no separated cycle facility giving access to the Central City from the north, and likely make it less used by everyday people who are not (yet) confident, savvy and experienced cyclists.</p>					
166.	34862	No	do not support the plan	<p>Specifically, I am finding the city increasingly difficult to get around. I drive - I am disabled, so need good parking close to where I am going. I live in St Albans, and have been in the same place for 34 years. My suburb is almost impossible to drive around now - all for the convenience of a motorway which is just encouraging more cars, pollution, single use drivers, emissions increase through excessive traffic lights causing idle-ing etc etc etc.</p> <p>Then we have the current flavour-of-the-month which is trees in planters. Oh dear. Find idea BUT NOONE WATERS THEM! I weep when I see plants struggling to survive within watering at all. Being a very keen and knowledgeable gardener for a very long time, I get very upset at this situation. PLEASE - if you put planters in they either have to have a watering system, or a schedule for regularly watering.</p>	No	Sandra Shaw	St Albans		
167.	34865	No	support the plan	No, it is excellent	No	Nick Reid	Upper Riccarton		
168.	34868	No	support the plan	It looks like a creative solution. Thanks	No	Cathy Sweet	New Brighton		
169.	34869	No	support the plan	we need a safe cycle route from the east end of the city, North to South and South to North. There is none at the moment. Fitzgerald, Barbadoes or Stanmore road. At least one of them needs a safe route. Fitzgerald makes the most sense in terms of being wide enough to add bike lanes. Love all the shared paths you are creating. Just wish I could get from the North end to the South end when I come in from the East and don't need to go right to the centre.	No	Nikki Berry	North Beach		
170.	34878	No	support the plan	<p>I strongly support the use of extra features (i.e. more than just a painted cycleway) to increase safety for cyclists. I strongly support the use of trees, even if it means some loss of parking spaces (while retaining enough parking, including mobility parks, near amenities such as the town hall and shops that rely on customers stopping briefly, such as dairies).</p> <p>It's good to see that connections to other cycle routes have been thought about - this is important.</p>	No	Eline Thomson	Hoon Hay		
171.	34886	No	have some concerns	As the city council declared we are in a climate and ecological emergency on 23 May 2019, I'm sure the panel agrees that it the highest importance that we do whatever we can to encourage people to swap polluting private motor vehicles for cleaner transport. At the time the mayor said the action was to signal the "urgency of the need for everyone to take action to reduce carbon emissions to zero". This is the chance for the council to "walk their talk".	No	Kieran Williamson	Christchurch Central		

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				<p>The design should be modified to include a physical barrier between cyclists and cars. Otherwise the lane will only appeal to experienced cyclists and will not encourage new cyclists to bike instead of using their cars. Given the climate emergency, we need to design our infrastructure so that new cyclists will feel safe using it, not just experienced cyclists. The cycle routes that it connects to are protected. Leaving this section unprotected will limit the usefulness of the cycle routes it connects to.</p> <p>There are not sufficient traffic calming features in this design for the 30km/h limit to feel like the natural speed. The planned narrowing and build-outs, although a step in the right direction, are not enough. The plan should be modified to include extensive traffic calming. The final design should signal the speed limit to drivers through its physical features, not through a speed limit sign. Nobody should feel safe driving above 30km/h.</p> <p>I'm concerned about the material specifications for the coloured surfacing. Is the plan to use polymers, and if so will they leak plastic particles into stormwater as they break down? I ask that all material used for road surfacing and painting is the safest and most environmentally friendly possible. Any breakdown or runoff from this material will go into our stormwater and into our rivers and oceans. Some compounds used on roadways in the past such as plastics or lead break down very slowly or not at all, leaving permanent pollution of our waterways.</p> <p>I ask that selection of the contractors for this project is based on their past environmental record. A strictly enforced environmental plan should be applied to this project, going well beyond legislative minimums. This includes accounting for the environmental costs of the whole supply chain for materials used.</p>					
172.	34895	No	support the plan	Great to see the final leg of the Papanui Parallel route underway.	No	Marcus Brown	St Albans		
173.	34900	Yes	have some concerns	A parking space is being revoked outside 76 Peterborough Street, there is an adjacent motorbike parking space to this that is being kept. This space is never used for motorbikes and it would be better to be reallocated as a general space (P60) as this would be a better use.	No	Ricky Holliday	CBD	Southpark Corporation	Property Manager
174.	34907	No	have some concerns	It looks to be a reasonable compromise. Some reservations however due to a lack of enforcement of the 30kph speed limits in other areas of the central city. It counters the intention of making the CBD a pedestrian and cycle friendly area when a bike travelling at 28kph can be overtaken between Kilmore St and Gloucester Street on Colombo Street. Not an uncommon occurrence unfortunately. The northbound bike lane on Colombo Street approaching the intersection with Bealey Avenue needs to have separator posts installed and consistently phased red arrow to prevent conflict between straight through north bound cycles and traffic turning left into Bealey Avenue. The uncertainty here for those on a bike creates a sense of fear particularly when motorists attempt to turn through a group of cycles. It has been like this for over 3 years and damages the reputation of the Papanui Parallel Cycleway as being a safe experience for those aged 8 to 80.	No	Robert Fleming	St Albans		
175.	34908	No	have some concerns	<p>Great. A lot more needs to be done to make cycling safer in Christchurch. Would be great to see similar things implemented in other parts of Christchurch e.g. Blenheim Rd, Barrington St. to offer more protection to cyclists.</p> <p>Although just one concern:</p> <p>I think it is important there is a solid metric to measure success of these 'softer' safety measures. Harder measures such as signs or barriers may be needed if this is not successful.</p>	No	Emily Molloy	Riccarton		
176.	34932	No	have some concerns	It's great to see the council making the city more accessible by bike. I have ridden this section of Colombo many times and can't wait to see it redeveloped to be safer for cyclists. I do support the proposed changes, but would rather see the cycle lanes be physically separate to the road, just as it is on the northern section of Colombo st to Edgware Road. The painted lanes would be an	No	Tom Brennan	Spreydon		

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				improvement but cyclists will still end up sandwiched between parked cars and cars moving on the road.					
177.	34937	No	support the plan	We love the opportunity for more SAFE cycle paths.	No	Alex Goodall	Christchurch		
178.	34954	No	have some concerns	I have concerns that merely painting on the road will not provide the safety needed to encourage more cycling along this section. I believe that having a separate cycle lane will do more to remove the barriers to cycling along this section.	No	Sophia White	Cashmere		
179.	34976	No	have some concerns	<p>Thank you for the 30 km/h speed limit. This is a great start.</p> <p>Applying the Cycle Design Guidelines would have been really good. Real road safety for all road users is supposed to be the goal along with encouraging the "interested but concerned" cyclist.</p> <p>What Needs Changing and Why</p> <p>What: Drop the cycle lanes and make the whole carriageway a shared space, clearly and repeatedly marked as such.</p> <p>Why: 2m wide on street parking hard up against 1.5-1.6m wide cycle ways will lead to dooring, or worse, a person on a bicycle veering into traffic to avoid a door only to be killed by the impatient driver who absolutely must get past at any cost. Add in bus stops and people on bikes will be stopping to let buses in and out while avoiding the cars dodging in and out of car parks.</p> <p>A shared carriageway will help to slow traffic and allow people on bikes to take the lane. Well posted it may even let drivers know that it really is OK that a person is on a bicycle in front of them.</p> <p>With the extra 2 meters the footpaths can grow to 4m width and be shared paths to serve the "interested but concerned cyclists".</p> <p>What: 4 whole bicycle stands at Peterborough Street.</p> <p>Why: If you really want to provide for people on bikes and don't want footpaths blocked by bikes parked wherever they can find a place, you need to provide plenty of well-located bike parking. You clearly understand this when it comes to car parking, what with promising to retain 77 car parks. Equally clear is the disregard for cycle parking. Given the provisions being made for car parking this comes across as a clear message to people on bicycles that we are not welcome.</p>	No	Dirk De Lu	Cracroft	None	None
180.	34989	No	support the plan	For me it is great to see the proposed design for Colombo Street and the cycle lanes that will occupy a part of Colombo St that has, to date, lacked any cycling infrastructure. This 'missing link' in the Papanui Parallel will provide a safer option for cyclists currently using this route and will undoubtedly help to reduce crash risk around busy Bealey Ave.	No	Cynthia Garton	St Albans	Waka Kotahi NZ Transport Agency and New Zealand Business Tools (NZBT)	Assistant Area Programme Manager
181.	35002	No	support the plan	Fantastic to have these safe cycleways - the more we have the more people will use them. I cycle every day on them, and each week there are more people	No	Rosemary Neave	Christchurch		
182.	35015	No	support the plan	I don't live in the area but do work nearby and would use this route very frequently if there was the proposed infrastructure.	No	Meg hristie	beckenham		
183.	35055	No	support the plan		No	Renbin Xu	Christchurch Central		
184.	35057	No	support the plan	Great to see less car parks and more safety for cyclists. Thanks CCC.	No	Ants Field	Halswell		
185.	35059	No	support the plan		No	Lynn Kim	Upper Riccarton		
186.	35060	No	do not support the plan	I see no need to increase the section of reading to 30km. It seems like there is a push within the Council (unmandated) to make the whole inner city 30kms and suitable for cycling without any	No	Debbie Jones	Richmond		

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				evidence that there is an actual need or that more than 1% of the population will use it. I also object to the use of the rates funding for this. There are already cycleways in place and the money could be better spent elsewhere					
187.	35064	No	support the plan	<p>I am supportive of this proposal and pleased a link from the end of the Papanui Parallel Cycleway at Bealey Ave into the city is being provided - as the current situation is not particularly comfortable to use as a cyclist.</p> <p>I particularly like:</p> <p>the proposed speed reduction,</p> <p>the trial of the on road painting,</p> <p>and the fact it will provide the final link in what will become an off road cycleway from Rangiora to the CBD.</p> <p>I am disappointed that the cycle lanes will not separated (as on the north side of Bealey Ave). This is likely to mean they as less child and new cyclist friendly. I am also concerned that the painted lane are on the outside of parking spaces.</p> <p>My additional suggestions would be to add a cyclist phase to the traffic lights at Bealey Ave for those going North (as happens on for cyclists going south from on Colombo St at Bealey Ave). I would also like to see a review published of the trial on-road painting with regular data collection allowance to judge the effectiveness of them as traffic calming devices.</p>	No	Keith Turner	St Albans		
188.	35065	No	have some concerns	<p>I am supportive of the "concept" of a safe cycling path on Colombo St. It is long overdue but I believe this is the wrong way to go about it.</p> <p>This proposed "safe cycling" path is an essential network connection between the city center and the Papanui parallel cycleway yet what the council is proposing is un-safe cycling" experience. WHY should an "interested but concerned" person on a bike be thrust from 4.9km (and more when the network to North Canterbury is completed) of separated safe infrastructure into sub-standard, infrastructure to complete their journey into town (or vice versa)? If you wanted to "try something new" then why not actually TRY SOMETHING NEW other than rehashing an old concept of paint on the road and calling it "a safe cycleway". (We have seen the negative effects of this on Victoria Street where cars still continue to move in and out of the cycle lane and speed is not often reduced to 30km/h). For example, temporary barriers should be installed to separate the flow of car traffic from the cyclist? Barriers are proven to make the rider feel safer and restrict car movement into or close to the cycleway. Barriers will also create a feeling of consistency (of a temporary nature) between this new trial route and the Papanui Parallel. Again, why do cycleway designers STILL insist on placing cycleways next to parked cars? There is an increased risk to the rider when cars pull out or open their doors! There are a minimal amount of shops in the area and plenty of parks on side streets a short walk away if needed. Streets are designed to move traffic not store vehicles and people who choose to ride bikes should be given equal treatment to those that walk and drive. The concept of trialing something new makes no sense on a busy high use street where proper infrastructure is so badly needed. Experiments should rather be done in neighborhoods. or streets that would not put people at risk should the design not be up to standard.</p> <p>I believe the project goals and concept should be taken back to the drawing board for the designers to consider WHAT safe cycling infrastructure actually involves and the needs of the cyclists, pedestrians, and drivers using this street. Please, DESIGN FOR THE FUTURE NOT THE PAST!!</p>	Yes	Charlotte Bebbington	Christchurch	Action Bicycle Club	Director

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189.	35069	Yes	support the plan		Yes	Emma Norrish	Papanui	Waipapa/Papanui-Innes Community Board	Chairperson
190.	35076	No	support the plan		No	Samuel Price	Christchurch		
191.	35077	No	support the plan	Love it! It's a great idea to slow Colombo Street, in line with Victoria Street, to help promote southbound vehicle traffic onto Durham Street. The cycle lanes could be further integrated on side roads later but will be well used as proposed. The marked buffer zones are important for better passing separation.  I like the teal designs too, the world needs more teal.	No	Grace Ryan	Ilam		
192.	35083	No	support the plan	I strongly support the speed reduction to 30 kph. Other low speed zones I have cycled a much less stressful than the standard 50 kph.  I am very pleased to see the link to Papanui Parallel. We often return from north Christchurch using Victoria St and Durham St. This would open another option.	No	John Christie	Beckenham		
193.	35085	No	have some concerns	This project is an important connector between the central city and the high quality cycleway north of Bealey Ave. I feel that the painted buffer cycle lane as described is insufficient to meet the needs of all the users.  We have small children who are learning to cycle, and having painted cycle lane squashed in between car parking on one side and faster traffic on the other side, is difficult and potentially dangerous for learning cyclists to navigate. All it takes is a car door opening at the wrong time, and a child is either colliding with the door or trying to avoid it by swerving into traffic. The presence of buses on Colombo St makes this even more of a risk.  A better solution would to design this section to retain the same quality standards as the cycleway north of Bealey Ave, which would present a more consistent experience for both cyclists and vehicle drivers. Cyclists would then have a physical barrier between their route and the vehicle traffic, while still being able to retain much of the same number of car parks. Vehicles would not have to cross the cycle lane to enter or leave car parks.	No	Greg Hewgill	Somerfield		
194.	35086	No	support the plan		No	Beatrix Rowe	Richmond		
195.	35087	No	support the plan	Support more cycle ways and slower traffic speeds (or even reduced car/traffic areas (i.e. one way with larger walkway/cycle ways).  Support more trees/green planter boxes.  Support provisions to ensure access and parking is maintained for disabled and residents.	No	Jean Jack	Lytelton		
196.	35088	No	support the plan		No	Greg Jack	Lytelton		
197.	35089	Yes	have some concerns		Yes	Anouk Minnaar	Christchurch		
198.	35112	No	support the plan	I think this sort of approach is most definitely worth a try. If it works, it could be rolled out to other areas of the city and build the connections between the major cycle routes. I especially like the lower speed limit and the separation between cars and bikes. An adjustment that I would like to see is placement of planter boxes along the "buffer zone" separating bikes from cars. Either way, this style of construction allows easy adjustments as demand changes while being a cost-effective way of separating cars from bikes.	Yes	David Hawke	Halswell		
199.	35113	No	support the plan	I live in Redwood and from time to time use the Papanui Parallel to travel to/from the city. I support this plan because it will improve my safety when cycling south of Bealey Ave, and also because it will likely encourage others to use the Papanui Parallel.	No	Simon Britten	Redwood		

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200.	35125	No	support the plan		No	Ben Schumacher	Papanui		
201.	35146	No	do not support the plan	The narrowing of streets, no parking, cycle ways are creating more problems for us and visitors. Friends drove to city and found the congestion of narrow roads, trees, pots and cycles extremely confusing. They came back to the suburbs to shop saying they had to many oops moments. Looking for Ballantine's, the finding a park , avoiding obstructions along with narrow roads NOT worth it. To me this new plan looks like more of the same. Obviously the general public is not welcome to enjoy the city. More strife for the stadium with certain hours to suit the well to do residents living near by. The CCCC needs to listen to the voice of all the people , more like Mauger and friends.	No	Dawn Martin	Christchurch		
202.	35168	No	have some concerns	Addition of cycling facilities is absolutely necessary and should continue.  However using paint to demarcate traffic lanes is absolutely NOT the way to encourage slower speeds by motor vehicles. Would you feel comfortable separating motor traffic from pedestrians using only paint? Proper cycling infrastructure needs to be installed, mirroring the separated cycle lanes used further down Colombo St. Still too many on street car storage spaces in an area where there is plentiful off-street parking. Pavement areas for pedestrians does not seem to have been widened.	No	Simon Berry	Richmond		
203.	35214	No	support the plan	This is a great plan. I currently bike down Manchester st to get home from work, but with a new Colombo street cycle way I will use that instead, especially if it is 30km/hr. This cycle way will also increase my use of Edgware shops - they will be super handy to my commute when the cycle way opens.  It will be great to connect the city center with the Papanui cycle way (which is amazing by the way)	No	Fran cox	Edgware		
204.	35215	No	support the plan		No	Connor Ellison	Edgware		
205.	35232	No	support the plan		Yes	Pamela Jane Campbell	Redwood		
206.	35263	No	support the plan	I would like it to be the same as the protected paths to the north of bealey on colombo st. Makes me feels safe.	No	Abhi Sooda	Christchurch		
207.	35264	No	support the plan	I would like it to be protected completely from vehicle traffic.	No	Archana Manur	City		
208.	35272	No	support the plan		No	Owen Hoddinott	Edgware		
209.	35274	No	support the plan		No	Digby Symons	Christchurch		
210.	35282	No	support the plan		No	Sai Babu Inampudi	St Albans		
211.	35283	No	have some concerns	1. The cycle lane width of 1.6 m against parked cars is narrow, especially as you have just come from the Papanui Parallel separated facility. The 0.4 m painted buffer won't keep riders away from opening doors.  2. There is an opportunity to build out the kerbs on both sides of both Kilmore Street and Salisbury street (departure side only). This has a real user and safety benefit by reducing pedestrian crossing widths / times and the build outs provide more conspicuous locations for traffic signal hardware.  3. There is some (8) additional cycle stands provided at the Peterborough Street intersection but more cycle parking (stands) could be provided along this whole section.  4. The signal phasing should be modified to safely and intuitively accommodate cyclists crossing Bealey Avenue from the south	No	Warren Lloyd	Redwood		

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				5. The extra trees and use of colour should help to change the look and feel of the street - a place for people!					
212.	35287	Yes	have some concerns	<p>I fully support making Christchurch a cycle friendly city and the need to develop cycleways to make this happen.</p> <p>I work in a health business at 793 Colombo St and our patients use the metered car parks on Colombo St as we have no parking to rent with our building. Losing 14 carparks along between Salisbury and Kilmore Street will significantly affect patients being able to visit my practice along with the dental and chiropractor businesses in our building.</p> <p>If there could be less than 14 car parks lost while still incorporating a cycle way this would make a huge difference to my business and our patients. Alternatively, if 14 carparks have to go, could you consider making some of the no time restriction/no metered carparks on Kilmore St near Colombo St and on Colombo St on the bridge outside the town hall metered and time restricted to allow flow of people in an out of our businesses.</p> <p>I am sure that considering these changes would be greatly appreciated by all businesses in our block. I would be happy to discuss this at any time if you wished to call me. I have also attached a map with some areas to show you what I mean above.</p> <p>Thanks for your consideration, Sophie</p>	Yes	Sophie Gray	Christchurch Central	OrthoSouth Ltd.	Business owner
213.	35288	No	have some concerns	<p>I disapprove of:</p> <p>Painted lane on the outside of parking spaces.</p> <p>Not enough bike parking provided - 4 at Peterborough St is hardly enough.</p> <p>In addition you should:</p> <p>Adding a cyclist phase to the traffic lights at Bealey Ave for those going North (as happens on for cyclists going south from on Colombo St at Bealey Ave).</p> <p>Adding a review date to the on-road paint trial with regular data collection allowance to judge the effectiveness of them as traffic calming devices.</p> <p>There have been indications that this is a ten year long trial so provision for regular paint refresh needs to be committed to.</p> <p>Putting "Permanent" cone type edges on strategic parts of the cycle lane to stop vehicle intrusion and clearly give the message this is a cycle lane that is a continuation of the cycleway on the south side of Bealey Ave.</p>	No	Stacy Rendall	Riccarton		
214.	35297	No	support the plan		No	Bruce James	St Martins		
215.	35298	No	have some concerns	<p>Good to have some cycle friendly roading. I cycle this route every day. But no solid separation between bikes and cars like the rest of Colombo St to the north of Bealey Ave. Planned bike lane very narrow.</p>	No	Richard Parker	St Albans		
216.	35311	No	support the plan	<p>I use this route to commute to work every day and support the approach of a common sense plan that balances access to businesses and the safety of cyclists and other road users, the painted plan seems to strike a good balance for this. This is a route that currently has potholes and needs repair and is also a Bus route, distinct cycle lanes will assist with safety from Buses and vehicles, this is also not a major arterial rout so the speed limit reduction to 30km/hr would bring the speed limit in line with the CBD and have minimal impact on travel times or congestion. The introduction of cycle lanes linking the CBD is the key missing link that will assist in bringing more cyclists and families into</p>	No	Luke Gillespie	St Albans		

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				the CBD for work, shopping and play and help encourage alternative sustainable transport solutions. The significant investment already made in the cycle way network is not a reason to descope future investment but reason to ensure that this infrastructure is linked to the CBD in a safe and cost effective manner.					
217.	35319	No	have some concerns	I am generally supportive, however would like to see the following improvements:  - physically separated lanes are better than painted lanes, otherwise have permanently fixed plastic "wands" to help prevent vehicle incursion onto the lane  - this appears to be some sort of trial rather than a commitment to a permanent improvement. How will success be evaluated ? What data is being collected ? How long is the trial period ?  - It needs to be clearly seen as a continuation of the Papanui Parallel - i.e. add a cyclist phase for north bound cyclists at Bealey Ave  - the design will not help less confident cyclists (incl children and their parents) feel safe	No	David Moorhouse	St Albans		
218.	35320	No	do not support the plan	Why can't we have fully separated cycle lanes like the wide ones at the South end of Manchester or the narrow ones along the West end of St Asaph? These should be the default so any plan that is different should say why it can't be like these, e.g., too expensive.	No	Edward Pilbrow	Bryndwr		
219.	35326	No	support the plan	I love this design. The teal paint on the road will add vibrancy in addition to slowing traffic. I appreciate that the use of paint and moveable planters will make this quick and reversible if it doesn't work out. I'm sure there will be some negative submissions about the loss of parking, but there is more than enough parking in City Centre and CCC has data to support that. We know that cycle lanes generate more investment in the CBD than parking. A cycle connection all the way to Kaiapoi will be a good alternative to driving on Cranford Street, which may become quite congested once CNC opens up.	No	Amanda Klepper	Lyttelton		
220.	35333	No	support the plan		No	Emily McGeorge	Cashmere		
221.	35338	No	support the plan		No	Chloe Wium	Burwood		
222.	35345	No	support the plan		No	Leon Broadbent	Sydenham		
223.	35353	No	do not support the plan		No	Craig Reynolds	Christchurch		
224.	35376	No	support the plan	I love that you are trying new things to make Christchurch more accessible for all!	No	Lynn Kim	Upper Riccarton		
225.	35382	No	have some concerns	This is a desperately needed link; its so frustrating suddenly ending up marooned at Bealey Ave after the absolutely fantastic Papanui parallel cycle way experience. But this plan doesn't seem to address crossing Bealey Ave, which is frankly one of the most terrifying experiences on a bike in Chch (despite being a daily cycle commuter) and could be so much better with e.g. cycle light phases and more protection of bikes from cars cutting across lanes/ turning in front etc.	No	Irene Whyte	Riccarton		
226.	35390	No	have some concerns	I have previously made a submission asking for better safer infrastructure. Even with the buffer zone car doors will protrude into the cycle lane. I pass on this account from a Chch mother's experience with cycle lanes next to car parking in Chch. The plan as offered will discourage the interested but concerned and place lives at risk.  On Sept 1st I was cycling in a bike lane in Chch central city when a car door opened. I hit the ground pretty hard and thanks to having borrowed my kids small helmet that morning (I couldnt find mine), my head also made contact with the ground. The driver whose door hit me and oddly enough the driver who stopped after to "help" was totally horrible about it and it took half an hour to get medical help. I made a police complaint but have so far heard nothing back.	No	Dirk De Lu	Cracraft		

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				<p>I had a fairly bad concussion, was off work for a while with a gradual return and was in a cast on my arm for 6 weeks, had many cuts and bruises and a badly injured shoulder. I'm still not fully recovered but I'm getting there. At the moment I'm still taking acc taxis to and from work, but I need to start thinking about what kind of transport I'm going to use after.</p> <p>Before my accident I loved to cycle. Having switched to my bike over car, I was getting good at it, and was just thinking of upgrading to a decent road bike to start riding more seriously. I'm a big person and this was also helping me to manage my general health. I want to ride again but I am terrified. I keep thinking, it was early in the morning and there was no way I could have seen this driver about to open his door. Had a car been driving past at the time, I'd be dead since I hit the middle of the lane. No matter how I think about this, I cant find anyway to feel remotely safe. I've banned my kids from cycling too. Which has been sad for everyone, we all loved to cycle.</p> <p>I was thinking of switching to a non electric scooter since I can ride those on the footpath, but I'm not sure how safe that really is either.</p> <p>Anyone else had an accident? How did you get back on your bike? What about your kids?</p> <p>Kia ora ♥</p>					
227.	35402	Yes	have some concerns	<p>Loss of car parks between Peterborough and Colombo Streets affecting accessibility for dental centre patients</p> <p>Refer Attached Submission</p>	Yes	Cathedral Dental Centre C/- Raymond King	Central City		
228.	35405	No	have some concerns	<p>Thank you for connecting the Papanui Parallel to the central CBD - a much needed connection.</p> <p>Speed Limits</p> <p>Colombo Street – happy to see this made 30 km/h. Please ask the police to enforce this.</p> <p>Peterborough Street – happy to see some of this made 30 km/h but would prefer the full length of the street is made 30 km/h for consistency and safety.</p> <p>One-way Streets</p> <p>Are Kilmore and Salisbury Streets going to remain one-way, or change to two-way, as proposed in the Rebuild Blueprint? This affects bus users a lot.</p> <p>30 km/h threshold design</p> <p>Buildouts seem like a good visual cue to drivers, but do they work? The safety of cyclists is compromised in any road narrowing, as drivers believe they always have right of way over a cyclist using the road, even when the cyclist is in front of the driver's motor vehicle. What alternative threshold designs have been considered? Could a slip lane (i.e. a lane to the left of the pedestrian buildout) for cyclists be incorporated, so the clash with motor vehicles is removed at the narrowing? Could a speed bump/road hump be implemented to force drivers to slow down? Would a median island be more effective, and also reduce the tendency for drivers to cut corners?</p> <p>Road re-surfacing</p> <p>I hope that Colombo Street between Kilmore and Salisbury Streets (including the Salisbury intersection) is being re-surfaced in asphalt, as the old seal is very bumpy and degraded.</p>	No	Fiona Bennetts	Harewood		

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				<p>Painted cycle lanes</p> <p>I'm glad to see the new cycle lanes are proposed at 1.5 and 1.6 metres wide, with a 0.4 metre painted buffer between the "motor vehicle" lane and the cycle lane, but wonder if these could be made 1.80 meters wide? How narrow can the "vehicle lanes" be to allow for buses? Christchurch and visiting drivers are not the best at parallel parking, so I'm expecting some of the cycle land will be lost to parking. I'm aware of inexperienced bike riders riding too close to parked vehicles, i.e. in the "door zone" and wonder what the best cycle lane design is to encourage safe lane placement and overtaking for both drivers and bike riders. Please include plenty of signage and as many flexi-poles as possible to reinforce the slow speed zone and nature of the cycle lanes.</p> <p>Colombo/Peterborough Street Intersection</p> <p>I support the introduction of road humps at Colombo/Peterborough Street intersections, but I'm not sure about the proposed new kerb line. Unless required for storm-water drainage purposes, kerbs pose a hazard to cornering cyclists on narrow tyres in the wet, as the tyres slip out unless hitting the kerb on the perpendicular (90°). The section of Colombo Street between Kilmore and Peterborough Streets is a busy pedestrian area with eateries and pubs. I would expect this area to be designed for foot traffic, predominantly, i.e. minimising trip hazards and restricted time on parking, with more taxi/ride-share spaces. Better yet, remove all parking in this short segment, and force people to park on Peterborough, Kilmore, or take the bus/bike/rideshare. Please provide more cycle parking along this strip of businesses.</p> <p>Speed Restriction Signs</p> <p>I'm not sure what the Rules/Regulations are for the placement of these, but perhaps don't put a 50 km/h sign on Colombo Street at the intersection with Kilmore Street, and instead only place the 50 km/h on Kilmore Street for turning traffic. Place as many 30km/h signs as possible so drivers spot them!</p> <p>Colombo Street south of Kilmore Street</p> <p>Please install signage for drivers to understand that it is a shared space with cyclists. I like the "dragon's teeth" painted treatment, and think they help. As a cyclist, I have to be very assertive in claiming the lane, but still get drivers overtaking me (even though I'm riding at 30 km/h).</p> <p>Colombo Street/Bealey Ave Intersection</p> <p>Please install a large cycle crossing light for north-bound cyclists, phased to have a head start on other traffic (but at the same time as the pedestrian crossing). A second cycle green light (i.e. with red turn arrows) at the end of the Colombo Street phase would be great for bike riders too (north- and south-bound). Would it be possible to have flexi-posts along the right-hand edge of the cycle lanes on Colombo Street (both the south-bound and north-bound lanes on the south side of Bealey Ave) to re-train drivers to stay out of cycle lanes? Drivers are notorious for driving in cycle lanes and sitting in them at intersections, which makes it impossible for cyclists to activate any cycle-specific traffic signals.</p>					
229.	35431	No	have some concerns	<p>I would like to ask the designers to consider the addition of separator posts as you approach the intersection of Bealey Ave and Colombo Street (south side/outside Affogato Cafe). Some left turning motorists stop in the painted cycleway which prevents cyclists moving to the green cycle box at the head of the intersection. This action has an implication for cyclist safety. This can prevent cyclists moving to the head of the intersection allowing them to clear the intersection in a timely manner and to be 'in front' of vehicles wishing to turn left. Separator posts in this area would prevent this and give</p>	No	Peter Dobbs	Saint Albans		

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				an additional visual warning to motorists that cyclists maybe in the extreme left lane (cycle lane) and to take care when turning left. Thank you.					
230.	35451	No	support the plan	<p>As someone who cycles on these streets regularly, I support any measure to make the streets safer for bikes - including painted buffers, slower speed limits, and trees. Particularly like the idea of trees in planters than can be moved as needed without damaging them or the street.</p> <p>I especially support the removal of on-street car parking. As someone who both bikes and drives around the central city, I think we need to move towards off street car parking as much as possible, saving on street parking for mobility parks for those who really need them.</p> <p>I personally feel the safest (by far) on the separated cycleways, that provide a physical barrier between me and traffic, however I recognise that these are not currently able to be implemented everywhere, so am supportive of the proposed measures in the interim.</p>	No	Rosalee Jenkin	Christchurch		
231.	35468	No	support the plan	<p>Im concerned about cyclists being exposed to people opening their car doors if they are required to ride down the inside of the cars.</p> <p>I personally prefer when cars are separated from cyclists as its safer and allows space for people who are not confident cyclists.</p>	No	Hayleigh Miller	Linwood		
232.	35471	No	support the plan	There should be a bit more space given between parked cars and cyclists. The real danger of car doors being thrown open is something worth a few extra centimetres.	No	Elena Keir	Belfast		
233.	35485	No	have some concerns	<p>In general I like the proposed Colombo Street Cycle route connection and the extension across the Waimakariri River to Kaiapoi and Rangiora once it is completed, along with the side connections along the way.</p> <p>However, we are in a climate and ecological emergency and need to discourage the use of private vehicles in our central city. In view of this I recommend that all car parks along the cycle route (especially in the CBD) be removed, this will also enhance cyclists safety and encourage the use of public transport to get around our city.</p>	No	Mike Currie	New Brighton		
234.	35487	No	have some concerns	<p>I'd like to express my broad support for the plan, but with a few concerns about required design modifications to manage safety for cyclists, pedestrians and other road users.</p> <p>Background: I'm a St Albans resident who uses this section of Colombo St almost daily to travel to the city for work, shopping, and to eat and drink at hospitality businesses including those in the area of Colombo St in this plan. My main mode of transport is cycling, but given our proximity to the city I also walk, and we use our car a couple of times per week for longer trips or to carry heavy items. This is the kind of active transport that CCC is promoting to meet its carbon reduction targets, so as someone who sees and enjoys the health and cost benefits of active transport I'm keen that CCC's planned improvements for Colombo St are actually conducive to increasing active transport mode share.</p> <p>The positives in the plan:</p> <p>Dropping speed to 30km/hr is an essential for safer streets when trying to increase other transport modes than cars. More disabled parking is great - it's really important that there is parking for those actually NEED it. Placement of trees and street furniture will decrease illegal parking behaviour (it already has outside Bolina) and hopefully encourage slower speeds. This plan also provides an important through-route to connect the Papanui Parallel to the city - a safe cycling and pedestrian corridor that is currently missing from this side of the city.</p> <p>Here are some potential problems and exclusions from the design that could lead to this section of Colombo being under-utilised by active transport users, or not resulting in improved safety for those users, or both:</p>	No	Douglas Horrell	Christchurch		

No.	Sub ID	Attach	I / We	Comments?	Speak	Name	Suburb	Name of organisation	Your role within organisation
				<p>1. The crossing and traffic-light phasing at Bealey Ave is not included in the proposed plan. When crossing Bealey on a bike, the phasing allows VERY little time to get across, particularly when traveling south. I find the timing tight myself as an able person, but I've seen some eye-wateringly close calls with elderly people as the cycle crossing signal is always red by the time they are halfway. I once watched a mother cycling across with her young child in front of her, and the timing meant that westbound traffic had the green signal while they were still crossing. As a pedestrian it's equally unpleasant. It's hard to cross Bealey Ave in one go at the pedestrian crossings, unless you ignore the signals. If crossing lawfully you are likely to end up standing in the middle island surrounded by traffic and noise for a full signal cycle which is awful. Ultimately, stresses like these need to be removed in order to make pedestrians and cyclists of different ages and abilities feel they can use the crossing safely, otherwise Bealey will continue to act as an artificial barrier to many users between St Albans and the city. The easiest way to fix these problems is by modifying signal phasing.</p> <p>2. At the other end of the plan, the narrowing at the bridge by the Town Hall is a problem area. Currently, as a cyclist you just don't know whether cars behind you traveling south will slow down or if you should pull over and let them go at the pinch point. I generally do the latter. the 30km/hr zone may change this but it also might not - see my later comment on speed-reduction zones.</p> <p>3. This plan doesn't sufficiently address the risk of dooring for cyclists. As a confident cyclist of over 30 years experience I am happy to cycle on the road. (Though to be honest I now plan most of my commute on cycleways as increased safety actually creates a nicer experience). Imagine though that you're someone without prior cycling experience. To have a near miss from a car door on Colombo St after having travelled to the city down the separated and very protected Papanui Parallel will probably make you not want to use Colombo, or it may even make you give up cycling - I have friends who have told me stories just like this. Inexperienced cyclists need a nurturing and safe environment to build confidence in, otherwise they become ex-cyclists. We have to design the cycling network for them and not just the diehards. This means seriously considering separated lane where possible and if not modifying parking so that both cars and cyclists have excellent visibility of each other.</p> <p>4. 30km per hour zones are all well and good, IF cars obey the limit. My experience living close to the Papanui Parallel down Trafalgar St is that they don't. There was initial compliance and then many drivers, particularly commuters, reverted to their usual habits. I'd estimate 50-60% compliance at best, with probably 10% of drivers overall traveling at or close to 50km/hr despite the numerous calming measures on Trafalgar St. This tallies with overseas research I've read that shows that enforcement doesn't work, especially at a hyper-local level. Not until (here's hoping), we have city-wide 30km zones that encompass the central city and residential areas, and higher speed arterials, will we start to see drivers obey limits consistently. Speed limit reductions are obviously necessary in order to limit the harm to pedestrians and cyclists on Colombo St, but as long as they are done patchwork they won't be as effective at actually dropping traffic speed as road design measures could be.</p> <p>5. Plenty of parking has been retained in this plan, much of which will be used not by customers of businesses on Colombo St, but by commuters to leave their car all day. CCC will have received lots of pro-parking submissions, and undoubtedly concede yet more parks at the expense of other plan features. Please take this submission to be against the provision of free all-day parking for the able-bodied. Continued subsidy of 20th century style congestion will only create more of it. Car parking is expensive to provide and of negligible value compared to the health and monetary benefits of active transport infrastructure.</p> <p>(I note also that no bike stands are provided on the plan at the Peterborough corner which seems like an oversight. Cyclists want to park close to the businesses that they frequent, and many bikes</p>					

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				can fit in a single carpark. ) Thank you taking the time to read my submission. Ngā mihi, Douglas Horrell					
235.	35490	Yes	have some concerns	Please see attached attachment expressing concerns to aspects of the plan	No	Sharon King	Avonhead	RASH Family Trust	Trustee
236.	35492	Yes	have some concerns	The attached document has much more detail, but in summary: * This work represents a gateway into our city centre, it needs to be people friendly. * There are a variety of people in our community, solutions need to support them. * Introduction of 30 km/h safe speeds is the correct thing to do. * Traffic calming design is a good thing, but could be expanded in this project. * Risk of opening car doors and close passes is a problem. * Kilmore Street and Colombo Street intersection has a problem with path crossing. * Safe cycling infrastructure, safe speeds and education is required. * There are people in our community that are worried about safety and a very vocal group that don't care about safety. This project is a long time coming, it is needed but it does have shortcomings.	No	Allan Taunt	Redwood		
237.	35493	No	have some concerns	Would recommend 30kmph whole length of section of Colombo St under review = consistency. Feel cycle lanes are too narrow at 1.6m and 1.5m (painted buffer will probably be slippery ) need 1.8m minimum rideable. Trilled to see some action on links from existing cycling routes into/through the central city as requested several annual plans ago. Support softening of streetscape with trees but please ensure they are watered over summer. We lost two on our street renovation of North Avon Rd due to lack of water which was sad as they are not cheap. Recommend the lights at the southern side of Bealey Ave be the same as on the northern side to protect cyclists from left turning traffic. Traffic often stops on cyclist advance boxes so moving the cycling lane between the traffic lanes will not work either.	No	Joy Burt	Richmond		
238.	35494	Yes	have some concerns	I am in general support of the Colombo Street Cycle-Route Connection, in recognition of the benefits Christchurch will reap in future from a more accessible city. I do, however, have the following concerns with the proposed designs: • The design lacks any continuity or coherence with the newly constructed Papanui Parallel Cycleway, two of the most important factors in cycleway design. This design would see 3 completely different typologies of cycle infrastructure within a 1km stretch of Colombo Street. • On a major cycling route painted lanes seems to work contrary to the Vision Zero policy adopted by	No	Joshua Campbell-Tie	Burnside		

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				<p>the New Zealand Government in December 2019, particularly when considering Vision Zero Principles 01; "We promote good choices but plan for mistakes", and 02; "We design for human vulnerability" (New Zealand Government 2019, 4). In the proposed design, while road traffic speeds are limited to the safer 30km/h (which I fully support), the cycle lanes place cyclists within an area where drivers are foreseeably going to make the mistake of opening their door into a cyclist. In this situation the painted lanes enforce the notion that cyclists must stick within that area.</p> <p>• Christchurch City Council's own Streets and Spaces Design Guide (with CERA) highlights the importance of Designing "space to facilitate eye contact between users" at intersections (2015, 33). This is incredibly important for the safety of cyclists regarding turning vehicles. Only at the intersection with Bealey Avenue, is (painted) protection (with no separation) provided for cyclists from left-turning vehicles. This again creates a margin for error where drivers will foreseeably forget to check their blind spots for cyclists before merging across the cyclists' direction of travel. Several cyclists in Christchurch have been killed in incidents due to this, and these incidents undoubtedly also have huge impacts on the drivers, who because of a split-second decision, end somebody's life. Importantly, just last year a 19 year old cyclist was killed in a 30km/hr zone by a left turning truck (while traveling on a separated cycle path) (Guildford and Kitchin 2019).</p> <p>In conclusion, while any cycle infrastructure is vastly better than none, designs that lack basic safety elements for the cyclist, and are composed of a confusing mish-mash of cycle-infrastructure typologies, retain priority for motor-vehicles and will continue to discourage some of the more safety-oriented residents from cycling. The design is not innovative, and is reminiscent of Dutch infrastructure that was being removed and improved (generally considered lower-quality) when I lived in Eindhoven, The Netherlands in 2019.</p> <p>I have included attached a suggestion on how part of the route could be designed to encompass what I have mentioned above.</p> <p>CERA, Christchurch Central Development Unit, and Christchurch City Council. 2015. 'Christchurch Central Streets &amp; Spaces Design Guide: Technical Guidance'. <a href="https://ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-Plans/StreetsAndSpacesDesignGuideTechnical.pdf">https://ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-Plans/StreetsAndSpacesDesignGuideTechnical.pdf</a>.</p> <p>Guildford, Jonathan, and Tom Kitchin. 2019. 'Christchurch Teen Fatally Hit by Truck Lived "the Fullest Life"'. Stuff. <a href="https://www.stuff.co.nz/national/117044552/christchurch-barber-student-cycling-to-course-when-fatally-struck-by-truck">https://www.stuff.co.nz/national/117044552/christchurch-barber-student-cycling-to-course-when-fatally-struck-by-truck</a> (October 4, 2020).</p> <p>New Zealand Government. 2019. 'Road to Zero: Action Plan 2020-2022'. <a href="https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-Action-Plan_Final.pdf">https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-Action-Plan_Final.pdf</a>.</p>					
239.	35495	No	do not support the plan	<p>On -road cycle lanes are inherently dangerous and unsafe.</p> <p>Council should have a policy of only implementing protected cycleways.</p> <p>The proposed designs are insufficient to force the required &lt;= 30kmh (preferably 20kmh) operating speed of vehicles to stop cyclist/pedestrian fatalities. The designs still rely of vehicle driver compliance.</p>	No	David Robinson	Halswell		
240.	35496	No	support the plan	<p>A very welcome connection between the excellent cycle lane north of Bealey Ave and the central city.</p> <p>Please add a phase for cyclists going north to the traffic lights at Bealey Ave.</p>	No	Dave Evans	Waltham		

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241.	35497	No	have some concerns	<p>Need to install concrete kerb as implemented on the north of Bealay Ave section of cycleway for consistency and associated safety and separation of cyclists on a significant cycleway entrance to the city.</p> <p>Reduce further on street parking on Colombo particularly between Salisbury and Kilmore, plenty of parking on Peterborough either side of Colombo ( same concept as Salisbury Street as parking option for Victoria Street shops.</p> <p>Need to consider speed limits on neighbouring streets as they will be preferred by vehicles as a faster through route to the city eg Manchester Street, to encourage use of one way system. Support Peterborough Street reduction to 30km as effectively a slow street due to angle parking movements and Forte hospital site access and egress restrains speeds currently.</p>	No	Jeff Lyng	Chch Central		
242.	35498	No	support the plan		No	Brian Darlow	Christchurch		
243.	35499	No	support the plan	<p>Definitely support the cycleway, the reduction in the speed limit and the use of trees in plater boxes to give visual cues to look for other road users.we really need to change drivers' perceptions of roads only being for cars to drive fast on, for the safety of both cyclists and pedestrians. We need to reshape all our roads ro encourage cos of transport other than the private car- climate change makes this an imperative and the current time increase in cycling makes this the time for action.</p>	No	Caroline Syddall	Mt Pleasant		
244.	35500	No	support the plan	<p>I am always impressed by how many people cycle in Chch. I know that even more would if the streets were safer. This project would make it a lot safer, and with its many connections to other cycle routes it would encourage many more people out of their cars and onto their bikes . This would be to the benefit of council spending in the long run, as well as climate change and health benefits.</p> <p>As a cyclist I would like to point out to shop owners that losing parking spaces is not a problem, we cyclists make very good customers, and can easily stop right outside their businesses !</p>	No	Prue Stringer	Heathcote		
245.	35502	No	support the plan	<p>I am ao pleased to see these plans as cycling along this section of Colombo street is my least favourite part of inner city cycling. I really look forward to the completion of the project to Kaiapoi &amp; Rangiora as such a trip will make for a wonderful weekend of cycling.</p>	No	Jocelyn Papprell	Christchurch		
246.	35503	No	support the plan	<p>I support the extension of the cycleway along Colombo St south of Bealey Ave. The existing situation, where a safe, high quality cycleway simply terminates at Bealey Ave, leaving cyclists on a 50kph road, is poor.</p> <p>I support the speed limit reduction to 30kph on Colombo St. Madras St and Durham St still provide main north/south routes for motorists.</p> <p>I support the painted bike lanes on Colombo St. I've found the recent single white painted lines marking bike lanes on Madras St and Barbadoes St north of Bealey Ave, and along Bealey Ave, have made a big difference for me as a cyclist. Having a slightly wider painted barrier and other road markings to remind road users about cyclists is a "nice to have" for me, and I think this will further increase safety for cyclists.</p> <p>I have no strong opinion about other paint/patterns on the road surface. Hopefully this has the intended effect.</p> <p>I like the idea of more trees, and using planter boxes to allow some to be moved easily in the future sounds sensible.</p> <p>I request that the road surface, especially in the bike lanes, is of a good quality. I recall there are some cracks and dips, and these may be harder to avoid as a cyclist if painted over or when a cyclist</p>	No	Colin Looser	Mairehau		

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				<p>now feels expected to remain within the bike lane.</p> <p>I request that, where traffic light changes are triggered by sensors in the road, those sensors cover the bike lanes.</p> <p>I have minor concerns about the number of cycle stands. It's a little difficult to tell from the consultation PDF, but it appears two sets of cycle stands are intended to be installed (one on either side of Colombo St, just south of Peterborough St). I support this, and this is perhaps adequate for the shops between Kilmore St and Peterborough St (and maybe up to Salisbury St), although a few more along this stretch would be welcome. I'm certainly keen for something better than locking up to a parking limit sign pole and hoping the wind or ground vibration from a vehicle doesn't cause my bike to roll and bump into a parked car.</p> <p>I have some concerns with the proposed situation heading south of Kilmore St, where, as far as I can tell, the bike lane merges into a single traffic lane. This is roughly the current situation, however the new safer cycleway will encourage new riders who may find themselves forced into a merge with vehicles. While it is possible to exit the road at the Kilmore St corner (onto the shared path), a cyclist could be past this point before realising they need to merge, and after that it's not clear if there are easy exits from the road (that aren't blocked by plantings or parked cars).</p>					
247.	35505	No	have some concerns	<p>Colombo Street is a vital link between one of our major cycleways and the city centre. We support the proposal in general but in order to ensure this area functions optimally for residents, public transport users and cyclists, as it is earmarked to in the An Accessible City plan, we call upon the council to:</p> <ul style="list-style-type: none"> <li>- Aim for eventual shared space status for the area in question.</li> <li>- Implement wider than proposed cycle lanes in the meantime.</li> <li>- Follow through with the proposed speed limit reduction to 30km/h.</li> <li>- Use in-lane public transport stops to avoid buses crossing cycle lanes.</li> <li>- Ensure cyclists have adequate protection and minimal delay crossing Bealey Avenue.</li> </ul>	Yes	Cameron Bradley	Christchurch Central	Generation Zero	Member
248.	35506	Yes	do not support the plan	<p>To whom it may concern,</p> <p>I am opposed to the CCC proposes for Colombo Street and Peterborough Street 30 KM/H and 40 KM/H Speed Limits"</p> <p>I also put this email in the supporting DOC, as I find some of the table may not show in this letter.</p> <p>You can see English is not my first language. I have been live in this city over 30 years. It is first time I am doing this. I know you will have difficulty to understand my writing I will be happy to meet with you.</p> <p>I have been live in St Mary's Court since 2000. St Mary's Court has 70 Units apartments. But it is only around 10 owners occupant living on side. Most of units are for rent out or for Airbnb travellers. The changed which CCC proposed are not perplex their daily life. So I am not sure how many of owners will participated.</p> <p>The speed limits in central Christchurch is a mess and the CCC wants to further complicate it from Kilmore St to Bealey Ave is unnecessary. Colombo Street traffic already moves like tortoises. It will stop more people visit the city. It will do the opposite. Do we not want a vibrant core? A 30km speed</p>	Yes	Xiao Xuan Wang	Christchurch Central		

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				<p>limit reduces the flow of traffic and increases time taken to get around or through central city. How does this encourage people to come to central Christchurch? It does not.</p> <p>Will drivers followed the 30 KM/H speed Limits, I have experienced everyday drivers a not comply with this rule, including CCC's cars, police's vehicle and public service bus.</p> <p>I have always tried to keep 30 KM/H, it is very hard when you have all the cars around you, you are under pressure. Of cause some time you forgot when just into to zone from 50 to 30. But not from 30 to 50. We do talk about if CCC put spend camera on this 30 KM/H road, CCC can make a big income avenue. Positive, CCC will get 100% successful results.</p> <p>CCC should LISTEN to us in the real world. BUT we all experience CCC won't listen to what we say, It is only a freedom and democracy step needs.</p> <p>The information provided by CCC proposes for Colombo Street and Peterborough Street it is not very easy to follow. Because English is not my first language it was took me hours try to finger out the Street plan. And I have finding out there a lot building and business's name information are missing from your plan. That information are significant and crucial for CCC planners to know for this proposes and future plan. Without those "local" information are can misleading CCC planner and people who are read or work on the plan.</p> <p>I worked in the city centre, during the day it is hardly to see many cyclers on the road. Most people who come with family into Christchurch centre are mainly by cars after shopping or dinning, car is much preferred transportation. Please do not designing the city for the 1% or less use.</p> <p>I have tried to list the information of building and business from CCC map and google map. But there some information may need undated from CCC.</p> <p>Colombo St west side</p> <p>1) Between Kilmore St to Peterborough St (Even number, from 798 – 822 Colombo St)</p> <p>Section SCK Building Plus Accommodation varies sizes of the sections Shops</p> <p>Address 798 Colombo St 804 Colombo St 806 – 818 Colombo St 820 – 822 Colombo St</p> <p>varies sizes of the sections, now one piece is car park</p> <p>2) Between Peterborough St to Salisbury St (Even number, from 826 – 846 Colombo St)</p> <p>New Zealand Graduate School of Education</p> <p>and office Himalayas Indian Restaurant</p> <p>Whisky Galore Real estate</p> <p>Arden Hotel</p> <p>Address 826 Colombo St 830 Colombo St 834 Colombo St 836 – 838 Colombo St</p> <p>846 Colombo St</p> <p>varies sizes of the sections, now one piece is car park New Building</p>					

No.	Sub ID	Attach	I / We	Comments?	Speak	Name	Suburb	Name of organisation	Your role within organisation
				<p>3) Between Peterborough St to Bealey Ave (Even number, from 850 – 918 Colombo St)</p> <p>City Court Motel with about 11 units now Accommodations to let</p> <p>section was Wharetiki House A motel have 18 units now Accommodation to let</p> <p>Exit for Maryville Retirement Village</p> <p>Mani entrance is on Salisbury Street Rose Historic Chapel St Mary's Court Apartments City Centre Motel NZ Academy</p> <p>Sections Offices</p> <p>Address 850 Colombo St 854 – 858 Colombo St 860 Colombo St 866 Colombo St 868 Colombo St 876 Colombo St 888 Colombo St 896 – 902 Colombo St</p> <p>Those number are different from map to map 904 – 918 Colombo St</p> <p>Years ago There were a plan to make a Multiple floors apartments. It is could bring a lot of people move to there 70 units Appartements</p> <p>Not sure are they still running or not I believe there now are sections</p> <p>Colombo St East side</p> <p>1) Between Kilmore St to Peterborough St (odd number from 783 - 817 Colombo Street and conner of Peterborough St and Colombo St)</p> <p>Section Office and Venvti Italian Restaurant Cathedral Dental</p> <p>JR Chiropractic Section</p> <p>Restaurant and Office Restaurant</p> <p>Closed Restaurant</p> <p>And Office</p> <p>Address 783 Colombo St 789 Colombo St 793 Colombo St 805 – 807 Colombo St 809 Colombo St 817 Colombo St Conner of Peterborough St and Colombo St</p> <p>2) Between Peterborough St to Salisbury St (odd number from 825 - 833 Colombo Street and New apartments on Salisbury St)</p> <p>Dalman Architects</p> <p>NZ School of Tourism Accent Lighting Just SOLD Section</p> <p>Now still is parking New Apartments</p> <p>On Salisbury St</p>					

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				<p>Address 825 Colombo St 827 Colombo St 829 Colombo St 833 ???Colombo St 106 - ???Salisbury St</p> <p>About 36 Units Newly built</p> <p>3) Between Salisbury St to Bealey Ave (odd number from 853 - 919 Colombo St)</p> <p>Salvation Army</p> <p>Motel CentrePoint on Colombo Motel Colombo In The City Medical Centre and others 20 units New Apartments Parking / section Section Old Chch Women's Hospital Victoria Care</p> <p>Families Homes Affogato Café</p> <p>Address 853 Colombo St 859 Colombo St 863 Colombo St 867 Colombo St 871 – 873 Colombo St 875 Colombo St 885??? Colombo St 901 Colombo St 911- 913 Colombo St 919 Colombo St</p> <p>Years ago There were a plan to make a Multiple floors apartments. It is could bring a lot of people move to there I have been told this 20 units apartments mainly for Airbnb traveller</p> <p>1) The map on <a href="https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327">https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327</a> were show some building name but not all. Also on this link <a href="https://ccc.govt.nz/assets/Documents/Consultation/2020/09-September/Colombo-Street-improvementplans-30-September-2020.pdf">https://ccc.govt.nz/assets/Documents/Consultation/2020/09-September/Colombo-Street-improvementplans-30-September-2020.pdf</a> it was the same only show some of the building information but a lot of the important information such as business and bare land sections are not showing and it is very hard to follow the drawing. It is looks like this have done on purpose to make difficulty for the residence to follow and t understand, then CCC can passed the plan. So Updated the map with same information on paper and on the CCC map should be provided.</p> <p>2) CCC should know the sections from Kilmore St to Bealey Ave, counts those sections are for the future developments.</p> <p>sections are, 798 Colombo St; 806 – 818 Colombo St; Wharetiki House No. 854 – 856 Colombo St; and section 896 – 902 Colombo St;</p> <p>Also sections, 783 Colombo St; 805 – 807 Colombo St; 833 Colombo St and a big section The formal Women's Hospital on 875 – 889 Colombo St</p> <p>3) Please note from Kilmore St to Bealey Ave, we have :</p> <p>Hotel: 1 ( limited parking specs)</p> <p>Motel: 5</p> <p>Apartment: 3 (about 130 units)</p> <p>Family and other kind accommodation: 3</p> <p>Retirement Village: 2</p> <p>Church Service: 2</p> <p>School: 3</p>					

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				<p>Restaurant/Café: 6</p> <p>Sections: at least 15 pieces Could be more for accommodation/apartments: could be more than 15 pieces of the sections, which not including the big sections between Kilmore and Peterborough St.</p> <p>sections are, 798 Colombo St; 806 – 818 Colombo St; Wharetiki House (big) No. 854 – 856 Colombo St; and section 896 – 902 Colombo St;</p> <p>Also sections, 783 Colombo St; 805 – 807 Colombo St; 833 Colombo St (corner of Salisbury St and Colombo St) and a large size section The formal Women's Hospital 875 – 889 Colombo St</p> <p>Also there have few offices, shops and other services on the Colombo St too.</p> <p>Again, CCC proposes the 30 KM/H and 40 KM/H Speed Limits is holding up our city move forward. The green cycleway is only for a small % people. We should know how we can encourage local people to care about the environment does not copy of other city or country. We do not have enough population in the city. CCC have made a big wrong decision to narrow the road in the city after the after earthquakes. What you are doing to keep green is skilling the city centre business. CCC should find what works for local. I rather to see those money spending to run the free buses around city, which we have this service before the earthquakes. Even I'd not use much but, it is one things people will use it and enjoy it. Or CCC could thinking to using this money as subsidy for people Solar panels when they builder new house.</p> <p>I worked right in the city centre, I did not see any bicycle are on the green line until after 5:00pm I saw one. Plus when I am driving I saw other two more cyclers. All day for three. If it is, you won business will you spending the money on it?</p> <p>Below I have copied from CCC and they are in the Italic. Yellow highlight were my comments:</p> <p>Street trees</p> <p>We are proposing 25 new trees with some in planter boxes and some planted in the ground. The trees in planter boxes can easily be shifted to modify the design or accommodate future property development.</p> <p>It is NOT good time for CCC spending Money of the trees boxes, we will under covid-19 recovery, CCC should think how can low the rates and give free car parking for people who are want visit city centre. With more and more people may lost jobs, we cannot afford to pay more rate for the CCC. Save the money for "the cold winter".</p> <p>Bus stops</p> <p>As part of this project, we are taking the opportunity to improve the location of some bus stops.</p> <p>The bus stop outside 853 Colombo Street will move to 833 Colombo Street. On Colombo St, between Salisbury St to Bealey Ave, have 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, Bus Stop at 853 Colombo St, is a convenient place. It is also can same Christchurch rates payer's money.</p> <p>.The bus stop outside 121 Salisbury Street will move to 139 Salisbury Street. I am not sure about this area, only one comment to make is will this bus stop make convenient for the Maryville Retirement</p>					

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				<p>Village's residents to use.</p> <p>• The bus stop outside 856 Colombo Street will be removed. Agreed, because, there a bus stop outside " City Centre Motel"</p> <p>Parking</p> <p>There will be fewer car parks to make space for the cycleway and to create safer crossing points at intersections. Separating bikes from cars makes it safer for everyone.</p> <p>We have over doing for the cycleway in Christchurch. I do not have the fighter of how much we have spending on the cycleway for small number of people who are cycling to work in the city centre. In our apartments of 70 families not many of them work in the city. The families who had bicycle more are as exercise during some of the weekend.</p> <p>On the Bealey Avenue to Salisbury Street section of Colombo Street, 56 car on-street car parks will be retained from a total of 74 currently available. Again, with 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, more building could build in the near future, we need more parking space. Please KEEP the parking Do not remove any more from us.</p> <p>On the Salisbury Street to Kilmore Street section of Colombo Street, 21 on-street car parks will be retained from the 35 spaces currently available. Same as above again, with 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, more building could build in the near future, we need more parking space. Please KEEP the parking what we have Do not remove any more from us.</p> <p>In total 77 of the 109 on-street car parks will be retained. Please keep unchanged 109 on-street parking.</p> <p>We are aiming to make it easy to park near the shops at the corner of Colombo Street and Peterborough Street.</p> <p>On the west side of Colombo Street, three mobility spaces and a P5 park will be provided to make it easy to get to the Town Hall. Street and the Avon River Bridge. I am agreed we should have mobility people, why don't Town Hall to offer service like in the hotel valet parking service to help mobility people parking to a CCC car park, in this way they can stop just right outside Town Hall I think it is will be much more better offer the away parking. There will be P120 parking restrictions on the east side of Colombo Street between Kilmore. Please make those parking free of charge.</p> <p>I worked in the city centre before earthquakes. Now, the parking for the rebuild the city centre is not using friendly, everything you do in the city centre CCC is asking for money. I am often hear people talk about how inconvenient parking in the city centre and the cost of the parking. Should CCC give free street parking all-day or saying after 4:30pm during the weekday and free on the weekend and public holiday. In this way it is helping people to back to city, city will have more people to shop and dining in the evenings, weekend and Public Holidays.</p>					
249.	35507	Yes	have some concerns	<p>Kia ora Tara:</p> <p>Submissions regarding the Colombo Street Cycle Route Connection project</p> <p>Thank you for the opportunity to provide input to this project. I am broadly supportive of the proposal. I offer the following feedback and wish to talk to my submission:</p>	Yes	Axel Downard-Wilke	Christchurch Central		

No.	Sub ID	Attach	I / We	Comments?	Speak	Name	Suburb	Name of organisation	Your role within organisation
				<p>Speed limits</p> <ul style="list-style-type: none"> <li>•CCC's application of speed limits appears haphazard. It really does not make sense to pick one or two corridors in the central city and propose a new speed limit.</li> <li>•Instead, council should consider an area-wide approach and consider which changes should be implemented between the existing slow core and Bealey Avenue.</li> <li>•It is absolute nonsense to turn off Victoria Street (where a 30 km/h limit applies) into Dorset Street and be greeted with a 50 km/h sign.</li> <li>•Similarly, to leave the nearby Gracefield Avenue, Peacock Street, Beveridge Street, and Conference Street at the 50 km/h default speed limit, while at the same time lowering the speed limit in Colombo Street, is illogical.</li> <li>•I cannot see a good reason why a short stretch of Colombo Street just south of Bealey Avenue should have a speed limit that is different from the rest of Colombo Street further south.</li> <li>•You may say that a wider speed limit review is not part of the scope of this project. I respond that the Victoria Neighbourhood Association has previously asked for speed limits to be reduced area-wide.</li> <li>•A more comprehensive approach to this issue would remove the need for zone thresholds and a plethora of signs.</li> </ul> <p>Conclusion: Review the speed limit area-wide (e.g. between the existing slow core and Bealey Avenue), with a view of moving most (if not all) streets to 30 km/h.</p> <p>Design concept</p> <ul style="list-style-type: none"> <li>•It is disappointing to see that a painted facility is being proposed to make the connection between the Papanui Parallel (which mostly uses physically protected infrastructure) with the pathway along the Avon River.</li> <li>•That said, I accept that in the absence of a meaningful and city-wide parking management strategy, this is the only type of facility that has a chance to survive the public consultation process.</li> <li>•As designed, the facility is too narrow. Adjacent to parking, the "desirable minimum" is a 1.8 m facility: (<a href="https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/">https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/</a>). I do not accept that the painted buffer should be counted as part of the facility's width; neither makes our design guidance allowance for such thinking.</li> <li>•The proposal to lower the speed limit to 30 km/h is the only aspect that makes the conceptual approach palatable.</li> </ul> <p>Conclusion: Consider options that would achieve compliance with New Zealand guidance.</p> <p>Design details</p> <ul style="list-style-type: none"> <li>•In areas where parking demand is high and a cycle lane slowly tapers away from the kerb, frequent</li> </ul>					

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				<p>stopping by drivers in the cycle lane is commonplace: "It'll only be a minute."</p> <ul style="list-style-type: none"> <li>•This will be a problem in the following locations: <ul style="list-style-type: none"> <li>◦Outside Arden Hotel</li> <li>◦Outside Venuti (for Uber Eats pickups)</li> <li>◦Outside the Salvation Army</li> </ul> </li> <li>•If this is not addressed, it will look like this (outside Little Poms in Kilmore Street)</li> <li>•The way to prevent this is to build out the kerb, so that the kerbline matches the inside of the cycle lane. Like it was done in Manchester Street south of St Asaph Street:  <a href="https://www.google.co.nz/maps/@-43.5364808,172.6396985,3a,75y,165.81h,73.32t/data=!3m6!1e1!3m4!1s5fCx1kT9CVpz7h-hOcyFqA!2e0!7i16384!8i8192">https://www.google.co.nz/maps/@-43.5364808,172.6396985,3a,75y,165.81h,73.32t/data=!3m6!1e1!3m4!1s5fCx1kT9CVpz7h-hOcyFqA!2e0!7i16384!8i8192</a></li> <li>•The other detail that won't work in practice is where the cycle lane tapers towards the kerb on the approach to a signalised intersection. Here, "considerate" drivers will queue in the cycle lane to keep the right turn lane accessible for other drivers.</li> <li>•Pre-EQ, the worst location for this driver behaviour was the Manchester Street north approach to Kilmore Street. This type of layout is present in the following locations: <ul style="list-style-type: none"> <li>◦South approach to Bealey Avenue</li> <li>◦North approach to Kilmore Street</li> <li>◦South approach to Salisbury Street</li> </ul> </li> <li>•The way to prevent this driver behaviour is to provide permanent protection from the traffic lane (with as little effort as flexi posts or more expensive physical protectors) with gaps at driveways.</li> <li>•This design alteration will not work in conjunction with the relocated bus stop at 833 Colombo Street and I suggest that it would be better to leave the bus stop in its current position (acknowledging that a bus stop ought to be located on the downstream side of a signalised intersection anyway).</li> <li>•The proposed relocation of the Salisbury Street bus stop is surprising. An Accessible City has Kilmore Street as the bus corridor so if, and when, we finally see the conversion of this one-way pair to two way traffic, the bus routes will shift onto that corridor. It therefore is nonsensical to see this bus stop relocated as part of this exercise. What is wrong with the bus stop in its current location?  Conclusions: rebuild the kerb to match the inside of the cycle lane where it tapers away from the current kerb line; physically protect the cycle lane on the approach to signalised intersections where it tapers towards the kerb; do not relocate bus stops in the vicinity of the Colombo / Salisbury intersection</li> </ul> <p>Bealey Avenue signal operation</p> <ul style="list-style-type: none"> <li>•There is a high left turn demand by drivers from the Colombo Street south approach.</li> <li>•The intersection would feel a lot safer if people cycling were given a headstart over turning traffic.</li> </ul>					

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				<p>Conclusion: Hold turning traffic on a red arrow for some length of time when people are cycling across the Bealey Avenue intersection from the south side.</p> <p>Shared lane use south of Kilmore Street</p> <ul style="list-style-type: none"> <li>•I remember having a long discussion with a CCC transport planner in circa 2014 stating that shared lane use on Colombo Street between Salisbury Street and Lichfield Street will only be appropriate if, and when, Colombo Street has been closed to through traffic in or adjacent to the Square.</li> <li>•I was assured that this was part of the plan but as of 2020, I have yet to see any moves towards this.</li> <li>•To get some discussion going on this issue, I proposed a closure of Colombo Street in 2018: <a href="https://www.stuff.co.nz/the-press/business/the-rebuild/108864650/calls-for-section-of-christchurchs-colombo-st-to-become-pedestrian-mall">https://www.stuff.co.nz/the-press/business/the-rebuild/108864650/calls-for-section-of-christchurchs-colombo-st-to-become-pedestrian-mall</a></li> <li>•Hence I reiterate the point that shared lane use is inappropriate as traffic volumes are significantly too high for that. I acknowledge that the design south of Salisbury Street acknowledges this inappropriateness by giving people on bikes an offroad alternative to reach the signalised crossing south of the Avon River.</li> </ul> <p>Conclusion: Consider options that would reduce traffic volumes on Colombo Street between Salisbury and Lichfield that would make shared lane use appropriate.</p>					
250.	35508	No	have some concerns	<p>Painted cycle lanes should be 1.8m wide (not proposed 1.5 or 1.6m) in order to give good clearance away from parked car doors.</p> <p>Proposed 40km/h section should be 30km/h, consistent with the rest of the proposed street speed limit.</p>	No	John Arnold	Christchurch		
251.	35515	No	do not support the plan	Removal of 32 street car parks will place pressure on surrounding streets of which I am part of not to mention the effect on existing businesses.	No	Graham White	Christchurch Central		
252.	35523	No	support the plan		No	Nathaniel Herz-Edinger	Linwood		
253.	35525	No	support the plan	Any improvement and additions to the cycleways must be applauded in view of re-setting our transport priorities, encouraging cycling as a preferred option to car travel, as well as enhancing safety aspects for cyclists.	No	Roelien de Jong	Christchurch		
254.	35526	Yes	support the plan	See the attached submission.	Yes	Don Babe	Prebbleton	Spokes Canterbury	Chairperson
255.	35528	Yes	have some concerns	See attached document.	Yes	Jessica Halliday	St Albans		
256.	35529	No	have some concerns	<p>The cycle lane widths next to the carparking are too narrow. Great risk is present from a dooring accident with a narrow cycle lane. 1.5m width is unacceptable and should be at a minimum 1.8m as per latest NZTA buffered cycle lane guidance. (<a href="https://nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/tech-notes/TN004-buffered-cycle-lane-design.pdf">https://nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/tech-notes/TN004-buffered-cycle-lane-design.pdf</a>)</p> <p>Great work on providing more cycle infrastructure and facilities to the people of Christchurch though! Each piece added is a real asset to the city and we will thank ourselves for it in the years to come. It will be really good to finally have a link from the northern and southern portions of Colombo St.</p>	No	Joseph Carey	St Albans		
257.	35531	No	have some concerns	<p>Continually supporting an increase in cycling infrastructure will always be good, and this is what I support. However, I do not think this goes far enough to accomodate cyclists and pedestrians, and adequately improve accessibility and safety for these road users.</p> <p>Changes must be made to the Colombo and Bealey intersection to increase safety and confidence</p>	Yes	Raphael Franks	Central Christchurch		

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				<p>for cyclists and pedestrians. Signally needs to accomodate cyclists.</p> <p>There needs to be a greater reduction in carpark spaces along Colombo Street, in order to better protect cyclists from parked cars, and to allow more space for pedestrians and cyclists. Failing to make decisive changes such as this means that the Christchurch City Council is still prioritising the needs of motorists on roads, and in this case in particular, still doing so inside the CBD - at the expense of the most vulnerable, and importantly, the most efficient and green modes of transport, cyclists and pedestrians.</p> <p>There also ought to be more parking facilities for cyclists. This is an area with shops and businesses, and having adequate parking facilities for cyclists will be better at enabling and encouraging people to utilise the area, and lessen the reliance on motor vehicles, thereby further enabling and encouraging a shift towards these modes of transport. It is also better to build these facilities now, rather than in the future when this plan is finished.</p> <p>Another concern is with the intersection of Colombo St and Cambridge Terrace. There is an accomodation for cyclists to exit off of the on-street cycleway and onto the shared path in the southbound direction, but I do not see any such accomodation for northbound cyclists to exit onto the shared path, or alternatively for cyclists on the shared path coming north, or coming from Cambridge Terrace to come onto the northbound on-street cycleway.</p> <p>As an extra note, and this includes the rest of the CBD reduced speed limit, but for this plan in particular I must say that 30kph is good, but still not good enough. It is a fright for me, let alone new cyclists or potential new cyclists, when there is a shared area for motor traffic and cyclists in the same lane (in this instance on Colombo Street south of Kilmore) when you have a motor vehicle right behind you all the while you are going as fast as you can and feeling pressure from the vehicle behind. This indicates to me that motor traffic should be limited further, more akin to what would be expected inside a mall carpark or the shared paths along Oxford Terrace in Te Papa Ōtākaro.</p> <p>Thank you for reading and considering my submission.</p> <p>Ngā mihi,</p> <p>R. J. K. Franks</p>					
258.	35534	No	support the plan		No	James Zwaagman	Parklands		
259.	35535	No	have some concerns	<p>A separated cycle way here would link up the current cycle route nicely and would provide people on bikes more protection from people opening car doors without looking. Alternatively a wider painted cycle way would provider more room for people on bikes to avoid car door zones without having to move out into traffic.</p> <p>I'm also disappointed at the lack of cycle parking in this plan. With businesses at Bealey Ave more cycle parking should be provided here and also north of Peterborough St. This route is used by many people on bikes and I've personally been frustrated trying to find cycle parking here, by removing one or 2 car parking spaces parking for a number of bikes could be accommodated making it much easier for people to frequent these businesses on their commute.</p>	Yes	Geoff Sugden	Christchurch		
260.	35536	No	support the plan	It is great to see this link to be put in and to see the council willing to experiment with transitional ideas.	No	Richard Smith	St Martins		
261.	35538	No	have some concerns	My preference is for a properly separated bi-directional cycleway but this is certainly a better option that the current situation. The big issue are the parked car doors opening into the cycle lane which is quite narrow. The Bealey Avenue corner needs more protection from cars. Removing the car park at 918 and allowing the cycleway to be behind protection for a few meters before joining the road again would help. Better protection for cycles from left turning cars into Bealey Ave towards	No	Anne Scott	Christchurch		

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				Hagley Park would also help. A cycle light allowing an early start into the intersection might also help. Support 30km the whole route. It will be interesting to trial some of these ideas. Don't forget the cycle road counter.					
262.	35539	No	have some concerns	I support this proposal. It is better than the current situation. Quite happy with the painted lines as long as the paint is regularly refreshed. The cycleway should be a bit wider to avoid car doors opening.	No	Jill Scott	Christchurch		
263.	35540	Yes	have some concerns	- Cycle way definition - Retention of parking - Focus areas for placemaking elements and pedestrian crossings	Yes	Steffan Kraberger	Christchurch Central	Lucas Associates	Landscape Architect
264.	35541	No	have some concerns	This is a short but critical link of the cycling network yet to be completed, and I am very much in support of it! However, there are a few aspects I would like to see reconsidered please.  Firstly, some greater protection for northbound cyclists approaching the Bealey Ave intersection would be fantastic please. Whether that be a ban on left-turning vehicles, or providing a separate phase for cyclists to cross (or otherwise), some protection from left-turning vehicles would be ideal.  Secondly, wider cycle lanes would be preferred, as 1.5m for the northbound lane is considerably narrower than the desirable minimum of 1.8m in the NZTA's 2020 Cycling Network Guidance standards, and the CCC's 2013 Cycle Design Guidelines.  Thirdly, while it might be outside of the project's scope, it would be great to see parking removed from Colombo St bridge to allow for wider footpaths, much like how Hereford St bridge has been recently done, as well as Montreal, Manchester, and Durham bridges.  I appreciate the Council's continued commitment to establishing a cycle-friendly city, and I look forward to using this improved link soon!	No	Adam Lines	Sumner		
265.	35542	No	support the plan	I am very happy to see a new link proposed which connects the Papanui Parallel to the Avon River cycle facilities. I support the use of paint and planter boxes in the short term as a cost-effective measure to get the cycle route underway.  I support the reduction in speed limit along the streets as proposed. However it appears that this plan considers the area of the cycleway without considering it in the context of the wider neighborhood, and this has resulted in some anomalies such as an increase in speed limit when turning into a minor side street. I would like to see the council start including the wider context when making these kinds of plans, and I want you to extend the 30kph zone to include these streets.  I support the removal of car parking to enable the creation of the cycle route. I would like to see more car parks removed to facilitate a wider cycleway where there is no chance of being hit by car occupants opening their doors, and subsequently flung out into the traffic lane. We need to achieve an urgent reduction in CO2 emissions and to do this we need to achieve a significant shift in transport modes, from fossil-fueled to active and sustainable transport. We will need both a 'carrot' approach, i.e. creating safer active transport infrastructure such as cycle facilities, and a 'stick' with which to prise drivers from their cars. At present the level of free and cheap parking in the central city does nothing to dissuade citizens from bringing their cars into the central city; to enable mode shift we must make it unattractive to do so. I would therefore like to see more parking removed.  I believe this plan does not allow sufficient width to the cycle facility to provide safety for cyclists and would like to see it made wider.	Yes	Julie Downard	Central City		
266.	35543	No	support the plan		No	Kevin Searle	Westmorland		

No.	Sub ID	Attach	I / We	Comments?	Speak	Name	Suburb	Name of organisation	Your role within organisation
267.	35546	No	do not support the plan	I oppose the proposed street cross-section which provides for car parking adjacent to the footpath and cycle lanes localised between parked cars and moving traffic. I support the notion of separated cycle lanes as set out in the city council's streets and space guide where the cycle lane is localised between footpath and parked vehicles. This would be a safer option for cyclists and would encourage more people to take up cycling.	Yes	Dr Sally Langley	Central City		
268.	35558	No	support the plan		No	Rohan van Soest	Parklands		
269.	35576	No	do not support the plan	<p>Colombo Street Cycle Route Connection</p> <p>For some years the post-quake community entity, Pita Kāik/Peterborough Village, sought to upgrade a length of North Colombo south of Bealey Avenue down to the Avon crossing to improve accessibility. Considerable community consultation was undertaken with various interests and the resultant plans were shared and discussed with Council staff. These plans for transitional works included improved cycle access, and an improved pedestrian environs.</p> <p>The proposal now provided by CCC we consider inadequate for the future of our village. Cycle lanes merely separated from traffic by a double painted line from Bealey Avenue to Kilmore Street is inadequate. With traffic to the right and parked cars to the left, cyclists are highly vulnerable, particularly to car doors' opening. This purported new type of cycleway is inadequate for this important lead in to the city centre. Nor does the painted line regime encourage or support slowed traffic.</p> <p>South of Kilmore street, the shared cycle and traffic lanes proposed are not appropriate. Providing parking on the Ōtākaro bridge and putting cycles in traffic lanes is not appropriate in this city core. The car domination proposed is disappointing.</p> <p>A re-design of the street is needed that provides more cycle friendly access along this key Colombo Street route. The priority given to parking requires serious reconsideration. Provision of unlimited parking on Colombo Street north of Salisbury Street, and along the streets at right angles is not necessary.</p> <p>Whilst a 30 kph regime south of Bealey Avenue is supported, the Council's proposed design does not as yet support that regime. As has been requested by the community over the post-quake decade, improved streetscapes are needed that are more appropriate for sustainable city recovery.</p>	Yes	Di Lucas		Peterborough Village/Pita Kāik	Advisor