

Submission ID	Do you have any feedback? - please be as specific as possible to help us understand your views	Name	Organisation and role
45391	LPC is supportive of safety improvements for pedestrians in Lyttelton; however, wishes to raise attention to the use of Sumner Road by fully laden trucks carrying hazardous goods or oversized freight. This type of freight is required to utilise Sumner Road to take goods from the Port, and Sumner Road is recognised as a lifeline route for this purpose. Entering Sumner Road requires trucks to make a right hand turn from Oxford Street past the existing pedestrian crossing, where the proposed kerb build out is located. We therefore wish to raise this with CCC to ensure this movement is not restricted by this proposal or causes trucks to be within the oncoming lane due to the kerb build outs proposed on this part of the intersection.	Kim Kelleher	Lyttelton Port Company Head of Environment and Sustainability
45059	<p>Love it all, esp the extra zebra crossings.</p> <p>Only comments are that building out corners of London Canterbury streets could be good to as you have suggested on London/Oxford Street corner. When the market is on cars are parked everywhere cutting visiblity down to pedesterians coming from London street to Albion square. Also non market times cars often speed up and down Canterbury street.</p> <p>A camera on London street around the middle would be good too. Car accidents and incidents happen that would be good to have a camera with a view of the middle of the street. Business cameras face inward to shop frontages.</p> <p>Pedestrians have issues navigating across Norwich quay at Canterbury street intersection too. Lots don't feel safe walking under the Mitre facade re earthquakes etc. The fencing around it obscures</p> <p>drivers vision unless you are in an SUV etc (pulling out of canterbury onto Norwich quay). This has almost resulted in my pulling out infront of a truck in the rain a few times. If that happened I would of most likely died.</p> <p>Thank you for all your good work looking at improvements in safety and functionality.</p>	John Thrupp	Lyttelton Pharmacy Manager
45324	<p>The Lyttelton Harbour Information Centre supports the proposals relating to pedestrian crossings in and adjoining London Street.</p> <p>We also support the construction of build-outs in Oxford Street and Sumner Road, as a traffic calming measure. We hope that when the detailed design is done, due consideration will be given to large goods vehicles, some with trailers, which make a right turn into Sumner Road (and vice versa). Many of these are unable to use the tunnel because they are conveying hazardous loads. The turns made are quite wide, and the build-outs will restrict the width of the roads making navigation more difficult. We would not want a new hazard to be created, bearing in mind the loads carried.</p> <p>We object to the changes to parking outside the Information Centre. Whilst in the current environment, there are no tourist buses, it is likely that this situation will change within the next few months, so provision for short-term bus parking should be retained.</p>	Chris Brown	Lyttelton Harbour Information Centre Trust Chair

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45239	<p>Introducing Disabled Persons Assembly NZ</p> <p>The Disabled Persons Assembly NZ (DPA) is a pan-disability disabled person's organisation that works to realise an equitable society, where all disabled people (of all impairment types and including women, Māori, Pasifika, young people) are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people to be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:</p> <ul style="list-style-type: none"> <li>telling our stories and identifying systemic barriers</li> <li>developing and advocating for solutions</li> <li>celebrating innovation and good practice</li> </ul> <p>The submission</p> <p>DPA welcomes the opportunity to submit on the London Street and Oxford Street Pedestrian and Safety Improvements. To ensure all pedestrians, disabled people, blind low vision have a safe experience when crossing Lyttleton's main streets.</p> <p>The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)</p> <p>The UNCRPD Articles most relevant to our submission are:</p> <ul style="list-style-type: none"> <li>• Article 4.3 Involving disabled people and our organisations in decisions that affect us</li> <li>• Article 5: Equality and non-discrimination</li> <li>• Article 9: Accessibility</li> <li>• Article 19: Living independently and being included in the community</li> <li>• Article 20: Personal mobility</li> </ul> <p>The New Zealand Government policies and strategies which are relevant to this submission are as follows:</p> <p>New Zealand Disability Strategy 2016-2026:</p> <ul style="list-style-type: none"> <li>• Outcome 5: Accessibility</li> </ul> <p>DPA's recommendations</p> <p>Recommendation 1: DPA recommends that tactile strips are in place at crossings to ensure blind low vision are able to detect when they are leaving the sidewalk and entering onto the street.</p> <p>Recommendation 2: DPA recommends kerb cut downs are compliant with rules. All footpaths must have a flat area at the top of kerb cut to ensure it is safe for any person using a mobility device, e.g., wheelchair, mobility scooter, children's stroller, and the risk of tipping over onto the road or footpath is minimised.</p> <p>Recommendation 3: DPA recommends that, in line with Article 4.3 of the UNCRPD [see above], that the CCC involve disabled people and our organisations, which include ourselves, in a co-design process around the development of this site.</p> <p>Conclusion</p> <p>DPA Christchurch would like to be involved in further discussions around the London Street and Oxford Street Pedestrian and Safety Improvements, if required. We believe that everything should be done to ensure accessibility for everyone, including the disabled communities who live and visit Lyttelton. Our Christchurch Kaituitui and/or Regional Policy Advisor is available for this purpose and can be contacted [please see details on the front cover].</p>	Ingrid Robertson	Disabled Persons Assembly NZ Kaituitui
45493	<p>Sounds like good traffic ideas.</p> <p>Especially the crossing to the supermarket.</p> <p>Make all parking on London street 30 mins parking 9-5</p>	Chris Dromgoole	

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45490	<p>I support the proposed changes. I particularly support the addition of the two additional pedestrian crossings at the corner of London Street and Canterbury Street to improve the safety of pedestrians. I also support the new pedestrian crossing outside the supermarket for the same reason.</p> <p>The safe use of the section of London Street between Canterbury Street and Oxford Street is significantly reduced by the provision of angle parking on this part of the road. I note that the speed limit for this part of the road has recently been reduced from 50km/hr to 40km/hr which is good, although in reality the speed limit should be reduced further to 30km/hr in recognition of the congestion of this area and the high number of pedestrian movements. Also, many people on bicycles use this part of the street. This includes people riding from Gebbies or Evans Pass to Sumner and local riders (including an increasing number on e-bikes). Due to the use of most of the road for car parking, cyclists are forced to ride in the centre of the road to avoid reversing cars and to be out of the 'door zone'. Consequently, it would make sense for this part of London Street to be marked with 'sharrows', as used in other parts of the city e.g. near Riccarton House.</p>	Jillian Frater	
45483	All good ideas, except for one odd one and one major exclusion. The part about making a shorter trip over the zebra crossing at Oxford St. I see no benefit to making the road narrower there. Do you have any science to support the risks at wide zebra crossings? As for what's excluded... both Oxford St (especially) and Canterbury St are in a shocking condition with patches and bumps and dips all over them. I continually have to have my wheel alignment corrected due to the state of Lyttelton's roads.	Rory Gilmore	
45482	I think adding a third zebra crossing in the middle on London street is completely unnecessary as people are easily able to walk to the ones on their side or look both ways and cross when it's free already. It's a short street and you will make it impossible for people to drive around lyttelton adding all of these changes. Parks are already scarce in lyttelton and these changes will take more away	Bonnie Corkery	
45480	<p>8 Crossings in an area of what 500 meters, you have got to be joking.</p> <p>Trying fixing the actual roads that need fixing.</p>	Shelley Williams	
45479	I am happy with the proposed changes	Alastair Brown	
45478	I think this is a great idea. I only wish there was more policing of caravans, campers, boats and trailers taking up parking space further up the street where parking outside your own house seems to be struggle .	Ian Moore	
45474	Pave the whole of London street from the fire station & up Oxford St to the school. Shared space, proven solution.	Mick Stephenson	
45469	<p>I am responding to the flyer distributed regarding the above.</p> <p>I have lived in Lyttelton for 33 years and worked for the Council as a town planner for 17 years from 1991 to 2008. I am now retired but am involved as a volunteer on several community projects. I work in the Lyttelton Information Centre on Mondays.</p> <p>I support the new pedestrian crossing outside SuperValue and the two new crossings at the Canterbury St/London St intersections.</p> <p>I do not support the new kerb build outs at the intersection of Sumner Rd and Oxford Street because the large tankers, oversize vehicles and car transporters from the port, which cannot use the tunnel, have to come up Oxford St from Norwich Quay and turn right into Sumner Rd. They require a large turning circle and often hold up traffic when they are making the manoeuvre. Any kerb build outs would make this manoeuvre more difficult and more dangerous. Pedestrians and school children should be discouraged from crossing at this point and instead be directed to cross Oxford St on the relocated zebra crossing shown on the flyer.</p> <p>Traffic generally travel too fast down Oxford St, so any measures to reduce the speed, especially outside the school, would be welcome.</p> <p>P5, clearly marked and signed, outside the Information Centre, would be welcome.</p>	Liz Briggs	

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45468	Cars drive too fast and it seems a slower speed limit in Canterbury St would help as well as warning flashing lights for cars to stop for when pedestrians need to cross at the crosswalk. When Pedestrians need to cross, they press a button at the crosswalk which signals birght lights flash in either side of cross walk, warning cars to stop. These need to be located at for crosswalks at oxford st and London st, and Canterbury st and London St. I've seen these work great in parts of America.	Hannah Ewing	
45423	Thank you for the opportunity to provide feedback to this proposal which I wholeheartedly support. I think it will make a huge difference in the degree of safety for pedestrians who have to cross these very busy intersections. Excellent decision. Thank you.	Sandra Cunningham	
45258	<p>I suggest making London Street a one way street between Oxford St and Canterbury St.</p> <p>This would prevent cars trying to tun into the diagonal parks from Canterbury St as they currently do with difficulty. Backing out of these parks is also difficult as it's on a hill and the driver needs to look both directions.</p> <p>This combined with reducing the speed limit will make it much safer for pedestrians.</p>	Craig Welsh	
45245	less nanny state stuff for jaywalkers how about putting in a parking building (not run by wilsons) for the market on saturdays	Peter McBride	
45235	<p>I support the additional pedestrian crossings, London Street/Canterbury Street intersectin and the proposed one along London Street, midway.</p> <p>I oppose the changes at Oxford Street. The existing seasonal bus stop outside the Info Centre is used by tourist buses, and it is also used by the drivers of the 28 buses that need to use the public toilet there.</p> <p>It is hard enough for bus drivers to take a toilet break, removing this opportunity is totally unfair.</p> <p>The build-outs on the south-east corner may obstruct tankers with trailers turning right into Sumner Road. It will also remove a short term parking place. The space outside the Info Centre needs conditions and hours changing to allow short term parking when bus parking is not required.</p>	Chris Brown	
45233	<p>I support the additional pedestrian crossings at the London Street/Canterbury Street intersection and the one mid-way along London Street.</p> <p>I oppose the changes to parking in Oxford Street outside the Info Centre. The existing seasonal bus stop outside the Info Centre is used by tourist buses, (and by the 28 driver needing a visit to the nearby toilet). The build-outs on the south-east corner may obstruct tankers with trailers turning right into Sumner Road, and remove a short-term parking place. The space outside the Info Centre may need conditions and hours changing to allow short term parking when bus parking is not required.</p>	Ken Maynard	
45161	I support this as I believe it is important we prioritise pedestrians and cyclists in the streets that we build and maintain.	Cameron Bradley	

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45104	<p>The concept of putting structures jutting out into Sumner Rd (cnr Oxford St) ignores the requirement of heavy overheight trucks using Sumner Rd to travel to, or from Lyttelton- this is a complete nonsense and the groups(s) proposing it should have their heads examined.</p> <p>This road is a vital back up link for heavy/overheight trucks, for over height trucks there is only one other option, which is the long and tortuous route through Governors Bay/Teddington and over Gebbies Pass, please consider the environment implications of generating extra CO2 emissions by having to take a far longer route to Christchurch/North Canterbury</p> <p>The funds that were to be used for this flawed concept would be far better used to extend the footpath up the seaward side of Sumner Rd to at least the intersection with Reserve Tce, if not all the way to Sticking Point. At present, walkers heading up this way must vault the Amco barrier and brave the close proximity of traffic using Sumner Rd.</p> <p>Such a walkway could be simply constructed by clipping a boardwalk onto the new retaining walks that were constructed in this location during the reconstruction of Sumner Rd.</p> <p>Thank you for the favourable consideration of my submission on this matter, ill health will prevent my making a direct submission in person.</p>	Steve Hodgson	
45097	<p>Firstly, I'm stunned that you would need to put out consultation to add pedestrian crossings. However, that's a moot point. London St does have issues. The biggest problem is vehicles that drive west-to-east, then try to park in the angled parking. This is a difficult maneuver. If you're consulting, why not consider a more radical change that would improve traffic flow and add to safety... Make London St one-way, east-to-west. This is not a transit route, so would not cause inconvenience to those travelling through the suburb. However, it would make it easier to manage the angled parking spots, while also increasing safety when reversing out of the spots.</p>	Roger Larkins	
45089	<p>Yes, I think this is a waste of money. Tonight I saw a petrol tank have two goes at trying to get around from Sumner road with the existing layout and now you want to siding the same part of the road with no real Benefits to pedestrians.</p> <p>Please invest in fixed by the terrible conditions of the roads we have in Lyttelton instead of trying to fix something that isn't broken. How many car vs pedestrians accidents have occur in the past few years?</p>	M Cox	
45088	I fully support the proposal and welcome any alterations that make the town more pedestrian friendly.	David grogan	
45082	The more zebra crossings the better, and not just in Lyttelton! I do wonder whether space could be reallocated away from cars though, the pavements are really narrow. Or just go the whole hog and make that whole section a 10kmph pedestrian priority zone like the Avon river precinct and make it a nice place to be even when the market isn't on...	Julien Gutknecht	
45068	I love this, it improves safety of pedestrians, but it also is great as previously I have walked along this areas and been very concerned about how dangerous it is cars roaring along this areas and not stopping for anything, I think that this will greatly improve the area.	J M	
45067	Should. Be one way like Nelson have done	Marie Foldesi	
45062	I support the London Street changes proposed. It will be likely to improve pedestrian safety.	Penny Carnaby	
45058	Support all changes. Anything to make lyttelton more walkable and pedestrian friendly is great. The dream would be to have the shopping part of London St pedestrian only and have parking moved to the outer streets, but the current car culture might make that unpopular!	Vanessa Morris	
45057	I support this proposal in its entirety.	Peter Savage	

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45056	<p>The zebra crossing at intersection Norwich Quay Oxford St should go opposite sites. It became very dangerous for pedestrians and motorist. Straight and right turning traffic (Sutton Quay) is far less. Am aware that doesn't have anything to do with London St. , but think that really needs to be taken into consideration. Saturday marked, ferry and (maybe one day) Cruise Ships will create more pedestrian traffic.</p> <p>Can't see the need of Zebra crossing at Supervalue, already a good functional narrowing in place and people crossing the road from anywhere. Is not that we have a huge amount of traffic in London St., but you propose have counted the car traffic.</p> <p>Much appreciated the upgrade of Sumner Rd intersection.</p>	Antje Schmidt	
45052	I support these proposals but would like to see a 30kph speed limit on London Street (traffic rarely goes above this speed here anyway) and adjacent to the pedestrian crossings on Canterbury and Oxford Streets (where traffic travels too fast for safety).	Wayne Turp	
45050	<p>Make London St (between Oxford St and Canterbury St) a one way road from the East to West.</p> <p>At present with high traffic flow both ways and there is a lot of congestion and near misses with people backing out from angled parking.</p> <p>Lots of people double park which also blocks traffic and make it difficult for pedestrians. Reduce speed limit to 10km along this section.</p>	Nick Tremewan	
45047	<p>Reduced speed or something to stop people speeding up or down Oxford Street. Because it's the only street uphill without stop signs people use it as a shortcut and exceed the speed limit.</p> <p>The crossing on the corner of Winchester and Oxford Streets to/from Lyttelton Primary is difficult for children to use safely because small children can't see over large SUVs or service vehicles parked downhill from Winchester so they go too far out into the road. The yellow lines need to be extended. - parks set further back from the crossing.</p>	toni jones	
45044	please move the zebra crossing on norwich quay! it's so dangerous! it needs to be on other side of the intersection from the british hotel to super. i worked at super for 6 months & witnessed so many near misses! people turning right off oxford st don't see people & people do u turns there constantly. if it were moved the intersection would remain clear for traffic as very few people turn left there. it's just so dangerous especially on saturday mornings most of the time i couldn't watch!	emma huckstep	
45040	I'd like to see pedestrian operated traffic lights opposite the school entrance - over the last few years of walking kids to school I've seen plenty of near misses by cars not stopping for kids doing the right thing at the pedestrian crossings, especially mornings. Traffic lights opposite the school would be far more visible and therefore considerably safer - it is only a matter of time otherwise that we could have a otherwise preventable tradgedy or fatality	Malcolm Leitch	
45039	Please make a couple of mobility parks by the supermarket.	O Bachop	
45037	This doesn't go far enough. Lyttelton would be far more pleasant if pedestrians were given priority. London Street should be permanently closed to traffic except for disabled access and deliveries (with a speed limit of 10 kph). And Norwich Quay is a nightmare. Trucks go too fast to be able to stop if a kid stepped out on those zebra crossings.	Alex Hallatt	