

Submissions received on Te Kaha surrounding streets, December 2022

Would like to speak at the hearings panel

ID	Option - Lichfield Street (Manchester to Madras)?	Comments	Name, Organisation
47987	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras)</p> <p>Since COVID had just been, our tenants really need some time to recover their business and we would highly recommend city council to consider restructure our street in the 2025 to give our tenants a bit of buffer time.</p> <p>I have talked to my tenants and they would like the following if construction goes ahead: I have talked to the tenants and managed to get some feedback and proposal of the traffic and loading spots if this Lichfield street goes under transformation.</p> <p>They would like at least 5 parking or loading spots at the opposite side of the road as they have a few regular customers comes and buy food every week. They don't want to loose these customers.</p> <p>They would want at least ten years lease free of using the pedestrian road to expand their sitting area.</p> <p>They would like the driving side to be on the opposite side of the road. See photo attached please.</p>	Mandy Liu, L Q Shunlili Ltd
48633	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras)</p> <p>The paved pedestrian crossings can cause issues for pedestrians - particularly those who use long canes, and other mobility devices that can be caught in between the pavers and when they become uneven. The texture needs to ensure they are not slippery but also not too non slip that they become a hazard for those with restricted gait.</p> <p>Recommend pedestrian priority on all footpaths including where the tram crosses the pedestrian path.</p> <p>Do all footpaths have detectable kerbs so pedestrians who have a vision impairment do not enter the road accidentally with no warning?</p> <p>Tactile ground surface indicators - there are some directional tgsi that are not required. A review before installation should be undertaken. There are new installations around the city that do not comply with RTS 14 or could have been better designed for less warning tgsi being required and easier layouts.</p> <p>Madras Street (St Asaph to Latimer Square)</p> <p>The paved pedestrian crossings can cause issues for pedestrians - particularly those who use long canes, and other mobility devices that can be caught in between the pavers and when they become uneven. The texture needs to ensure they are not slippery but also not too non slip that they become a hazard for those with restricted gait.</p> <p>Recommend pedestrian priority on all footpaths including where the tram crosses the pedestrian path.</p> <p>Do all footpaths have detectable kerbs so pedestrians who have a vision impairment do not enter the road accidentally with no warning?</p> <p>Tactile ground surface indicators - there are some directional tgsi that are not required. A review before installation should be undertaken. There are new installations around the city that do not comply with RTS 14 or could have been better designed for less warning tgsi being required and easier layouts.</p> <p>The angle of the crossings at Hereford Street are not easy for pedestrians to keep alignment, recommend that these be straightened and radii reduced to facilitate easy pedestrian alignment.</p> <p>The crossing to Te Kaha on the NW side shows the ATTS on the intersection side. Is there a reason for this as normally they would be away from the intersection. The directional tgsi to head east are not required.</p> <p>Madras Street (Moorhouse to St Asaph)</p> <p>Recommend:</p> <ul style="list-style-type: none"> - install raised zebra crossing at the slip lane on Moorhouse Avenue to give pedestrians priority and facilitate easier crossing in a noisy area. - install warning tgsi on Allen Street and Southwark Street. 	Carina Duke, Living Streets Aotearoa

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		<p>- install tgsi to keep pedestrians from entering St Asaph/Madras roadway at the cycle lane as there is no detectable kerb.</p> <p>What is the pedestrian route from High Street and on Madras heading to the intersection? It does not appear easy for pedestrians to navigate. Are all kerbs detectable including at intersections between kerb ramps?</p> <p>Tuam Street (Madras to Fitzgerald) Some directional tgsi not required. Refer to previous comments for paved pedestrian crossings - recommend the pedestrian crossing is smooth even surface. Are all kerbs at intersections detectable?</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Are all kerbs detectable including at intersections between kerb ramps? Recommend to install warning tgsi at side streets where these are currently not installed. Refer to previous comments for paved pedestrian crossings - recommend the pedestrian crossing is smooth even surface. Request detail on Clarkson Avenue crossing and installation of tgsi.</p> <p>Barbadoes Street (Hereford to Tuam) Refer to previous comments for paved pedestrian crossings - recommend the pedestrian crossing is smooth even surface. Are all kerbs detectable including at intersections between kerb ramps?</p>	
49144	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square) Refer to attachment for detailed comment.</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Generally in support.</p>	Steve Christensen, Bedford Row Body Corporate
49308	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras)</p> <ul style="list-style-type: none"> - Supports the Council's preferred Option 1 of a full street upgrade for Lichfield Street west; - Requests that vehicle access is planned for and provided to the residential development blocks of the East Frame along Lichfield Street west in accordance with CSS drawings SD606 & SD607; - Supports lowering the speed limit on Madras Street to 30km/hr; - Requests that the Council implement the design standards and landscape planting as set in the Christchurch Central Streets and Spaces Design Guide. 	Tania Croucher, Otakaro Limited
49331	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) Overall, the Board strongly supports living streets that make active transport safer and create more spaces for outdoor dining. We know that lower speeds save lives and promote healthy, low emissions travel. And more outdoor dining opportunities increase day-to-day use of streets, supporting local businesses and encouraging social interaction.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) We support the Council's proposal as it would create a safer and more vibrant living street.</p>	Callum Ward, Waihoru Spreydon-Cashmere-Heathcote Community Board
49352	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) We strongly support the Option 1 plan to turn Lichfield Street into a 10km/h shared-use zone. This creates a safe route for people to walk to/from the bus interchange to the arena while also allowing businesses to take advantage of the shared-use area with outdoor dining and new cycle stands. Below are some considerations needed for this road.</p> <p>Poplar and Ash Street need retractable bollards such as the one on Oxford Terrace that allows only trams, delivery vehicles and other authorised vehicles to travel through and deliver for a short time. Both streets are too small to allow trams, customers, pedestrians and other active transport to deal with</p>	Roman Shmakov, Generation Zero

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		<p>unauthorised vehicles rat-running through. The tram tightly turning onto Poplar Street from Lichfield Street has caused problems in the past with unauthorised parked cars on the street.</p> <p>Another consideration is that space is required to allow active transport to cross from Poplar Street onto Huanui Lane/Rauora Park paths at a right angle to the tram tracks to prevent wheels getting into the grooves of the tracks.</p> <p>It is important that Lichfield Street between the bus interchange and arena can be opened up to allow more space for pedestrians walking to/from events by temporarily closing to private vehicle traffic. There may be provisions needed to allow buses to continue travelling into the bus interchange through the Manchester-Colombo section of Lichfield Street, despite the closure to private vehicle traffic, if it is necessary for the operation of bus routes.</p> <p>Multiple studies have shown that walkable streets increase customers for businesses and also increase productivity of workers. The loss of an insignificant number of car parks on this street would be outweighed by the boost in revenue that would come from the improvements of turning Lichfield Street into a shared-use zone, as well as the benefits of being right next to Te Kaha stadium. Generation Zero agrees with the proposed street improvements, that will reflect the function of the street as a street for people and a nice place to be, rather than a vehicle movement corridor.</p> <p>Madras Street (St Asaph to Latimer Square) We strongly support all aspects of the redesign of this section of this street, especially the widening of the footpath on this section of Madras Street by removing car parks on the east side of the road, as well as the planned cycle lane. We also support the reduction of the speed limit to 30km/h as this will allow for a safe speed for cyclists and vehicles to travel on the road while also reducing the severity of a pedestrian-vehicle or cyclist-vehicle crash. Generation Zero is in favour of speed calming devices such as raised safety platforms (or crossings, including zebras) that help to reinforce lower operating speeds and a reduction in speed limits.. Since the 2016 inception of the Central City 30 km/h zone, the speed reductions have shown to reduce crash injury severity and the likelihood of crashes occurring - so extending this zone makes sense for public health. We also support the planned disability parking on the western side of the road.</p> <p>Madras Street (Moorhouse to St Asaph) We strongly support the planned signalised crossing on this section of this street. This street is dangerous to cross for pedestrians coming from Ara and Countdown.</p> <p>We also support the reduction of the speed limit to 30km/h, the planned cycle lane and the shared path on the eastern side to connect with the existing cycle ways.</p> <p>Tuam Street (Madras to Fitzgerald) Tuam Street (Madras to Barbadoes) We support the widening of the northern side footpath as a variety of active and mobility transport would be used in this area.</p> <p>We believe that this section of Tuam Street must be reduced to 30km/h as it is next to the arena and would be consistent with other speed limits around the area. The cycle lane on this section would only cater to cyclists confident riding alongside cars going 50km/h. If a 50 km/h speed limit is retained, people who cycle need to be separated from the vehicle traffic. The ideal situation is both a separated cycleway and a 30 km/h speed limit, the same as the western end of Tuam Street. This would allow for a complete cycleway that can cater to all users of varying confidence.</p> <p>Tuam Street (Barbadoes to Fitzgerald) We support the conversion of this section of Tuam Street into a one way road. We also believe this road could provide additional public transport capacity with more areas for buses to park near the arena to transport visitors to and from events. Other parking further east on Tuam Street also could be used to park buses and coaches. For very large events, the street could be used as loading zones for buses that travel from the event at the arena to park and ride facilities in areas such as Rangiora, Kaiapoi, Rolleston or closer such as the various suburban malls in Christchurch.</p> <p>We believe that this section of Tuam Street must be reduced to 30km/h as it would be consistent with other speed limits around the area.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p>	
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		<p>We strongly support the proposal for a two way road on this section of Lichfield Street and a reduction of speed limit to 30km/h. We support plans for a speed platform to reinforce the lower speed environment. This street would be suitable as a taxi loading zone.</p> <p>Barbadoes Street (Hereford to Tuam) We strongly support the redesign of this section of this street, especially the widening of the footpath on this section of Barbadoes Street by removing car parks on the western side of the road.</p> <p>We believe that this section of Barbadoes Street must be reduced to 30km/h as it is next to the arena and would be consistent with other speed limits around the area. The cycle lane on this section would only cater to cyclists confident riding alongside cars going 50km/h and parked cars that could open their doors in front of them. We believe that the eastern side of the road should have a separated cycleway rather than the painted one. There is a lack of separated north to south connections within the central city, especially on the east side, so it would be a good opportunity to begin here. This should connect with the Rapanui/Shag Rock Cycleway and Heathcote Expressway Cycleway.</p>	
47722	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) This is a great opportunity to bring back the usage of trams and put in place the beginning of light rail/street cars/trams usage in Christchurch. The tourism tram already have tracks going on Lichfield street towards Madras and returning on High street. Adding more tram cars and frequency will allow for moving around a great number of people coming to events. A pedestrians only street that allows foot traffic, attractive outdoor dining and other business opportunities is more appealing than retaining a few car parks that are easily replaced by the thousands of off street parking option the city offers. An intriguing feature (or lack of) is the number of bike stands. There is a total of 43 bike stands that have been provided on the immediately surrounding streets for a stadium where the assumption is there will be a reasonable number of people biking to events. It is not clear if the stadium itself will offer more bike parking. This needs to be addressed. It is not very clear how one might easily access much of the bike parking already designated. For example, on Madras Street the cycle lane is opposite side of the road. For pedestrians, crossing points seem rather small given the thousands estimated to head to and from the Stadium. Unless the assumption is those streets will be completely closed off to traffic. Evidence in Christchurch and around the world show that pedestrian friendly streets attracts customers. We have one anchor point like this and it is not enough. This is an opportunity to create another anchor point where commercial and residential could benefit from a pedestrianized street. This part of Lichfield should be completely closed off to traffic. The East Frame Residential is already bordering the street, but there is scope for more mixed zone high rise buildings. This will require having Nurseryman Lane one way reversed and access to the car park will be from Tuam Street instead of having a slip road from Madras Street. The work on the surrounding streets need to start now in preparation for the opening of the Stadium. The area is currently still looking like a war zone with empty plots of land used as temporary car parks and hardly any character to the area that will attract people to spend money beyond what they paid for the event at the Stadium. The claim that on-street dining on Lichfield will be unpleasant due to the “beastly easterly” is particularly amusing because there will be a giant stadium now blocking that wind.</p> <p>Madras Street (St Asaph to Latimer Square) I support the plan to widen the footpath to 5.3 metres and remove the 28 car parks on the eastern side of the street. However, to continue the safe footpath and cycleway from the Moorhouse to St Asaph part of the plan, the loading zone should be relocated (Ash Street?). Mobility parking should be the only allowed car parks.</p> <p>Madras Street (Moorhouse to St Asaph) Madras Street is a main route into the central city. As such it should allow for better flow of traffic and better safety for pedestrians and cyclists. To achieve this parking on the CBD side should be completely removed with mobility parking spots created at the ARA side. This will allow for a wider cycleway that can also be protected by a curb from the flow of traffic.</p> <p>Tuam Street (Madras to Fitzgerald) The coach parking on the North side of Tuam Street - what is the designated usage of it during most days of the year where there are no events happening? If it will be used for car parking then again we are prioritizing cars at the expense of the safety of cyclists. Every cyclist knows how often a door was opened into the cycle lane without the driver even looking to see if there is a cyclist coming. If we want to encourage more cycling we need to think how to make it safer. This part should be a continuation of the protected cycleway that exists all along Tuam Street all the way down to Fitzgerald.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p>	Merav Benaia

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		<p>This part of the city is very poorly planned. Mainly a lot of commercial/light industrial activity taking place, and suddenly a housing development of townhouses that have no off street parking. In itself, houses with no off street parking isn't a problem if there is a plan for public/active transport infrastructure. Sadly, the plan for this part of Lichfield Street (and this part of the city in general) seems to be none. No nearby bus stop, no safe cycling. The on street parking will not be enough to accommodate the one housing development and businesses let alone if more housing will be built. Again, to attract people urbanism need to be attractive.</p> <p>Barbadoes Street (Hereford to Tuam) Reading this part of the plan I'm amazed to find out that car parks can be sacrificed in order to widen a footpath for a venue that will be used a handful of days per year and mainly during evening and weekends, yet every time there is a suggestion that car parks should be removed for a cycle way there is vitriol of objections. I have no objection to creating a wider footpath but the same consideration should be given to the other side of the street where there is a plan to create a cycle lane. In fact, this consideration should be the guiding feature in this entire project and the entire city. There needs to be more thought given to how to create a cycle lane/way that is protected from the doors of parking cars, how it all connects, how to cross the road safely and how to get to biking stands.</p>	
47744	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More pedestrian access, and more cycling infrastructure please!	Asher Soryl
47861	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Look at how successful cashel street is at creating a vibrant and welcoming part of town. Keeping a car-centric infrastructure would be a mistake and would keep Christchurch in the past.</p>	Trent Jorgensen
47963	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The best option for Lichfield Street(Manchester to Madras) is to invest now. Sure it costs now, but the benefits will be seen immediately after completion. It will be safer for pedestrians and cyclists. Many people will complain about the lack of parking with this option, but that is only because Christchurch has a lot of parking space to begin with. We do not need all that parking. Public transport is better for the environment and for society; it is less selfish. People like hanging out with others especially outside and this option provides for that. It will be great for businesses to be able to extend outside dining facilities; this increases capacity and creates a different vibe.</p> <p>Madras Street (St Asaph to Latimer Square) I like the changes that are proposed to Madras Street (St Asaph to Latimer Square.) [REDACTED] currently, the journey is very grey. Grey building, grey ground. Sometimes it feels like I am walking through a desolate city. Making it more attractive would increase the amount of foot traffic through this area. It might also increase the number of people using Latimer Square itself. I have only really seen it being used as a resting place, or something people pass through. It is not used at its full potential. I say yes to getting rid of the car parks and widening the footpaths would increase cycle use as well. I was going to comment on the crossing on the south side of Latimer Square, but in the image, on the consultation pdf, I can see that you have addressed this adequately. I do believe though that this crossing can be made better. Also is there a need for that many traffic poles? Can it be simplified? Or is it part of the NZ traffic standards?</p> <p>Madras Street (Moorhouse to St Asaph) [REDACTED] the current crossing of running across the street to get to the other side is not safe and annoying for both pedestrians and motorists. Increasing the capacity of the footpath to become a shared lane would be beneficial. I do not believe there is a need for carparks alongside this stretch of road. There is plenty enough parking around Ara and this area. I say get rid of the street parking and widen the footpath even more. This will increase the number of people cycling as well as the number of people using public transport to get to Ara. The Bus Exchange is a mere 10-minute walk away. Adding the new crossing would be beneficial as would lowering the speed limit to 30km/h. If we look overseas to countries that have designed and redesigned cities for pedestrians and cyclists, we see a recurrent pattern. or lessening the space for cars and opening up the space for said pedestrians and cyclists. I do not think there is a need for this road to be 2 lanes. It is an inner city street after all. Another thing that has been done elsewhere (The Netherlands) is to add pavers to all 30km/h zones. These pavers are designed to vibrate the car slightly so it would be awkward for the motorists to go more than 30km/h. Done right these pavers can last up to 50 years.</p>	Pam van Duin

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		<p>Tuam Street (Madras to Fitzgerald) I think having dedicated cycle paths away from the roads would be beneficial. The cycle lanes on roads are sometimes not even that safe, sometimes giving a false sense of security. Again, yes, get rid of the carparks.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Again, these changes are adequate. It is only good to be able to make cities better for pedestrians and cyclists. One thing I noticed on the consultation pdf was the immense difference in the budget for the various sections of the road. I know this may be controversial but maybe spending more money (maybe double?) on each section to upgrade to its full potential and future-proof it. I think Christchurch being flat and all, has immense potential for the inner city to be in essence car-free. These changes that you've provided are great, but they could be better. I guess you may look at it like this: Maybe these changes will work but in 10 years time you may find that they don't and you may wish to have spent more to make sure these changes last longer. But at the end of the day any step in the right direction is a good step.</p> <p>Barbadoes Street (Hereford to Tuam) Yes, remove the carparks, and widen the footpath. I think everything is good. But it could be better, any step in the right direction is a good step. I do not think having cycle lanes on the roads shared with cars is a good thing. I would like to see this changed. Also, is there going to be bike parking at Te Kaha? And if so, what would be an easy route for cyclists to take? To increase the number of cyclists that use Te Kaha cycling needs to be easier and more direct than using a car.</p>	
48055	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mike Geddis
48063	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think given the current level of traffic and increasing bicycle, electric scooter and walking uptake in the city, it makes perfect sense to prioritise pedestrian and small transport in favour of cars.	Nic Barker
48071	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please pursue option 1 - this is the best evidence-based option for full utilisation of our city-scape around a stadium. The area around Lancaster Park was utterly miserable, and had zero events-based atmosphere. If we are to spend all this money on the stadium, the very least we can do is make it attractive and hospitable to host international events on a large scale. Not doing so will be of huge detriment to patrons and businesses alike - to the naysaying businesses owners opposed to this - have you ever been overseas?! I am a young person living in Christchurch, and will likely be paying the rates bill for this for the rest of my life - in which case, please don't follow the crappy Option 2 approach that will not attract business to the stadium, or indeed be of any use in making Christchurch a functional and pleasant city.	Anna Rumbold
48073	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The current layout for the junction at Manchester to Madras St, leading into Latimer Square is unintuitive to users and dangerous. I lived accross from here for 3yrs, and would daily see or hear the sounds of close call traffic accidents at this junction (screeching breaks honking, shouting). Heavily pedestrianising the area would connect the recreation area at Latimer Square and a much better experience for anyone visiting the city for the stadium or transitional cathedral.	Mark Ciser
48121	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Niwa Rangiwhetu
48263	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) More pedestrian friendly with options for shuttle services to the area from various suburbs not just from central Christchurch</p> <p>Madras Street (St Asaph to Latimer Square) Beautify with trees but increase the speed limit to 50km. During events at the sports areas it could be dropped to 30km. You want to get people in and out of the city asap as since the vast majority of people drive it's logical. 99% of the time there will be no event at the stadium. No cycle lanes!</p>	Bredon Ayers

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		Madras Street (Moorhouse to St Asaph) 50km at all times. 30km during events at the Stadium. You want to get people in and out of the city asap as since the vast majority of people drive it's logical. 99% of the time there will be no event at the stadium. No cycle lanes!	
48273	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Keep two lanes, but reduce speed and eventually extend tram line to and around Madras St so people could use the tram to get to the events Madras Street (St Asaph to Latimer Square) Reduce to one lane 30km passed stadium, but reduce speed to walking speed for events Madras Street (Moorhouse to St Asaph) Merge to one lane, however if you turn Barbados into north south flow from the Waltham bridge this will reduce capacity as you would get less traffic turning right from Moorhouse Tuam Street (Madras to Fitzgerald) Reduce to one lane passed the stadium merge into two passed the Barbados intersection Lichfield Street (Barbadoes to Fitzgerald) Leave as is Barbadoes Street (Hereford to Tuam) Turn Barbados into a two way road from Moorhouse to Bealey Ave to take pressure off Madras St, which will have reduced capacity	Patrick Delahunty
48313	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) My concern about Litchfield street is that it will create a bottleneck of traffic at the Manchester street intersection. Manchester street has been designed to help the movement of buses, thus creating slow moving traffic not helped by the extensive use of traffic lights and no turning bays, which would only be exacerbated when events happen. Especially with Litchfield Street having three carpark buildings and a bus exchange. Madras Street (St Asaph to Latimer Square), Tuam Street (Madras to Fitzgerald), Barbadoes Street (Hereford to Tuam) Why remove the parking for a wider footpath for the whole stretch when you can create a wide concourse around the stadium which will be protected with green spaces from the road? Wouldn't that be safer for bikes and pedestrians and have less of an impact on roads and businesses?	Joseph Loughridge
48372	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Putting a stadium in the center of town was deemed to be a bad idea with respects to Lancaster Park. Why are we building it there. Didn't we learn from first time around? Madras Street (St Asaph to Latimer Square) Putting P120 signs around a stadium means they can not be used by the general public, as most Arena events take longer than 2 hours. This would means the public would be forced to use paid carparking, making it more expensive. Is the Arena to be used by the rich only? Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) The 30km / hr limit will create congestion, which is not wanted by the rate payers of Christchurch	Steven Krijnen
48414	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square) I like how easy it is to get around the city where full street upgrades have been completed already. I support the same upgrades to complement the mobility for people getting to and from Te Kaha. Travelling along both Montreal Street and Cambridge Terrace works well for me, whether by car, biking or the occasional very pleasant walk. The streets to the east of the square would do well to have similar functionality. Madras Street (Moorhouse to St Asaph) I especially support the better access to Ara for those walking and biking, lack of proper contra flow from High Street has been an archilles heel for decades. Tuam Street (Madras to Fitzgerald)	Robert Flemming

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		<p>30kmh definitely. Can something please be done to keep the cycle lane clear on the approach to Madras Street along Tuam Street. The separation ends at High Street and despite a painted cycle lane it is a battle to continue due to left turning traffic blocking the lane. Can separation continue as far as Madras St, then signalised priority to proceed through the intersection please.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Support</p> <p>Barbadoes Street (Hereford to Tuam) Fully support 30kmh and street enhancement for walking and biking. If we'd wanted people to be able to drive and park to our new stadium it should have been located on the outskirts of the city. The fact it was decided to site it centrally is a clear message that people will need to use a mix of transport options to get there and it is imperative that this work is done to ensure that the mobility plans for people are successful.</p>	
48442	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) With the stadium now blocking Lichfield Street it makes sense to make this a more pedestrian friendly space. This will help the bars etc in the area reap the benefit of the stadium.</p> <p>Madras Street (St Asaph to Latimer Square) I support the wider footpaths and, safer speeds and better landscaping. Madras Street looks like a bit of a dive at the moment.</p> <p>Madras Street (Moorhouse to St Asaph) Great to see the crossing by Ara. See heaps of students running across the road there at the moment.</p> <p>Tuam Street (Madras to Fitzgerald) Making Tuam Street one way all the way to Fitzgerald will make the one-way system easier to navigate. The seperated cycleway should go all the way as well. Like the widened footpath next to the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Converting this section to two-way makes sense - it is confusing to see where the one-way converts to two-way currently. Lower speed limit will make it safer for drop offs to Te Kaha.</p> <p>Barbadoes Street (Hereford to Tuam) The wider footpaths and improved pedestrian facilities at traffic lights are good. Could use a speed reduction like Madras Street on the other side.</p>	Peter Hume
48458	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The on-street parking is quite heavily used, and there needs to be an option for where to put those cars if Option 1 is selected. If the cars eventually start parking at the "East Frame Carpark" next to the old IRD building, then access needs to be improved to and from that carpark building (with access either out to Cashel Street or out to Huanui Lane). I really like the idea behind Option 1, but for practical purposes Option 2 might be the only way to make it all work.</p> <p>Madras Street (St Asaph to Latimer Square) The access to Bedford Row is pretty hair-raising at the moment, with poor sight lines and no turn lane out of the main flow of traffic on Madras Street. So that needs to be improved or there will be auto accidents, or pedestrians might be struck by cars.</p>	Michael Massey
48474	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Making the centre of the city more walkable and accessible to pedestrians will help reduce the amount of cars in the city, and perhaps encourage people to take public transport into the centre of the city. As a result I support option 1.</p> <p>Madras Street (St Asaph to Latimer Square) Making this area less car centric and more multi-use is far better than the current system in that area, and so I support this redesign. The only thing that could perhaps be better is some bus lanes.</p> <p>Madras Street (Moorhouse to St Asaph) I think that this upgrade will help to address the needs of ara students, as well as make the road more usable to pedestrians and cyclists. Overall a good redesign.</p>	Jackson Davey

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		<p>Tuam Street (Madras to Fitzgerald) I think that the redesign in this area is much more accessible for other modes of transport. One thing I think could be improved is perhaps bus lanes in the area as this will improve PT travel times</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I think that the implementation of a speed platform along this street will be effective at reducing the speed along with a reduced speed limit. I also think that this is important as doing so will make the area more accessible to people not using cars</p> <p>Barbadoes Street (Hereford to Tuam) I think that the upgrades to this area will prove to be beneficial to the area. They will retain the ability for it to be used for large amounts of traffic while enhancing the accessibility and safety of the street</p>	
48505	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 is a good plan that will greatly inglorious this area for pedestrians and cyclists</p> <p>Madras Street (Moorhouse to St Asaph) Good plan- at the moment Ara is isolated, surrounded by busy roads. This will help to fix this.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Reduced speed limit is a good idea</p> <p>Barbadoes Street (Hereford to Tuam) Wider footpaths a good idea</p>	Ian Chesterman
48533	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) As Lichfield St will provide one of the primary arteries for foot/mixed mode traffic to and from Te Kaha, Option 1 is the most appropriate choice. Reductions in speed and vehicle flows have been proven to lower the chances of fatal/severe accidents. Reallocating space will provide an opportunity to establish retail and hospitality venues along this corridor. Priority should be given to completing this work prior to the opening of Te Kaha</p> <p>Madras Street (St Asaph to Latimer Square) The option for Madras (St Asaph-Latimer) is appropriate. Priority should be given to completing this work prior to the opening of Te Kaha</p> <p>Madras Street (Moorhouse to St Asaph) This option provides much-needed pedestrian and cyclist protection in and around Ara/Te Pūkenga in an area known for having little. Priority should be given to completing this work prior to the opening of Te Kaha</p> <p>Tuam Street (Madras to Fitzgerald) The option for Tuam is appropriate. Priority should be given to completing this work prior to the opening of Te Kaha</p> <p>Lichfield Street (Barbadoes to Fitzgerald) The option for Lichfield is appropriate. Priority should be given to completing this work prior to the opening of Te Kaha</p> <p>Barbadoes Street (Hereford to Tuam) The option for Barbadoes is appropriate. Priority should be given to completing this work prior to the opening of Te Kaha</p>	Harrison McEvoy
48561	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>This is overall comment but love what the City Council have come up with and it is clear you have really taken an approach that looks into the future and future needs, in many ways future proofing the area around the stadium. We have a Mayor and Councilor's who campaigned on getting things done and making this the best city we can, this is their time on such a decision to step up and show meaning to their words. When you travel overseas and visit similar facilities the surrounds are nearly as first class as the venue themselves, you can only walk or travel around them slowly and respects the usurers of the facility. If we do not programme this in now, it is something we will need to do in the future at a much greater cost and most likely doing works around the stadium while it is in use further down the track. At the time we had Councilor's opposed for the roading in and around the Terrace and the slow speeds, pedestrian/cycleways it is now one of the most popular areas in the city and this will allow the stadium surrounds to be much the same if we accept Option</p>	Marc Duff

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		A. Lets just get it done now, make it a facility and surrounds that lead the way in NZ and not push the financial burden out in the future for future generations, let's just get it done for future generations to enjoy. Let's just not oppose it to get some favorable clip bites in the Press or on local radio - do what is right for the future of this City. We need to move away from the mentality that we can park right outside venues and use our public transport options as someone who lived in Queen Street in Auckland appreciated firsthand our public transport can be used to and fro for major events and how much safer that can be.	
48579	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	[Attachment]	Simon Kingham
48646	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Tuam Street (Madras to Fitzgerald) Are roadside car parks necessary on all sides? A great, functional, covered bike parking facility here would bring people into the venue quickly.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Pickup and drop off areas are great. Can they be in more than one area as well? 30km/h should be standard. I hope it comes with enforcement of parks and speeds.</p> <p>Barbadoes Street (Hereford to Tuam) More pick up drop off zones. Less street parking. Maximise bike parking</p>	Lizzie Garside
48677	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Do it once and do it right! Option 1 will make the area attractive to citizens and most businesses. I know that the owner of the Dux is opposed and thinks that losing carparks on Lichfield Street will affect his business. His evidence for this is? Twenty odd carparks in full use during the day couple of weeks ago and only three people in his business. I wonder if any of them actually drove there. Domino's is probably the only business that is really affected. But most people, me included, book food on the app, then walk in the door at the scheduled time and walk straight out. You have provided short term parking in Madras Street for the takeaway businesses in Lichfield.</p> <p>Madras Street (St Asaph to Latimer Square) P60 parking. Why? Eight cars only per day outside the Bedford Apartments. Why? Who gets to use it? I have read and re-read what you have to say and can't get a handle on the rationale other than perhaps it looks good on a plan. The thing that is missing is consideration for the heaps of cyclists who use this piece of road every morning. The road is wide enough for them at present. This plan makes cyclists compete with cars and, worse, heavy trucks. 30km/h looks good on paper but not a lot of people adhere to it along Tuam or St Asaph at present so why would they slow down for the stretch you propose on Madras? In the absence of regular and consistent enforcement it won't happen. At least cyclists have a cycleway on St Asaph and Tuam.</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I'm not affected in any way.</p>	John Reilly
48769	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Upgrading Lichfield Street mainly for pedestrians is a must, as it links to High Street , and then onto Cashel Mall and the Riverside area., which is only 15 minute walk from the stadium. There are not a lot of businesses on this section that need parking, and over time this area will transform to a hospitality hub that is sheltered from the easterly wind by the stadium. This needs to be implemented before Te Kaha opens.</p> <p>Madras Street (St Asaph to Latimer Square), Lichfield Street (Barbadoes to Fitzgerald) Good logical plan. This needs to be implemented before Te Kaha opens.</p> <p>Madras Street (Moorhouse to St Asaph) Good logical plan, but would like to see as many bus parks as possibke on the east side of Madras. This needs to be implemented before Te Kaha opens.</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Martin Pinkham

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		<p>Good logical plan, especialiy having Tuam as one way, and improving the pedestrian crossings at Fitzgerald. This needs to be implemented before Te Kaha opens.</p> <p>Barbadoes Street (Hereford to Tuam) Good logical plan, but would like to see as many bus parks on the west side of Barbadoes as possible. This needs to be implemented before Te Kaha opens.</p>	
49167	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) I strongly support Option 1- this should be implemented regardless of the stadium development, with the design and implementation enforcing speeds of less than 10km/h on motorists (See attached doc for further details)</p> <p>Madras Street (St Asaph to Latimer Square) I strongly support the measures to make this section of Madras St safer and more appealing for vulnerable road users. Speed limit reduction is an important measure.</p> <p>Madras Street (Moorhouse to St Asaph) I support these measures</p> <p>Tuam Street (Madras to Fitzgerald) I support the removal of northside carparking and intersection changes. I would suggest extending the 30 km/h limit for the entire length of Tuam St to Fitzgerald Avenue. I support Tuam Street being made one-way as far as Fitzgerald Avenue (See attached doc for further info on Tuam St/Madras St intersection)</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I do not support making Lichfield Street two way (I would recommend it remain as one-way only eastbound). I support the other measures including traffic calming. If the two-way road is implemented, then the road must be engineered to prevent any u-turns. These are a source of considerable danger to vulnerable road-users especially at times of high traffic volumes such as after matches or events at the stadium</p> <p>Barbadoes Street (Hereford to Tuam) I support the changes on Barbadoes St. I would recommend implementing a 30km/h limit on this street as well</p>	Dermot Coffey
49281	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) Strongly agree with the reasons for this. It is so important to provide visitors with a safe and pleasant connection between the stadium and the rest of the central city. It would make no sense to have to set up traffic management for every event.</p> <p>Madras Street (St Asaph to Latimer Square) Of course you want this pedestrian friendly! It is the right next to the stadium. This gets the balance right between creating an attractive and safer space, while still providing a good traffic flows for most of the time.</p> <p>Madras Street (Moorhouse to St Asaph) Really important to include this as it is long section and difficult for pedestrians to safely cross. It creates a barrier between Ara and the cafes and shops such as Black Betties and the Boxed Quarter. The 30km/hr limit should extend down streets to the west of Madras (through to Manchester Street) as these are narrow streets and 50km/hr is just not a safe speed.</p> <p>Tuam Street (Madras to Fitzgerald) Strongly agree with the reasons for this. Totally agree with making this one-way. There are regular incidents and near misses as cars move from the one-way to two-way. Currently it is not intuitive, which makes it dangerous.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p>	Richard Ball

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		<p>Support this. Streets immediately around such a high volume facility near to reflect the impacts of it. Also makes it more attractive for the great bars and restaurants there. And lets face it, there will be more than enough people to share between bars and restaurants here and those in other nearby areas such as the Terrace.</p> <p>Barbadoes Street (Hereford to Tuam) Main entrance means lots of people. This makes it safer and more attractive while still retaining a main traffic route.</p>	
49286	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Great idea. Widen the footpaths - we need to allow foot traffic to move efficiently. We need to go all-in with these changes. We won't be accommodating thousands of cars in the CBD for stadium events, so we need to stop thinking in the mindset of option 2 if we want to have a CBD that is designed for people, not cars.</p> <p>Madras Street (St Asaph to Latimer Square) Widening the footpath to 5.3 metres and removing the 28 car parks on the eastern side of the street makes sense to ensure safe and efficient movement of large crowds next to a street.</p> <p>Madras Street (Moorhouse to St Asaph) I love the proposed improved cycle functionality! I cycle everywhere in the CBD (where I live, work, and shop).</p>	Zack Williams
49309	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>While there is an emphasis on improving access to Te Kaha by large numbers of people walking and cycling there, the focus must be on providing an improved environment for active transport at ALL times. - with wide footpaths, separated cycle paths , a lot more cycle parking, safe road crossings both at intersections and mid block. The 2-way pair of Durham/Montreal is already 30km/hr, and making Madras/Barbadoes both 30km/hr between Moorhouse Ave and at least Kilmore St will make these streets safer for everyone. - and discourages people in cars using the central city to cross from the south to north/north to south and use alternatives such as Fitzgerald Ave.</p> <p>Lichfield Street (Manchester to Madras) Re Lichfield St, Option 1 is critical to provide a street with high amenity for people walking and cycling. I strongly support the 10 km/hr speed limit as it emphasises the shared nature of the street. I support the removal of on-street parking as on-street parking provides for very few people to access the area, and takes up space better used by those not in cars. With Lichfield St blocked off by Te Kaha it is not a desirable through route now, so if having one-way traffic flow for this section of Lichfield St changes some local journey route that is positive.</p> <p>Madras Street (St Asaph to Latimer Square) I acknowledge that Madras St will need to provide for people walking and cycling - so support the increased width of the footpath and reduction of speed to 30 km/hr. Again I support the removal of 28 on-street car parks on the eastern side of the street - on-street parking provides for very few people to access the area, and takes up space better used for improved amenity and access for active transport. I agree with the modification of the signalised crossings at the intersections of Tuam, Lichfield and Cashel streets.</p> <p>Madras Street (Moorhouse to St Asaph) The provision of the cycle lane on Madras St is essential. I strongly support the mid-block shared pedestrian and cycle signalised crossing between Countdown and Ara - as it is currently not safe for those crossing here informally. Again I support the reduction in speed to 30 km/hr, and this ensures a consistent low speed for the length of Madras St from Moorhouse to Latimer Sq. It is positive that you plan to improve bus stops on this section with better shelters and footpath areas. Facilities need to be provided for people on cycles to go north through Latimer Square. The entry on the south side is OK but could be improved, but there is no decent exit on the north side to rejoin Madras St - there needs to be a cut down and central street island at the western intersection of Madras St with Gloucester St.</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Chrissie Williams

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		<p>Having Tuam St one way for its full length is sensible and provides a more consistent and predictable road environment.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Support</p> <p>Barbadoes Street (Hereford to Tuam) I support the proposals to cater for large numbers of people walking, by widening the footpath. As with Madras St the speed on Barbadoes St should be reduced to 30 kph.</p>	
49328	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) This area is already not used often due to the nature of where it goes (i.e. nowhere) so the changes would be a good way of create a multi-modal area that also supports people all of the time, but especially when events are being held.</p> <p>Madras Street (St Asaph to Latimer Square) More efforts should be made to protect pedestrians and cyclists in the area. Footpaths should be widened and made more accessible. The sharrows are inadequate to provide meaningful safety especially when there are likely to be a lot of traffic changing lanes that would provide significant hazards. The beautification efforts are appreciated though.</p> <p>Madras Street (Moorhouse to St Asaph) More efforts should be made to protect pedestrians and cyclists in the area. Footpaths should be widened and made more accessible. The sharrows are inadequate to provide meaningful safety (I will just keep voicing this opinion when there are the same issues that appear in the street designs). 5 traffic lights is over the top and too expensive for the area that it is in - especially an overhead light. If cars are unable or unwilling to yield to a traffic light then other traffic calming measures should be implemented to ensure that people are safe.</p> <p>Traffic calming should be provided at the turn off from moorhouse to ensure people follow the speed limit. Also there should be very limited parking in the area. This should be an area that prioritising pedestrians and their movement.</p> <p>Tuam Street (Madras to Fitzgerald) The pedestrian and public transport infrastructure is adequate - but not very exciting. This could be a chance to fully pedestrianise the area and make it fully accessible to people to spend their time and move through the area. Only providing the limited space of the footpath for pedestrians mean that they are unlikely to spend time in the area prior to or after events in te kaha The cycle ways are still inadequate and the junctions serve as significant conflict zones that do not do enough to provide safe environments for cyclists.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) More efforts should be made to protect pedestrians and cyclists in the area. Lack of cycle ways, unwelcoming pedestrian environment, lack of raised pedestrian crossings, and lack of traffic calming measures are just some of the issues that mean that the area is not created at a people scale and instead still prioritises cars at the expenses of the experience and safety of pedestrians. I know the intention was to have taxi / uber pickups from this area but that should not be done at the expense of pedestrians.</p> <p>Barbadoes Street (Hereford to Tuam) More efforts should be made to protect pedestrians and cyclists in the area. The environment is still focused on cars and their ability to use the space. A dutch style junction should be used here to ensure that cycle traffic is able to flow fully as well as safely. This would also have the benefit of meaning that pedestrians are more able to easily move through the space.</p>	M Grace-Stent
49333	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The proposal is a great idea because it creates a corridor for those going to and from the stadium between the center of town and the stadium. In addition to this, in order to create a vibrant city that is desirable for people to live in, we must move away from a car centric model. In addition to this, we must achieve a greater reduction in our carbon footprint and focusing on the car won't achieve this. This upgrade is the real success of the six proposed upgrades. We shouldn't be held hostage to businesses or those who are opposed to cycling or walking. The number of car parks that are lost is minimal and there is a carpark building on the street already.</p> <p>Madras Street (St Asaph to Latimer Square)</p>	Marcus Hogan

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		<p>Greater separation is required between cars and cyclists, but overall, the plan is an improvement.</p> <p>Madras Street (Moorhouse to St Asaph) Greater separation is required between cars and cyclists. There is only a single white line dividing cars and cyclists as where at the other end of Madras Street, there is two. My personal opinion is that it should be complete separation where possible. More street trees should be installed in tree pits, not like in Victoria Street where the trees are in enlarged above ground pots. Street trees add to the environment and the publics amenity.</p> <p>Tuam Street (Madras to Fitzgerald) Greater separation is required between cars and cyclists. The cycle lanes appear to be squeezed in-between vehicle lanes. While I think it is an overall improvement, the design is not progressive in terms of the relationship between vehicles and other road users. Electric bikes will change the face of travel for short distances and the council needs to be making a greater effort to accommodate other road users instead of defaulting to the status quo.</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) My comments for this section are the same as for other sections of road.</p>	
49337	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <ol style="list-style-type: none"> 1. Streets where walking is safe and easy are streets where businesses usually thrive. A number of studies have confirmed this over the last several years. 2. People-oriented streets are more economically productive than auto-oriented streets. Studies have found that compact, walkable places produce far more tax value per acre than auto-oriented places. 3. People-oriented Streets Provide a Better Return on Investment. The cost of paving sidewalks for people is minuscule compared with the cost of paving wide roads for cars. Furthermore, the wear and tear caused by foot traffic is also negligible compared with the wear and tear caused by car and truck traffic, meaning that long-term maintenance costs for walk-friendly areas are also much lower than for auto-oriented places. 4. Walkable city centers are key to a thriving cities and people bring business not cars. Studies have also found that contrary to common beliefs pedestrians and cyclist bring more money into central city businesses than motorists. Not to mention how much more people bars, cafes and restaurants attract when they are in a pedestrian area. 	Lotta AHO
49366	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	[Attachment]	Jillian Frater
49377	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	[Attachment]	Fiona Bennetts
49384	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Although this project is most important the surroundings to the city can wait as our city settles into some kind of order. One tends to forget that the business area is first coming to a great future. Central living is only mainly a new thing and should have been started much earlier. Often it seems the Council does not get it's priorities right!! So this all needs plenty of time. The business area is still struggling and has been here for years. The stadium will be 2-3 years away?!</p> <p>LETS CONTINUE TO IMPROVE OUR LIVING ROOM BEFORE THE DRAWING ROOM IS IMPROVED!!</p> <p>Underground services need to be in but the surface can wait. Parking buildings need to be made for out of town patrons to use. The old Tax Building could be made into a carpark? or the site could be adapted for this purpose? Let things run as they are with better access for cycles/buses/trams etc. When looking at the overall plan a lot of money is planned to be spent. Some \$20 million proposed. This money can be spent on the maintenance priorities needed now in the more visible areas Victoria Square/Cathedral Square. Any money left to the stadium project. LET US CONCENTRATE ON THE TOURIST/CITIZENS BEST VALUE FOR MONEY AND IN STAGES! LETS KEEP A BALANCE HERE AND DONT GO OVERBOARD.</p> <p>CARS ARE LESS IMPORTANT BUT ACCESS TO THE CITY BY OTHER MEANS IS.</p> <p>I WOULD LIKE TO SUPPORT OPTION1 WITH RESERVATION.</p> <p>Business vs. neighbourhood?</p> <p>WE LIVE IN UNCERTAIN TIMES.</p> <p>Lets do not rush this all forward ending up with a hotch-potch!!</p>	John W. Thacker

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48283	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Can there be a regional internet and television station built? Possibly begin with a place where people can go to and speak into a camera thats 24/7 live streamed.</p>	Joe Higgins, Foster A Forest
48662	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	We have a small business on 320 Cashel Street and we have significantly lost most traffic because of the stadium build. Our sales have been impacted in the last one year. Can I please request for someone to have a chat with us so we can explain the challenges that we are having? Our business name is Maia Foods and we rely on continuous traffic flow through Cashel Street. Thanks.	Hitesh Sharma, Maia Foods
49149	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) This would be a perfect opportunity to cater for future rapid transit and dramatically improve the time it takes for buses to transit through the interchange at present and would allow more time for pedestrians to cross. A bus priority lane should be implemented from Moorehouse ave until Litchfield St on Madras and buses would enter Litchfield from Madras instead of Manchester</p> <p>Litchfield eastbound from bus exchange to Madras St closed (except trams, public transport) authorised vehicles would be restricted to exit via Manchester Street South Litchfield remains open for all westbound traffic Manchester Street becomes one way south from this intersection until St Asaph Street and a bus lane added Left turn northbound onto Manchester street remains for buses and other authorised vehicles</p> <p>Light phasing will be prioritised for southbound Manchester traffic and northbound left turn Manchester traffic whilst eastbound/westbound trams/buses and westbound traffic would be sensor activated. This would allow for more time for pedestrians to cross and reduce overall traffic congestion on that intersection (like what's happening at present)</p> <p>Madras Street (St Asaph to Latimer Square) Bus lane added from Moorehouse until Litchfield St. Lights at Litchfield replaced with pedestrian lights allowing for a free turn onto Litchfield St. Footpath on Litchfield St north would be widened and lights to be phased at the same time as Cashel street (but won't activate if there is no pedestrians)</p> <p>Madras Street (Moorhouse to St Asaph) Bus lane added from Moorehouse until Litchfield St and road widened or lanes altered to allow for the safe turning of buses with a rear turning wheel</p> <p>Tuam Street (Madras to Fitzgerald) Consideration should be give for a future rapid transit route to pass here in the future or turn St Asaph St into a two way section between Madras and Barbadoes (or reinstate contraflow on St Asaph St) and allow for a dual bus way to exist down this section of road with a contraflow on Barbadoes between Ferry road and St Asaph (or buses to use Moorhouse or Tuam from Fitz ave)</p> <p>Lichfield Street (Barbadoes to Fitzgerald) No but coach and taxi drop off should be made on the same side of the road as the stadium perhaps a contra flow could be built into the final layout outside the stadium to cater for this</p> <p>Barbadoes Street (Hereford to Tuam) No but coach and taxi drop off should be made on the same side of the road as the stadium perhaps a contra flow could be built into the final layout outside the stadium to cater for this</p>	Scott Nelson, Ritchies Transort
49203	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Madras Street (Moorhouse to St Asaph) It is disappointing to see the loss of even more car parks around the Transitional Cathedral. We hold up to 13 services each week in the Cathedral, as well as important civic events (such as ANZAC Day, Memorial Service for HM Queen Elizabeth etc), concerts, recitals and other events and with limited on-site parking, those coming to the Cathedral rely on street and public parking. With the closure of Cashel and Lichfield Streets on the Te Kaha site, a significant number of car parks nearby have been lost.</p> <p>Also with the closure of those streets, driving in a circuit around the Cathedral has become more difficult.</p>	Chris Oldham, Christchurch Transitional Cathedral

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		<p>While we recognise that there are public car parks nearby and some of our visitors do use those, a good number of those attending services and functions are elderly and find it difficult for them to walk to the Cathedral. This is particularly the case for Sunday morning services. The area is also highly exposed to weather.</p> <p>We recognise that parking on Madras Street cannot be reinstated but we request that the Council: Turn the parks on Madras Street opposite the Cathedral (beside the CTV site) to P120 to partially compensate for the loss of on-street parking. Provide a P5 drop off zone on Madras St beside the Cathedral, even if just for weekends.</p> <p>Although this is outside the scope of this documentation, we request that the Council make the parks on the east side of Latimer Square and in Hereford Street between Latimer Square and Barbadoes Street P120 to allow easier access for visitors to the Cathedral.</p> <p>Barbadoes Street (Hereford to Tuam) We ask that the Council gives consideration to:</p> <p>Turning the unrestricted parks on the east side of Barbadoes St between Hereford & Tuam Streets be made P120, if not permanently, then for weekends or Sundays</p>	
49227	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment] Lichfield Street (Manchester to Madras) The Road corridor services a major car-park and a lot of smaller food takeaway businesses, it in addition provides Parks for the restaurant/Bars in the Lanes behind.</p> <p>to Remove car-parks is going to strangle the Bars/Restaurants and the Takeaway foodies in one go - well done!</p>	Shaun Stockman, Stockman Group Limited
49232	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment] Lichfield Street (Manchester to Madras) The only viable option is to maintain two way traffic on this street and to maintain the existing street parking.</p> <p>Madras Street (St Asaph to Latimer Square) The speed limit should be maintained at 50 km/h along with the 28 car parks that the council is considering removing.</p> <p>Madras Street (Moorhouse to St Asaph) The current speed limit of 50 km/h should be maintained here.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the removal of a further 15 car parks in this section of Madras Street and that you should not be taking road space for widening the footpath here but consider land around the Te Kaha stadium for any widening of the footpath.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We agreed it is sensible to convert this section of Lichfield Street to two way but the speed limit needs to be maintained at 50 km/h.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. The removal of car parks to allow for extra wide footpaths.</p>	Antony Gough, The Terrace Christchurch Ltd
49338	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is the only viable and sensible option.</p> <p>Lichfield Street must remain two-way.</p> <p>A 10km per hour speed limit is not viable.</p> <p>Our overall comments and concerns in relation to the Te Kaha surrounding streets proposal are as follows.</p>	Nicki Carter, Carter Group Limited

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		<p>1. The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city.</p> <p>2. Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future. We do not want changes inadvertently pushing development and investment back to the fringes of the city (as was occurring prior to the earthquakes). The concerns of the "donut" CBD immediately after the earthquakes will return.</p> <p>3. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible.</p> <p>4. Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside Market and in the laneways around Dux Central and Strange's Lane. And numerous pedestrian friendly areas along Cashel Mall, High Street, Oxford Terrace, New Regent Street and Cathedral Square. It is a matter of balance and it is important that Christchurch's population is equated to comparable sized cities. It may emerge that what has been achieved since the earthquakes is a leading global example of a well-planned CBD for a city of Christchurch's size.</p> <p>5. The Council has ignored the Opex costs for the ongoing maintenance of the outdoor dining areas they have proposed under Option 1. These will be significant and occur continuously and far outweigh traffic management costs for large events. Opex has a larger impact on rates than capital expenditure. This should be quantified and highlighted so that all available information is provided for the decision makers to consider.</p> <p>6. Travelling Westbound on Lichfield Street is the preferred route to the CBD, rather than St Asaph Street, for traffic travelling North along Madras Street. Lichfield Street is a key connector from Madras Street to three carpark buildings (over 1850 carpark capacity) and the Bus Exchange. The proposed change to Lichfield Street, with the permanent closure of Westbound traffic bears little relevance to the development of the stadium and the infrequent nature of maximum capacity events.</p> <p>7. The Council needs to consider adjustable speed limits to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts. The Council's consultation document states events are "primarily evenings and weekends". Events will not generally clash with commuter traffic.</p> <p>8. The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that "a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city." Removing on-street carparks makes it difficult for customers to visit close-by businesses. There is no requirement to needlessly remove on street carparks to create wider footpaths. The Council's own report (Transport Preliminary Design by Abley dated November 2021) stated "the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand".</p> <p>9. The Council has ignored the Opex costs for the ongoing maintenance of the outdoor dining areas they have proposed under Option 1. These will be significant and occur continuously and far outweigh traffic management costs for large events. Opex has a larger impact on rates than capital expenditure. This should be quantified and highlighted by Council staff so that all available information is provided for the decision makers to consider.</p> <p>10. Proposals and documents from Council have used overseas examples to justify the desire for change. These examples have referenced large population centres such as New York, San Francisco, London and Melbourne. These large population centres have high density living and extensive public transport offerings due primarily to economies of scale. They have very little relevance to Christchurch, with a population of 350,000. Even Copenhagen, has a population of 1.36m, four times that of Christchurch.</p> <p>As an overall comment, we understand that there are works associated with renewing/repairing all underground services and resurfacing the surrounding roads and footpaths that need to be undertaken regardless of the outcome of the position on the proposals to change the streets surrounding Te Kaha. All such works need to be completed in advance of the stadium opening.</p> <p>Madras Street (St Asaph to Latimer Square)</p>	
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		<p>We believe Madras Street must remain at 50 km/h. Permanently lowering the speed limit will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network.</p> <p>Similar to Lichfield Street, there is no need to remove carparking. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We also note that the extensive landscaping areas and wide footpaths will add to OPEX and increase the ongoing maintenance costs.</p> <p>We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. We believe the 28 carparks must be maintained.</p> <p>Madras Street (Moorhouse to St Asaph) Madras Street must remain at 50 km/h for the same reasons outlined above.</p> <p>There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition.</p> <p>Tuam Street (Madras to Fitzgerald) Tuam Street (Madras to Barbadoes). We do not support removing a further 15 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>We also note that the extensive landscaping areas and wide footpaths will add to OPEX and increase the ongoing maintenance costs.</p> <p>This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Tuam Street (Barbadoes to Fitzgerald). The proposal to revert this section of Tuam Street back to a one-way street makes sense however considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Converting this section of Lichfield Street to two-way, is logical, but not reducing the speed limit to 30 km/h. We believe that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support removing a further 29 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>We also note that the extensive landscaping areas and wide footpaths will add to OPEX and increase the ongoing maintenance costs.</p> <p>The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. As does the whole design of the footpaths.</p>	
49385	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	[Attachment]	Katherine Forward, EntX Limited Partnership

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49387	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	[Attachment]	Katherine Forward, Innovation Carpark Limited & MP Innovation Limited
47603	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Slow down and wait to construction is well under way you might need to change things and I would rather be prudent And review all ongoing works and design	Geoffrey Shaw
47907	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Do road works leve at 40-50 on game days drop to10-30 you need to remember this is a main rd	Kevin Spaul
48213	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Leave it the way it is until after the stadium is built Please do not make it like St Asaph St which is just awful</p> <p>Madras Street (St Asaph to Latimer Square) Leave it alone. In no way make it like the other end of the street which is a total plan failure</p> <p>Madras Street (Moorhouse to St Asaph) Leave it alone. Minimal change if really necessary</p> <p>Tuam Street (Madras to Fitzgerald) Leave it alone at least until stadium is built and then only minimal change</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Leave alone until after stadium is built and then only minimal change</p> <p>Barbadoes Street (Hereford to Tuam) Build the stadium FIRST</p>	Liz Barrie
48405	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I support the local businessman's views, we need to keep their businesses active and profitable</p> <p>Madras Street (St Asaph to Latimer Square) Very expensive , do we really need all the planting. whose going to maintain it?</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald) Looks ok</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Fully support this plan</p>	Julie Tolchard
49168	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Priority should be given to the existing users of this area and the established business owners.</p> <p>The frequency the stadium will operate at capacity is very low, possibly once a month.</p> <p>Other times used only 2,000 - 5,000 visitors attend and will not create an issue with the existing layout.</p> <p>Consider the 29-30 other days every month that this area will be used by existing users and business operators.</p> <p>The majority of time any large scale development of seating and footpaths will be deserted.</p> <p>Option 1 has too much influence given to bikes and scooter which are not compatible with pedestrians.</p>	Graeme Robb
49268	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p>	David Hill

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		<p>Madras Street (St Asaph to Latimer Square) The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks. The speed can be reduced when there are events at Te Kaha - in the same manner that speeds are reduced on roads adjacent to schools at drop off and pick up times and the carparks can be used as drop off / pick up areas.</p> <p>Madras Street (Moorhouse to St Asaph) The current speed limit of 50 km/h on Madras Street must be maintained. It is important to maintain a south to north route between the avenues allowing easy access to the side of the CBD</p> <p>Tuam Street (Madras to Fitzgerald) I do not support the proposed changes between Madras & Barbadoes Sts. The removal of carparks and where the land for the extra wide footpaths comes from needs to be considered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium. The use of these wide footpaths / what activity will 'activate' them when events are not happening at Te Kaha needs to be considered. The proposal to revert the Barbadoes to Fitzgerald section of Tuam Street back to a one-way street makes sense and is supported.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I do not support the proposed changes. It is important that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) I do not support the proposed changes. The removal of carparks and where the land for the extra wide footpaths and their use / what activity will 'activate' these wide footpaths when events are not happening at Te Kaha needs to be considered.</p>	
49357	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Stop fucking up our streets and making it harder for business to do business.	Tobias Preston
48574		[Attachment]	Sandamali Gunawardena, Property Council New Zealand
49195		[Attachment]	Sue Edwards, Christchurch Bridge Club Incorporated
49217		[Attachment]	Mike Fisher, Christchurch NZ
48472		<p>Madras Street (Moorhouse to St Asaph) Please do not take away the free parking from Ara staff and students along this stretch of road outside Ara. You already took away over 36 parks surrounding the Ferry Road/Barbados St/St Asaph block, on which the Ferry Road dual cycle lane has been witness to so many near miss accidents we have lost count, and high school students have to sit in the open to wait for a bus rather than in the now defunct bus shelters. We are really struggling finding parking every morning already - buses and bicycles are not helpful as the majority of staff live far or have children to collect. This parking also helps the surrounding businesses survive. For the few events per week or even month that will be held at the stadium, sacrificing these parks for a couple of short term parks seems pointless and bordering on greedy. Also, the endless bits of proposed footpath that jut out on to the road for the crossing is also pointless. To me they are just accidents waiting to happen as people misjudge and crash in to them. Madras St and Barbados streets are one of the few joyous Christchurch streets left to drive down with a nice flow of lights and plenty of space. Please stop messing with our streets.</p>	Donna Shaw
48517		<p>Lichfield Street (Manchester to Madras) Spend money on a hospital car park Spending millions of \$\$\$\$ on roads around the Sodium is wasteful.</p> <p>Madras Street (St Asaph to Latimer Square) Spending millions of \$\$\$\$ is wasteful.</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Wasteful spending</p> <p>Barbadoes Street (Hereford to Tuam) How much are we expected to pay for wasteful spending</p>	Floyd Rudolph

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49219		All the streets around the stadium should be left as they are until ALL the streets around the city that need fixing are fixed and/or resurfaced. Some haven't been touched since the earthquakes. Dig up the streets to put in the pipes needed for the stadium, but do it in a timely manor, not leaving them blocked off for weeks or months while no work is being done on them.	Dianne Downward
49326		Madras Street (St Asaph to Latimer Square) It would be great if some considerations were made for the residential area around Latimer Square (Hereford st, Gloucester st, Worcester st, Madras st and Latimer Square) as there are many apartments in this small area some of which rely on parking as they live there. I personally own an apartment in Latimer Square and do not have an allocated parking space therefore I rely on Hereford street to park my car. I walk everywhere from home my only issue is that I do work out of the CBD and can't always bus into work. I'm really excited about Te Kaha however the parking is already an issue and some of the contractors like Williams Corp have not made allowances for the people living in those apartments and it has a knock on affect for the area.	Chelsey Walsh

Organisations/Businesses

ID	Option - Lichfield Street (Manchester to Madras)?	Comments	Name, Organisation
47560	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) This would be a good option as it will hopefully bring more foot traffic to our slow plummeting businesses along Lichfield St. The Tram has been a great upgrade to this area & I really like the look of these plans. As long as people can still access the carparks then I feel this is a bonus for the area. 4 more years is a long time to wait. At least get these upgrades started asap. Lichfield Street (Barbadoes to Fitzgerald) Like the 2way traffic plan, this should have been done before now to assist with the flow of traffic for these businesses.	Jackie McInnes, Terra Consultants
47578	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Add lots of lighting not just street lights. Tuam Street (Madras to Fitzgerald) Those bike lines look dangerous. It's already difficult to keep an eye out for cyclists down that road. A divider should be considered to prevent access to their lane.	Myles Beardsmore, Plato Creative
48147	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Do it once, do it right.	James Jackson, Kirk Roberts Consulting
48192	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Stick to the plan. Do it properly. No half measures, thank you Mr Mayor Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Ditto	Brendan Chase, Chase Commercial Ltd
48271	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	This goes for all the Roads. A Main avenue to the Public transport Hubs is essential . Even though we haven't any Rail transport in the city at the moment . We all know it wil only be a matter of time. Please allow for this from Moorhouse to the Stadium as well as the Bus station. Having the Stadium was always a For the greater good of the City some people were always going to be disadvantaged by the stadium. But please dont go down the route of having a fantastic Stadium but a Diabolical Access and a laughing stock to the world. Please Remember We are creating it for the Greater good. So Make it Great. Thanks Adrian	Adrian Rackley, The Pond Company
48294	Option 1 - a full street upgrade that maintains local access for traffic, but		Kerry Payne, 12 Taps Cider House

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	reallocates more space for mixed uses		
48305	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Cong Dinh, Banh Mi EM
48318	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Sounds Good (Riverside Market tenant)	Guy Trafford, Charing Cross Cheesery Riverside Market
48356	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I realise it is a lot of money but isnt it best to do this now ?. The future frustration to businesses and the public will be very real if it is not done when work on the stadium is underway. 35000 people is a lot of people to move quickly. it needs to be done quickly though and not at a snails pace as it is not fair on businesses	Rupert Ward, Rupert Ward Barrister
48386	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Despite the really dumb comments we have seen on social media and from Mayor Phil Mauger, we believe the future proofing of less traffic and more pedestrianisation is the way forward. We are sick of car dinosaurs who struggle with giving up vehicle access to almost the door and embracing open plan walker friendly places particularly in the inner city area. To have an area of outdoor dining or a place to wait and relax before heading to Te Kaha makes sense and encouragement given to public transport. We are in favour of less carparks and the sense of getting rid of parks outside a business does not mean a drop in trade if cyclists/scooters and more people on foot have space to move about. Yes this is about future proofing for the better and climate change reasons. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Less concerned about design as to the intent and we are very supportive of what is likely to be achieved.	New Brighton Residents Assn
48523	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Raymond Lum, Sword Productions
48642	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) This should be curbless design to allow more space for cafes/restaurants to use the street. Madras Street (St Asaph to Latimer Square) The 60min car parks seem unnecessary Tuam Street (Madras to Fitzgerald) The area around the stadium must be mixed-use (residential, bars, cafes, restaurants, retail) so that people are using it even when an event is not occurring. If not, the area will be deserted and unsafe for those of us in the area. Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Curbless design would make it safer for pedestrians (including mobility impaired) to access the stadium.	Tom Logan, Urban Intelligence
48668	Option 1 - a full street upgrade that maintains local	Lichfield Street (Manchester to Madras)	Dannis Chippindale, Co-Studio Architects

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	access for traffic, but reallocates more space for mixed uses	<p>The work needs to ensure Lichfield street growth does not pull custom away from Cashel Street. The assumption that the biggest flow will be from the bus exchange should be questioned as central city business would like to see crowds in the retail and entertainment areas. Although Option 1 is better than option 2, neither give good consideration to the growth of our city businesses. Some better linking to Cashel Mall and the Riverside would improve the thinking</p> <p>Madras Street (St Asaph to Latimer Square) Widening the footpaths at the expense of parked cars is an excellent solution. Connectivity to the parking buildings in this area including Hereford Street needs to be kept functional and safe</p> <p>Madras Street (Moorhouse to St Asaph) How will this work with peak flows at major events? Consideration of an ability for the road to take more traffic, especially as events finish, might be helpful</p>	
48720	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Yes I do believe greater pedestrian access is required for safety around some of the night spots such as Dux de Lux.</p> <p>Madras Street (St Asaph to Latimer Square) I believe there is a huge flaw in the plan relating to people crossing Madras to get into the city before and after events. There should be a high level concourse from the stadium that enables large amounts of pedestrian access to cross above and over Madras street to access either Lichfield or Cashel Street as pedestrian only streets into the city. The disruption to madras street would be huge. The stadium in Wellington uses a similar concourse to great effect.</p> <p>Barbadoes Street (Hereford to Tuam) As I own 2 properties on the corner of Cashel and Barbadoes I am obviously concerned about the reduction of parking in the block between Cashel and Lichfield. However, that relates only to the east side of the street and I would like to see at least one other carpark offered as P15-30 situated closest to the new landscaped area on the east side of Barbadoes street outside our corner building (280 Cashel St) This building has tenants that in turn has people requiring pop in access. I already provide off street parking for tenants/staff.</p>	Guido Adriaens, Cotura Properties Limited
48729	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I am a resident [REDACTED] and think your proposal is great.</p>	Sid McAuley, Coolpak Coolstores Ltd
49192	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Tuam Street (Madras to Fitzgerald) we would like to see restricted parking for the 3 car parks outside our business at 346 Tuam street (Let's Eat Food Bar)</p>	Mike Todd, Let's Eat Food Bar
49193	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	[Attachment]	Caroline Harvie-Teare, Venues Ōtautahi
49210	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) Te Mana Ora prefers option 1 from the proposed changes to Lichfield Street (Manchester to Madras). Te Mana Ora supports the reallocation of street space for people walking, cycling and scooting.</p> <p>Madras Street (St Asaph to Latimer Square) Te Mana Ora supports the proposed changes to Madras street (St Asaph to Latimer Square). We support the proposal to install signalised crossings at the intersections of Tuam, Lichfield and Cashel streets and reduce the Madras Street speed limit to 30km/h, to improve safety for all road users.</p>	Rosa Verkasalo, Te Mana Ora/Community and Public Health – National Public Health Service and Te Whatu Ora/Health NZ

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		<p>Madras Street (Moorhouse to St Asaph) Te Mana Ora supports the proposed plans for Madras Street (Moorhouse to St Asaph). We support the proposed safety improvements of installing a signalised crossing between Countdown and Ara, and the reduction in speed limit to 30km/h. In addition, we support the plans to improve bus shelters and surrounding footpath areas.</p> <p>Te Mana Ora recommends that the cycle lane on the western side of Madras street be moved to the eastern side as either an on-road cycle lane or Danish cycle track to connect to the cycleway on St Asaph Street. Te Mana Ora recommends that this connection is made as clear and easy to navigate as possible.</p> <p>Tuam Street (Madras to Fitzgerald) Te Mana Ora supports the proposed plans for Tuam Street (Madras to Fitzgerald), specifically, we support the improvements to the Tuam Street and Fitzgerald Avenue crossing. Te Mana Ora recommends that additional bus embayments/bus lay-bys be considered for Tuam St to support public transport use for accessing Te Kaha.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Te Mana Ora supports the changes proposed for Lichfield Street (Barbadoes to Fitzgerald), in particular we support the plan to reduce the speed limit to 30km/h.</p> <p>Barbadoes Street (Hereford to Tuam) Te Mana Ora supports the improvements to Barbadoes Street (Hereford to Tuam). We support the proposal to upgrade the signalised crossings and accommodate a wider footpath to make it safer for people walking.</p>	
49298	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The existing car parking buildings are critical assets and should be easily accessible both inside and outside of event windows. The use of Variable Signs (both speed and access) would optimise flows depending on whether events are occurring or not.</p> <p>Madras Street (St Asaph to Latimer Square) Madras is a key arterial route for central city traffic. Using Variable Speed Signs would optimise flows outside of event windows (encouraging access to the CBD), while enabling safer pedestrian management around event times.</p> <p>Barbadoes Street (Hereford to Tuam) Use of variable signs would provide flexibility in how parking spaces could be utilised, protecting parking spaces for business clientele outside of event windows, while being used as event parking (coaches, drop-off zones etc.) during events.</p>	Andrew Plimmer, Colony Aotearoa Lts
49310	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) Madras st is a major conduit for cross city traffic and reducing the speed limit to 30kmh 24/7 will slow the flow considerably, and will likely load more traffic onto Fitzgerald ave. Any possibility of installing a variable speed control, as will be used by some schools where the speed is reduced only when required? For the stadium this may only be once a week or so, thereby improving the day to day traffic flow.</p> <p>Tuam Street (Madras to Fitzgerald) Given that most Tekaha events will be held outside office hours I cannot see that any extra pressure will be added to the traffic network including Tuam st, and so for this reason I am not in favour of converting Tuam st to a one way carriage way.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support the plan to convert this to a two way street.</p>	Allister Cotter, Cotters Electrical
49312	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Bollards should be used liberally in the final design, to prevent quality hardscaping being used for car storage.</p> <p>A contraflow west-bound cycle lane is a must - or at least legally permitted.</p> <p>Madras Street (St Asaph to Latimer Square) Cycle lane should be separated.</p>	Patrick Morgan, Cycling Action Network

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		<p>New kerb and channel is an opportune moment to expand our safe cycling network for limited capex.</p> <p>This will be a key route for kids, their parents, and anyone else cycling from the southern suburbs, or heading northwards from the stadium.</p> <p>Madras Street (Moorhouse to St Asaph) The proposal has reduced the level of service for those cycling through St Asaph/Madras. Why is a new shared path/zone being introduced here?</p> <p>Left-turn corner build-outs should be added to Allen and Southwark intersections. Even small islands to sharpen the turn radius.</p> <p>Tuam Street (Madras to Fitzgerald) Cycle lane should be separated. An opportune moment to expand our safe cycling network.</p> <p>The only conflict to this, the bus stop, could easily be designed out - we have many examples of bus-stop bypasses in Christchurch.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Some painted cycle lanes would be great - at the very least, could some form of speed controls, such as speed bumps.</p> <p>Barbadoes Street (Hereford to Tuam) Separated cycle lane are needed here.</p> <p>Judging by the width of the painted buffer, and the painted gutter space on the western side, there is more than enough space to provide a separated facility.</p> <p>This area of the central city is sorely lacking any north-south connections.</p>	
49358	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	[Attachment]	Anne Scott, Spokes Canterbury
47596	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Up the speed limit to 50kmh as no need to have reduced to 30kmh for people that use the road everyday without events going on and make more parking for cars on the side of the road with less for pedestrians and cyclists as this will allow more tangata to get to the events for places futher out of the CBD</p> <p>Madras Street (St Asaph to Latimer Square) Do not reduce the speed limit to 30kmh as this doesnt help normal people everyday who use the road when events arnt on at te kaha which will be 95% of the year, and do not remove any futher carparks along the side of the road as less people will be able to get to te kaha from futher places. Keep the street parking as this will help with both congestion and access to events</p> <p>Madras Street (Moorhouse to St Asaph) Do not remove any lanes or inhibit any road users for cyclists and pedestrians. There's nothing wrong with the situation of the roads now and taking waho sections to add for bikes and pedestrians futher congests the roads for every day road users. Also do not lower the speed limit as it will take longer to get where you are needed to go which infuriates drivers and causes accidents because of the lower speed limits</p> <p>Tuam Street (Madras to Fitzgerald) Do not widen the footpath for pedestrians as the footpaths are currently more than sufficient enough to handle the loads of extra pedestrians and also keep the car parks... add more pedestrian crossings where needed to make safe for them to cross the road when needed</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Add more carparks and timed carparks along the roads for taxis ubers and people getting dropped off and picked up and collected for events and also keep speed limit to 50kmh to whakapai traffic flow and make it faster and easier to leave events</p>	Jordan James, Yorkstone Building Services Ltd

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		Barbadoes Street (Hereford to Tuam) Do not remove on street parking and do not widen footpaths as it will affect local businesses immensely which wont help in the long run and is a waste of money for a system that works well already	
48208	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>I own the Dux Central building located on this part of the street. I have discussed the proposed upgrades with my tenants and they have a very strong preference for Option 2. Retaining some on street parking is seen as critical to their ongoing viability. Te Kaha will be great when there are events on but we also need to be able to cater for the needs of these businesses the other 95% of the time. Maintaining the two-way vehicular access is also import for making these businesses accessible for Uber Eats, and similar drivers, who deliver food on behalf of these businesses. It also makes it easier for taxis to pick up and drop people off.</p> <p>Covid-19 has been very hard on the businesses on this part of Lichfield Street. A number of businesses in this area were forced to close as a result - as can be seen for the empty shops at the moment. After some difficult times the businesses are just getting back on their feet. Can I please also request that this section of upgrades is done last. This will help the businesses get to a stronger financial position to withstand the inevitable disruption and lost revenue that will occur when the roadworks are under way.</p>	Hadley McLachlan, DUX
48261	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	No	Beth Marshall, Southern Cross
48525	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Barbadoes Street (Hereford to Tuam) My AA Council fully oppose a permanent speed reduction to 30kph on any part of Madras or Barbadoes Streets. This proposal is totally unnecessary and unacceptable. The concerns of excessive speeds while events are being held at the stadium could be mitigated by installation of permanent, large electronic signage now widely available to temporarily lower speed limits while events are in progress. The proposed lowering of speeds on Madras and Barbadoes Streets are in breach of Councils decision made after the earthquakes to adopt both of these streets as a medium to keep traffic flowing freely and efficiently in both directions across the city. Since their implementation they have served this purpose very successfully. The proposal to lower speeds is also in breach of Councils "Climate Emergency" policy since lowering traffic speeds unnecessarily adds to the City's vehicle pollution. Traffic needs to flow freely to keep pollutants to a minimum. We also object to the removal of a considerable number of car parks on Madras and Barbadoes Streets. These proposals never take into account the effect on businesses within the designated areas, neither has CCC proposed any alternative measures to mitigate the effects on these business owners.	John Skevington, NZAA...Canterbury/West Coast District Council
48236	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Only the above. <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Leave the road design as it is now.</p> <p>Tuam Street (Madras to Fitzgerald) Ensure that the traffic light phases do not interfere with the one way street phases.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Ensure that the traffic lights do not interfere with the signal phases in Barbadoes Street.</p> <p>Barbadoes Street (Hereford to Tuam) Ensure that the Barbadoes Street one way signal phase is not interfered with except if there is a function on.</p>	Warren Lewis, Lewis & Barrow Ltd
48621	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) spend the money on the stadium..only change street use on match/event days like the rest of the world	Ian Morrison, St.Andrew's College
48722	Option 2 - a minimal redesign maintaining two-	Based on your performance to this point re road planning I suggest you stop adjusting roads in the CBD. At some point you must realise that without 'profitable' businesses in our CBD nothing else occurs.	Craig Newbwury, Canterbury Property Investments Ltd

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	way vehicular access and some time-restricted parking		
48763	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I think the beautification of option one is fantastic, but in reality, and as a business owner in the area, the impact this will have is too heavy. Parking is already a massive concern for our customers and making the destination even less accessible would be detrimental to the success of the business</p>	Tom Newfield, EARL
48780	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Maintain two-way traffic is the sensible option.</p> <p>Madras Street (St Asaph to Latimer Square) Keep the current speed limit of 50km/hr on Madras Street. The 28 carparks must also remain.</p> <p>Madras Street (Moorhouse to St Asaph) Keep the current speed limit of 50km/hr - dropping the limit to 30km/hr will cause huge congestion to this main thoroughfare into the central city.</p> <p>Tuam Street (Madras to Fitzgerald) We disagree with the removal of a further 15 carparks to widen footpaths, these are used by business customers outside of the busy periods for events in the city.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support reducing the speed limit on this part of Lichfield Street to 30 km/hr. We believe the speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We disagree with the removal of further carparks to widen footpaths.</p>	Hamish Doig, Colliers
48959	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) concerns are: Whilst this looks beautiful and is designed to enhance flow to Te Kaha, are all the disadvantages worth it? Realistically how frequent are the really big events at Te Kaha going to happen? The impact for people using Lichfield Street daily, in making it one way it will have daily impact for them. For the businesses/restaurants along there - why would they lose all the carparking along there? That will negatively impact them all the times there are no events being held.</p> <p>I understand under option 2 there are increased costs for Traffic Management during large events, but surely the savings from not doing Option 1, can offset years and years of this costs. As a local, we're all used to having traffic management at large events, happens frequently at Horncastle Arena, and then at least the rest of the time all the streets are back to their normal use.</p> <p>Lichfield street is a very important feeder route in the CBD with 2 existing carpark buildings in the CBD on Lichfield already. The 2 way carriage of Lichfield St needs to remain.</p> <p>It's really important to NOT put form over function. Whilst its lovely to have lots of trees and scooter parking - not if it's going to negatively impact the city and the businesses on that street - which it will.</p> <p>The unfortunate reality is you can provide scooter parks all you want, people leave them where they want to. We see that already in the city on a daily basis.</p> <p>I'm the first person to advocate for trees and green spaces, but I'd seriously hesitate in this scenario. Look at the mess St Asaph Street is now, the improvements were no improvements at all, just a colossal waste of taxpayers' money. Why do the same again?? Pays to learn from past mistakes.</p>	Anna Green, Belleza Boutique
49018	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) The status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald),</p>	Simon Lind, Prolorus Solutions Limited

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		<p>The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks. Some of us need our cars for work as we travel to visit clients outside of the CBD and need the ability to easily get in and out of the CBD. Reducing speed limits impacts our business's productivity. We are also working parents that need our cars as we often have to pick up our young kids.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I do not support the proposed changes. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Barbadoes Street (Hereford to Tuam) I do not support the proposed changes. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	
49039	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	More parking	Vivek Reddy, T2t NZ Limited
49075	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) Outside seating on this street will not be commercially viable due to weather/wind conditions. Most of the hospitality along this street are small takeaway retailers that rely on pick ups / Uber eats etc. and therefor require carparks close to their business on a day to day basis. One way and 10 km will only stop people using this road altogether which will on further destroy the commercial viability of retailers in this area.</p> <p>Madras Street (St Asaph to Latimer Square) The council have encouraged people to use Madras rather than Manchester since the Manchester upgrade which has congested this street terribly leaving people not wanting to use it at all. Madras is now the chosen and only sensible path out of the city and 30km will make this not a viable option either.</p> <p>Madras Street (Moorhouse to St Asaph) As above 30km is ridiculous in this area for the sake of 20odd major events a year for a few hours at a time. Temporary traffic management can be put in place at these times to reduce the speed on on major event days. Why would you give up all these carpark spaces for what will be a very limited time that the extra wide footpaths are supposedly required.</p> <p>Tuam Street (Madras to Fitzgerald) There would need to be extensive consultation with the businesses effected in this area on this matter.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We don't support the changes to 30km - 50km needs to be maintained.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the removal of any carparks in this area.</p>	Tim Glasson, ANZ Centre
49077	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Barbadoes to Fitzgerald) This part of Lichfield St needs to be changed to two-way traffic ASAP. It is very difficult to access businesses between Barbadoes St and Fitzgerald Ave without waiting at a number of sets of lights. This seems a relatively cheap and simple job that could be done immediately.</p>	Craig Keenan, Simms Jones Ltd
49081	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Two way traffic is the only option and as many on-street carparks to remain. In the last 5 years since operating my business on the corner of Colombo and Lichfield, I have seen first hand how congested and backed up traffic can get, when it is something as small as The Annual Ballantynes sale. Accessibility is crucial to continue enticing public back into the CBD.</p> <p>Madras Street (St Asaph to Latimer Square) Would like to see a speed limit imposed during events only, not a permanent measure, and as many carparks retained as possible.</p> <p>Madras Street (Moorhouse to St Asaph)</p>	Craig Freeman, Espresso Carwash The Crossing Ltd

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		<p>Definitely remain at 50 km/hr.</p> <p>Tuam Street (Madras to Fitzgerald) Do not agree with widening of footpaths and loosing carparks, which in turn will affect nearby businesses.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Yes to making this section two way. No to 30km/hr speed limit. Keep at 50 km/hr Again if totally necessary, perhaps a temporary limit could be introduced during timing of events being held.</p> <p>Barbadoes Street (Hereford to Tuam) Would like to see carparks retained on this stretch of road also.</p>	
49105	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) My responses are very similar to all aspects of these proposed changes. It seems ludicrous to redesign the city center to suit the running of a few events. The impact of the loss of access and parking, coupled with the frustration of the reduced speeds will only serve to drive more people from the city center. Not everyone wants to ride a scooter or bicycle. I agree that there should be some accommodation for them but to the detriment of cars.</p> <p>Madras Street (St Asaph to Latimer Square) There is no need for a permanent reduction of the speed limit, this can be easily managed when events are being held. There is also no need for the permanent removal of the car parks. Less parking in town means more people that will choose the malls that have ample parking.</p> <p>Madras Street (Moorhouse to St Asaph) There is no need to reduce the speed limit here.</p> <p>Tuam Street (Madras to Fitzgerald) Again there is already a shortage of parking in town. I do not support the removal of anymore parking.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) This option seems feasible.</p> <p>Barbadoes Street (Hereford to Tuam) I do not support the removal of car parks here. This can be managed on an event day with traffic management.</p>	Carl Burger, Tracktion Motorcycles Ltd
49121	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I believe this option needs to ensure all existing carparking is maintained</p> <p>Madras Street (St Asaph to Latimer Square) Speed limit of 50km/h should be retained along with all existing carparks</p> <p>Madras Street (Moorhouse to St Asaph) Speed limit of 50km/h should be retained</p> <p>Tuam Street (Madras to Fitzgerald) Do not support the proposed changes - removal of parking should be reconsidered</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Speed limit of 50km/h should be retained</p> <p>Barbadoes Street (Hereford to Tuam) Do not support the proposed changes - removal of parking should be reconsidered</p>	Chris Goldsbrough, MC Christchurch Holdings Ltd T/A Crown Plaza Christchurch
49201	Option 2 - a minimal redesign maintaining two-	<p>[Attachment]</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Tony Walter, Grace Vineyard Church

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	way vehicular access and some time-restricted parking	Yes. We own 284 Tuam ST and 286-290 Tuam ST. Our plan is to develop the site into a church/community hub. We'd like to have one of the parks outside our building as a disabled car park - see location on attached map	
49202	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) We do not support proposal. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) We do not support proposal. The current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	Jenna Brown, Lil' Ruby Café
49204	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) We do not support proposal. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) We do not support proposal. The current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	Scott Brown, FreshChoice City Market
49206	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) We do not support proposal. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p>	Hamish Robinson, FreshChoice Barrington

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		<p>Madras Street (Moorhouse to St Asaph) We do not support proposal. The current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	
49282	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) The current cycle ways already create traffic jams. There are hardly any people on the cycle ways most of the time. From customers I have heard them say they prefer staying in their car as they are scared of being confronted by the homeless population in town and feel safer in a vehicle in town which they can lock. Maybe deal with the crime issue first.</p>	Lilly Moore, Kate Sylvester
49321	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment] Inovo Projects Limited feels strongly that optimum needs of occasional activities held at Te Kaha (often outside of business hours) should not dominate the needs of business to allow the free flow of traffic to reach their premises and a reasonable amount of parking to adequately service their needs. We have read and Property Council New Zealand's submission on this and after careful consideration agree with it in its entirety.</p>	Peter McAuley, Inovo Projects Limited
49327	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Our submission is that Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	Maria O'Halloran, J Ballantyne & Co Ltd
49335	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	[Attachment]	G Wilson, Central Riccarton Residents Association Inc

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49340	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>It is simpler to close the street/area on the few days a year that an event is held at the Stadium.</p> <p>Yes repair any infrastructure, but delay further changes until the financial situation changes.</p> <p>It is also time that the one way street system is completely removed and reassessed.</p> <p>The best time to made changes is when you fully understand the crowd patterns and behaviour, pre and post event.</p>	Nicole Arts, High Street Partners
49344	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Lichfield is a crucial connecting road from Madras for over 1850 car parking spaces in buildings and the Bus Exchange MAINTAIN THE CURRENT TWO WAY MAINTAIN AS MANY CARPARKS AS POSSIBLE</p> <p>Madras Street (St Asaph to Latimer Square) This is a main arterial route. Speed reduction will cause congestion and increased carbon burn and will negatively affect the broader roading in the whole city. MAINTAIN THE CURRENT SPEED LIMIT OF 50KM/H</p> <p>Madras Street (Moorhouse to St Asaph) Reduction of speed will cause congestion, increased carbon burn and will negatively affect the wider roading in the whole city MAINTAIN 50KM ON MADRAS STREET</p> <p>Tuam Street (Madras to Fitzgerald) We do not support removing 15 car parks to widen the footpaths.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Support changing it to two way MAINTAIN THE CURRENT SPEED LIMIT OF 50KM/H</p> <p>Barbadoes Street (Hereford to Tuam) Do not support the removal of carparks to widen footpath</p>	Annabel Turley, Unichem Cashel Pharmacy
49628	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Town Planning Group wishes to provide feedback on behalf of our client Wilson Parking (NZ) Limited. [REDACTED] [REDACTED]</p> <p>[REDACTED]</p> <p>Our feedback seeks to allow for two-way vehicle access to be maintained to 138 – 140 Lichfield Street where possible when finalising the proposed street upgrades. We note that there is demand for off street vehicle parking in this area, and the granting of this land use consent will seek to alleviate some of the parking demand in the vicinity [REDACTED] [REDACTED]</p>	Robyn Fairmaid, Wilson Parking (NZ) Limited C/ Town Planning Group
48560		<p>Madras Street (Moorhouse to St Asaph) Ara wishes to advise CCC of its support for the proposed works around the new Te Kaha stadium and High Street.</p> <p>Thank you for providing the opportunity to give feedback.</p>	Tim Maxwell, ARA
48736		[Attachment]	Dom Kalasih, la Ara Aotearoa Transporting New Zealand

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48737		[Attachment]	Jess Stevens, Environment Canterbury
49043		<p>[Attachment]</p> <p>Tuam Street (Madras to Fitzgerald)</p> <p>Overall the design is ok, the biggest issue we see is with the removal of carparks, (its already hard to get a park in the street due to no time restrictions on the parks) We request a disabled carpark so those who come can park nearby the door</p> <p>We also are wondering about if there will be road closures when big events happen, will those who come to the Freestore be able to have access esp Disabled.? Could this be part of the traffic plan?</p>	Stuart Ennor, Kairos Food Rescue
49171		[Attachment]	Ben Holloway, Tyler Wren
49216		<p>Lichfield Street (Manchester to Madras)</p> <p>We generally support the proposal to improve the Lichfield Street corridor.</p> <p>FRL are currently reviewing options for the redevelopment of 115 Lichfield Street (One Central Superlot 8) and request that any works give due consideration to the access requirements of this site.</p> <p>Our current preference would be to provide vehicular access from the adjacent Huanui Lane but would not want to preclude access from Lichfield Street.</p> <p>We would also encourage the provision of adequate loading zones on Lichfield Street to service any commercial tenancies.</p> <p>We are happy to discuss specifics with your consultants.</p>	James Jackson, Fletcher Living
49329		[Attachment]	David Kennedy, Te Kaha Project Delivery Team
49389		[Attachment]	Jessica Mangos, Fire and Emergency New Zealand

Individuals

ID	Option - Lichfield Street (Manchester to Madras)?	Comments	Name
47561	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tashana Mehta-Wilson
47562	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kristi Tocket
47563	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (Moorhouse to St Asaph)</p> <p>The signalized crossing looks good, but I would prefer to see a raised penedstrian platform as well at the location of the crossing to signal to drivers that this is clearly a pedestrian priority crossing. Additionally would prefer to see better facilities for cyclists at the moorhouse intersection as it is currently very scary to cross.</p>	Ryan Moore
47564	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras)</p> <p>Make it cheaper for developers to build in the empty spaces, the sooner we get this part of the city built up the better. And allow buildings to be as high as they want to go and make them mixed us buildings of Hospo, retail at ground level, office spaces at the lower levels and appartments at the top levels.</p>	Sandra Bell

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	reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Make it more pedestrian friendly and less cars	
47565	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Angela Davies
47568	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Keygan Clutterbuck
47569	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square) Road design allows for turning into the existing car park building without backing up traffic as currently happens on Lichfield by the crossing car park. (potentially with a dedicated lane during those times, or lights that are used during events). Barbadoes Street (Hereford to Tuam) While it doesn't impact me personally, car parking is an often cited criticism of the new stadium. With an existing carpark building on Madras St, it may make sense for another car park building to be constructed on Barbadoes Street, or to plan for the potential of one. The road should be designed with this in mind.	Tom Mohammed
47570	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lance Dawber-Ashley
47571	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Creating spaces for people and active transport rather than cars make nicer places. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Please de-prioritise cars as much as possible.	Ryan Bond
47572	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Robin Howison
47573	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) The full upgrade - saves time in the long run, and is a safer more inviting space in our city. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Please please please if you're going to put the cycle way at road level, can it be a protected cycle way (with barriers where not obstructing driveways)? At busy times at the arena (rush hour, during events), there will be significantly higher traffic flow, and this increases risks to cyclists with cars blocking cycleways, using it as shoulder space, and parking in cycleways. Please do it right the first time.	Jayden Carr
47574	Option 1 - a full street upgrade that maintains local access for traffic, but	Lichfield Street (Manchester to Madras) It definitely needs it	James Oliver

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	reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) That looks great</p> <p>Madras Street (Moorhouse to St Asaph) Looks great but needs to be faster</p> <p>Tuam Street (Madras to Fitzgerald) Looks great but needs resealing</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Looks great but needs to be resealed</p> <p>Barbadoes Street (Hereford to Tuam) Looks wonderful</p>	
47575	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lower speed limits ONLY on event days. LED signs are easy to make changes to	Conrad Fitz-Gerald
47576	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Great idea to make the access to and from the city and the stadium pedestrian friendly and inviting	Jono Boyce
47577	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lara Hitchcock
47579	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Acacia Lane
47580	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Good to do it properly so less disruption on event days and better set up for people attending events	Matt Moore
47581	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Aaron Campbell
47582	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Barbadoes Street (Hereford to Tuam) Barbadoes street is quite a busy area for housing, none of these apartments or townhouses have carparks or if they do they are minimal. Barbadoes Street is already packed with cars along with the surrounding streets.	Michael Monk

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		<p>I believe by removing carparking and offering no alternative for residents you are encouraging a less liveable area of the city. The solution could be for carparks around Barbadoes and neighbouring areas to be residents only. This stops the commuters who work in the city from taking all the parks, but leaves these open for residents.</p> <p>We should be encouraging central city living, but developers are building more and more property without carparks. I believe by removing parking around this area you are making central city living unappealing.</p>	
47583	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Looks great . Go with these plans and just get on with it. Really want this up and running as soon as possible</p>	Justin Stewart
47584	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Cheryl Comfort
47586	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Niki Mirfin
47587	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		William Torres
47588	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chelsea Liddy
47590	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Great option to make Lichfield Street and eastern corner of the CBD more inviting for pedestrians.</p>	Kirk Lightbody
47591	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Make it all pedestrianised from Colombo to Madras except for buses. Also I don't know where to put this but make the trams not just a tourist attraction but use them for public transportation with frequent reliable services around Ōtautahi while making all PT free on the day of sports game and events. Also have lots of parking for bikes so people can cycle to events.</p> <p>Madras Street (St Asaph to Latimer Square) Make it a shared road with the option to stop all car traffic when large sports events are on.</p>	Oscar Compton-Moen
47592	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Events at Te Kaha should be encouraging people to use alternate means of transportation to get into the city, whether public transport, cycling or walking. Making Litchfield a safer street for all road users helps with this transition.</p> <p>Increased bike/scooter parking is a key part of this transition also. And providing an arterial walking route from the bus exchange to the stadium is of great importance.</p>	Harry Jamieson

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		<p>Additionally, those who choose to drive to Te Kaha events will more than likely need to park in one of the multi-story car parks on Litchfield Street. Making this section of the road safer is good for them as well.</p> <p>When there is no event, people who are attending the businesses on Litchfield Street only have to walk two blocks to three different multi-storey car park buildings. I doubt it removing the few on street parking spots would have a real term negative impact on these businesses traffic flow.</p> <p>Please make Christchurch a city for the future, not one designed for the 1960s.</p>	
47593	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>The cycle lanes are great.</p> <p>Not specifically for this section but as a general comment please ensure there's sufficient space for cycle parking. Otherwise bikes will be parked in the way and on pedestrian paths.</p>	Ben Ellis
47594	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I live locally and would enjoy more pedestrian-friendly spaces</p> <p>Madras Street (St Asaph to Latimer Square) I live very close and I think the space will be enjoyable when it's not busy during events</p> <p>Madras Street (Moorhouse to St Asaph) Seems sensible</p> <p>Tuam Street (Madras to Fitzgerald) Makes good sense, especially eliminating the remaining two-way section which I find confusing.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Seems sensible</p> <p>Barbadoes Street (Hereford to Tuam) Very happy, as above I expect it will have good amenity for local</p>	Gareth Bezett
47595	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Barbadoes to Fitzgerald) i love the idea to make this a 2 way street, it have been very inconvenience, for people to come this way . so i am very happy to hear that its turning into a 2 way street.</p>	Adeline Sim
47597	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) Keep it 50kph but put in electronic signs to reduce to 30kph during event times. No need to reduce the speed permanently for a hundred hours of the year.</p> <p>Madras Street (Moorhouse to St Asaph) Keep it 50kph. Traffic light crossing is fine but no elevated crossing on Madras st.</p> <p>Tuam Street (Madras to Fitzgerald) Glad it's finally being made all one way. Surprised you haven't continued the separated cycle way. Less of my rates being spent I guess which is good.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Left in left out would be best. 2 less sets of traffic lights except for pedestrians crossing.</p> <p>Barbadoes Street (Hereford to Tuam) I hope space is being left for future transport use. Perfect space down the side for trams in a decade or two.</p>	Ryan Wood
47598	Option 1 - a full street upgrade that maintains local	The whole plan seems to be well thought out - I like it	Kathryn Christensen

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	access for traffic, but reallocates more space for mixed uses		
47599	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	For this to be world class and be safe for pedestrians I believe these areas should be closed to all traffic on event days and have safe access for cycling too and from events at Te Kaha. Make them all similar to Cashel mall or New Regent st. Minimal traffic with zero congestion. Option one is the best one by far.	Peter Beswick
	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 is much preferred and looks like an excellent extension of the pedestrianised area.</p> <p>Madras Street (St Asaph to Latimer Square) This looks like an improvement, however it is disappointing to see painted bike lanes instead seperated cycle lanes. It looks to be an area which may carry a fairly large volume of traffic and as such I would hope that they would be integrated. As well as this, I think 20kms would be more suitable.</p> <p>Madras Street (Moorhouse to St Asaph) This again is an excellent improvement, however as it is a fairly busy road, I would prefer to see a larger shared path for pedestrians and cyclists possibly similar to that seen near the hospital. As well as this, I think 20kms would be more suitable.</p> <p>Tuam Street (Madras to Fitzgerald) I think that it would be good at this intersection to have some sort of material such as pavers to make it subconsciously clear that drivers are entering an area that is for pedestrians. As well as this, I think 20kms would be more suitable.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I think 20kms would be more suitable.</p> <p>Barbadoes Street (Hereford to Tuam) Again it is disappointing to see painted bike lanes instead seperated cycle lanes. It looks to be an area which may carry a fairly large volume of traffic and as such I would hope that they would be integrated.</p>	Jack Halliday
47602	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	General support but may need more cycle parking for events	Matt Dumont
47604	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Barbadoes to Fitzgerald) They are good.</p> <p>Barbadoes Street (Hereford to Tuam) Agree</p>	Tobias Meyer
47605	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Paul Smith
47606	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Joshua Lucas

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47608	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) My biggest concern is losing the parking options for residents.	Nathan Taylor
47609	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square) It needs to be a safe place for women and kids - it needs to be lit up like it is day until everyone is safely home. Lichfield Street (Barbadoes to Fitzgerald) Signposting to the taxi / uber pick-up location needs to be clear - maybe something like following the green line similar to AKL airport between the two terminals :-)	Kristin Lucas
47610	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sarah Butterfield
47611	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Only way we will be able to attract tourists is by making our city more beautiful... we have nothing else to offer!	Darcy Knibb
47612	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Option 1 is what all the transport & psychology research recommends. It's evidence based, it's human-centred, it's what a world class city looks like. Please do the right thing. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Fully support	Blake Quartly
47613	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Agree with the changes	Vanessa Sears
47616	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jannie Greeff
47619	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Option 1 will improve the city more than option 2 will. We need to attract people into the city, and give them reasons to keep coming back, Option 1 will do this. Option 2's ongoing costs for event management is dead money.	Eoin Farrell
47620	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Fully pedestrianise. Love it.	Dayne Drummond
47621	Option 1 - a full street upgrade that maintains local		Frances Ogier

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	access for traffic, but reallocates more space for mixed uses		
47622	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Melanie Ruru
47623	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) New developments on this section of Lichfield Street make it the perfect spot for a new community space. While option 2 is cheaper in the short term, it's evident that Te Kaha isn't about short-term cost. The justification for more funding on Te Kaha was that it would generate more money when being used (this is a long-term way of thinking). It makes no sense to flip-flop between short-term and long-term thinking for this project when one direction has already been set.</p> <p>Madras Street (St Asaph to Latimer Square), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), That section will undoubtedly get a lot busier. Steps like these to protect pedestrians are good but absolutely necessary in building such a large stadium.</p> <p>Barbadoes Street (Hereford to Tuam) That section will undoubtedly get a lot busier. Steps like these to protect pedestrians are good but absolutely necessary in building such a large stadium. Catering for neighbouring destinations is also something that's great to keep in mind.</p>	Thomas Brocherie
47626	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Strongly support greening Lichfield Street and opening it up for pedestrians and outdoor dining.</p> <p>Some vehicles have already started rat-running through Huanui Lane to avoid Manchester St, so perhaps a steep kerb entry or other treatment could be used to slow cars coming out of Huanui Lane onto Lichfield Street.</p> <p>Madras Street (St Asaph to Latimer Square) following general feedback applies to all the street changes proposed:</p> <p>I generally support the planting, landscaping, and pedestrian improvements.</p> <p>I would like to see more protected cycle facilities, particularly at intersections. Given that the design already allocates road space to cycling, and the kerb line is being extensively changed, it doesn't seem that protected cycle lanes and/or intersections represent much additional cost or complexity. There is unlikely to be a cheaper time to implement these improvements than now. If design for over-dimension vehicles is an issue, perhaps mountable kerbs or similar features could be considered.</p> <p>In particular, shared cycle / turning lanes don't provide a particularly safe or pleasant cycling experience, particularly given the traffic volumes on these streets. I imagine these would not be considered suitable for a major cycle route. Consideration should be given to redesign these with protected "dutch style" cycle crossings outside the turning lane</p> <p>Madras Street (Moorhouse to St Asaph) The Madras/Moorhouse intersection is not substantially changed in this design but currently provides a very substandard pedestrian experience, with missing crossing legs and high-speed slip lanes with poor visibility. It should be a priority to fix.</p> <p>Tuam Street (Madras to Fitzgerald) Tuam Street between Madras and Barbadoes is probably the clearest case for protected cycle infrastructure of the streets where changes are being proposed. It is a busy cycle route and the north side of the road has few driveways or conflict points that would interrupt a protected cycle lane (although that stadium may change this somewhat). Additionally there is no conflicting left turn movement for cars at the Tuam/Barbadoes intersection, further simplifying a potential protected cycle lane at the intersection</p>	Joseph Corbett-Davies

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47629	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Dale Deavoll
47630	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 is much nicer and will attract foot traffic down this way for the businesses. There are loads of car parks in surrounding buildings and so don't need off street car parking. This will be safer and nicer option for crowds walking to stadium events to not have to worry about cars driving down both sides of the street.</p>	Kelly Burnett
47631	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Strongly support Option 1</p> <p>For option 2, consider providing new kerb and channel instead of retaining existing on the north side. The current kerb and channel is in a very poor condition from age and demolition/construction damage</p> <p>Madras Street (St Asaph to Latimer Square) Thank you for improving the safety of the Bedford Apartment/Terraces car park entry by removing the 'road' and creating a vehicle crossing similar to Ash Street.</p>	Matt Jaundrell
47632	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Very much in favour with more street appeal, one-way eastwards, more retail and more greenery for Lichfield St. However, I am very concerned about the lack of availability of on-street car parking for the East Frame residential properties, particularly for visitors to the Frame, i.e. guests of the residents. I'm also very concerned about security for people living in the Frame, particularly with public pedestrian access down Bedford Row and the interconnecting private lane between Bedford Row and Lichfield St.</p> <p>Madras Street (St Asaph to Latimer Square) am concerned about the volume of traffic using Madras St, for two reasons: 1. Slowing down the traffic will cause congestion, so diverting a significant portion of this volume along alternative routes needs considerable thought. 2. The safety of pedestrians crossing Madras St needs to be adequately provided for in terms of sufficient numbers of controlled crossings with long delays. Please do not position a crossing near to Bedford Row, public access to which I would prefer to be discouraged.</p> <p>Madras Street (Moorhouse to St Asaph) am concerned about the volume of traffic using Madras St, for two reasons: 1. Slowing down the traffic will cause congestion, so diverting a significant portion of this volume along alternative routes needs considerable thought. 2. The safety of pedestrians crossing Madras St needs to be adequately provided for in terms of sufficient numbers of controlled crossings with long delays.</p> <p>Tuam Street (Madras to Fitzgerald) Very much in favour of making Tuam St one-way for the entire length. There is a need to better protect cyclists along this route, particularly between Barbadoes & Fitzgerald and most particularly at the intersection with Fitzgerald. The staggered crossing there is a nightmare for cyclists, both turning right onto Fitzgerald (being hit by cars going straight across), and when cycling straight across (being sandwiched against the curb by cars going straight across).</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Generally in favour.</p> <p>Barbadoes Street (Hereford to Tuam) Generally in favour, as this should improve cycling into the CBD from the eastern suburbs. On this subject, this development (the arena) is an ideal opportunity to improve the cycling link from the CBD to the Coastal Pathway via Linwood Avenue, as this route seems to have lost its way a bit between the CBD and the new cycleway along Linwood Ave.</p>	David Birch

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47634	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Looks amazing! Love this modern, liveable street with an emphasis on pedestrians!	Adam Cox
47637	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Strongly prefer Option 1. Love the pedestrian focus - this would become the Terraces of the South-Eastern City! Can imagine sitting outside in a restaurant before a concert or rugby game in the sun on Lichfield, then wandering into the stadium. Awesome! It flows on nicely from High St as a pedestrian corridor. Also really enjoy the green emphasis - we are the Garden City and we should continue to grow this image. Spend the extra money now and save in the long run. There is a parking building in the block for those who need to use it. Madras Street (St Asaph to Latimer Square) Would love to see some pedestrian overbridges from the stadium onto the western side of Madras St to help alleviate some of the pressure on the crossings after big events. Could put advertising screens/signs on them for motorists etc. Otherwise, good to see lots of green again and the slower speed makes sense. Tuam Street (Madras to Fitzgerald) Move the bus stop on the northern side of the road further east - if people are waiting for the bus after an event then it will block the footpath for other users. If it is east - past the easternmost exit of the stadium - then those bus users are waiting out of the way of the masses. One-way the whole way makes so much more sense, and will streamline the network. Lichfield Street (Barbadoes to Fitzgerald) Two-way makes so much more sense. Barbadoes Street (Hereford to Tuam) Makes sense having a wider footpath. Would be nice to see more trees being put in on this side too, but that is possibly part of the Te Kaha plan.	Matthew Vannoort
47638	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) It would be short sighted to delay these works. They are an essential part of creating the future city we all want. It would be so embarrassing for Christchurch, and even more frustrating for businesses, if we had to do the road works AFTER the stadium opened. We have budgeted the financial shortfall, and consultation said get on and do it. Please don't let the new mayor change that now.	Chelsea Halliwell
47641	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ali Wickham
47642	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Looks good, the stadium need a main thoroughfare for pedestrians except it would be great to keep the existing cabbage trees on Manchester corner Madras Street (St Asaph to Latimer Square) looks like you have created a pinch point at the Lichfield intersection...? cars turning left to get to the carparking building on ash street, will hold up traffic behind them. The right hand land as well will hold up traffic when vehicles enter VIP and service lane entrance, Both lanes will potentially block Madras Street (Moorhouse to St Asaph) there needs to be additional planting and paved sections on the footpaths outside. Stop Ara looking like UC's poor cousin Tuam Street (Madras to Fitzgerald) because the area is loosing so many carparks already, consider making the loading zones and coach parks time limits only for events, keep normal carparks at all other times	Jordan Mc

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		<p>Lichfield Street (Barbadoes to Fitzgerald) no need to limit the carparking down this section. There probably doesn't need to be a right hand turn from Fitzgerald ave onto Lichfield, stop removing trees from the islands... its looking more and more like Moorhouse ave every year</p> <p>Barbadoes Street (Hereford to Tuam) nope looks good</p>	
47645	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1's full street upgrade just makes sense. The stadium is undoubtedly going to create major foot traffic and having a fit for purpose street will make events run much more smoothly, with less change and ongoing cost as well. Another major positive is how this would improve the pedestrian connection between the bus interchange and the stadium. This would good encouragement for attendees to use the bus network for easy access to events, rather than relying on private transport.</p> <p>The creation of a more attractive streetscape and outdoor dining opportunities would surely be a positive for business as well. Sydney's CBD has done similar work and the areas are always filled with diners.</p> <p>This option would help make the CBD a more livable one as well, complementing the large amount of housing development in the vicinity.</p> <p>The city has taken a long time to recover from the earthquakes, and projects like this one are important steps for rebuilding a more vibrant and livable CBD for our city.</p> <p>Madras Street (St Asaph to Latimer Square) The proposed increase in footpath capacity on this road will be essential for the smooth running of events at the stadium, Reducing the speed limit down to 30km/h also makes sense for safety with so many more people about.</p> <p>Madras Street (Moorhouse to St Asaph) The redesign here looks great for Ara students. The road currently isn't great for cyclists and pedestrians, so the redesign will really help with safety in the area. The increased turnover from changing the car parks to 120 minutes would be helpful for businesses in the area as well.</p>	Sam S
47646	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Anderson
47647	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tony Cahill
47648	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Patrick Hayes
47650	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Lewis

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47651	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Once Te Kaha is complete, the main use of this street will be for foot access to the stadium. I see little need for vehicle or cycle access at all. Certainly no need for two way traffic - where will the cars be going to or from? The one thing that concerns me about this scheme is that there is not enough of a "drop-off area" where cars/vans/taxis can pull safely off main streets - to allow passengers to exit without getting too close to pedestrians or holding up traffic. I think a "drop-off/pick-up loop" should be incorporated somehow, but not on the street providing main pedestrian access. Maybe Cashel/Hereford?</p> <p>Madras Street (St Asaph to Latimer Square) The wider footpath is essential. Could be a shared two-way cycle lane. Except for busy events, this would work well. When the area is teeming with pedestrians (big events), cyclists should have the sense to stay away from the area, ride on the road, or use an alternate route. I am saying this as a committed cyclist who is generally in favour of separated infrastructure - but efficient through routes and large events cannot coexist in the same place at the same time.</p> <p>Madras Street (Moorhouse to St Asaph) Similar - if the East side footpath is made so wide it could be a shared use two way cycle way, removing the need for an on street cycle lane. This would minimise conflict between car parking, cyclists, and cars. Given the poor connection to the South of the city (Gasson St is very unpleasant on a bike due to the narrow lanes), it seems unlikely that Moorhouse to St Asaph Northbound is a popular cycling route? And is there really a demand for Southbound cycle access on Madras from St Asaph to Ara given that cyclists travelling on St Asaph must be Westbound, so could have entered the campus between Madras and Barbados?</p> <p>Tuam Street (Madras to Fitzgerald) One way looks better.</p>	R M
47652	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I would even be inclined to allow this to be similar to Cashel street mall where deliveries are allowed though the tram route during the morning hours and closed off in the late morning. There should be no real need for motorists to travel the small stretch of road.</p> <p>Due to access still being needed up to Nurseryman Lane for the carpark building the slip lane could stay in place with safety bollards in place if needed.</p> <p>Madras Street (St Asaph to Latimer Square) DO NO REDUCE WIDTH OF LANES!!!! I cannot stress this enough as someone who travels this route daily during peak traffic its would make the trips more stressful if the lanes are made narrower. Please dont make it feel like Saint Asaph street as that's so hard to drive down.</p> <p>Would pedestrian bollards be a wise and worth while addition the the Te Kaha side of the street to improve safety? Even if they aren't the traditional plain bollards but more architectural safety barriers. (Same for all side approaches of Te Kaha)</p> <p>Madras Street (Moorhouse to St Asaph) Nothing that I can think of similar to the section next to Te Kaha please don't narrow the lanes.</p> <p>Would pedestrian bollards be a wise and worth while addition the the Te Kaha side of the street to improve safety? Even if they aren't the traditional plain bollards but more architectural safety barriers. (Same for all side approaches of Te Kaha)</p> <p>Tuam Street (Madras to Fitzgerald) Everything street wise seems understandable. Love the change to one way. However is there a possibility for the intersection of Fitz Ave to have two left turn and two right turn lanes as the left lane quite often become backed up which currently impedes the right turning traffic lanes.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Great changes all around is there any chance for the addition of trees between the parking spots. Even with the slight reduction in parking spots it would help to balance the removal of trees that occurs due to the turning lane on Fitz Ave being added in.</p> <p>Barbadoes Street (Hereford to Tuam)</p>	Ryan Zegerman

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		Great additions through here however is there an ability for the intersection of hereford street to also be paved as this would create a more unified look through the bordering streets to Te Kaha.	
		Would pedestrian bollards be a wise and worth while addition the the Te Kaha side of the street to improve safety? Even if they aren't the traditional plain bollards but more architectural safety barriers. (Same for all side approaches of Te Kaha)	
47654	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Are there any options for reduced parking rates for residents in the area with much of the street parking removed?</p> <p>Madras Street (St Asaph to Latimer Square) Access to Bedford row parking entrance should be wider to allow two way traffic more easily and care to maintain line of sight south when exiting carpark as this is currently very poor and doesn't look too be changing much with the designed small green zone being similar in size to the current no parking area.</p>	Brad Richardson
47655	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Aric Thorn
47656	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) There are already a bunch of carpark buildings in the area - two on Litchfield street and one on Hereford street and then another by the new stadium. These aren't at capacity so pedestrianising the area makes sense especially with the stadium being built.</p>	Joseph Middlemiss
47657	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More trees a mix of natives and non natives	Thomas Dowd
47658	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Needs to go ahead. Can't expect to open a stadium with no changes. It needs to be safe. Would be a pity to delay and have to do work reactively rather than proactively.	Libby Neumann
47659	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Make it pedestrians + cycles only</p>	David Palmer
47660	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Richard Sherriff
47661	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	For all plans, I love hearing that the council is taking pedestrianisation seriously for important areas. As someone who doesn't own a car it is often super frustrating to find ones self somewhere that was built for cars primarily. The nicest spaces in the city are the ones built for humans not machines.	Jordan Hay
47662	Option 1 - a full street upgrade that maintains local access for traffic, but		Paul Shelestovich

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	reallocates more space for mixed uses		
47663	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Darya Mikhaliouak
47664	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) We should make our city centre pedestrian friendly. Like a modern city.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) I would love to see this pedestrian friendly with cafe culture.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Our whole city centre should be pedestrian friendly. Remove cars completely from some streets.</p>	Jake Owen
47666	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jared Kloppe
47667	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More Cycleways and pedestrian access. Less cars.	Ali Plunket
47668	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben Majendie
47669	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I own a car but try not to drive into the central city so having more welcoming streets really are what brings me to the city centre otherwise I'll stick to where I'm living</p>	Liam Hooper
47670	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Bike lanes are imperative.	Connor Reich
47671	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Liam Byrne
47672	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I agree with the changes	Sophie Morton

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47673	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The plans are good.	James McKie
47674	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The whole city center should be pedestrian and bike friendly, so that people leave their cars at home or park at the city fringes.</p> <p>Madras Street (St Asaph to Latimer Square), Lichfield Street (Barbadoes to Fitzgerald) Bike lanes should not just end on a road shared with cars. Bikes are the future and need safe separate bike paths from beginning to end.</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Barbadoes Street (Hereford to Tuam) Bike lanes should not just end on a road shared with cars. Bikes are the future and need safe separate bike paths from beginning to end. Dedicated bike lanes are a good start, but still not safe enough as drivers often end up on them, sometimes even to park!</p>	Marino Beenhakker
47677	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Make it more pedestrian and cycle friendly	Henry Ashton-Martyr
47678	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Erin Stewart
47679	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben Elley
47681	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kha Pham Nguyen
47682	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The city is in dire need of more limited traffic areas like this for people to get used to the concept.</p>	Paul Hamilton
47683	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Dan Moulton
47684	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I think this is a really good idea to facilitate outdoor use of venues close to Te Kaha</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) I think it's well thought out - my only concern is the lack of protected cycle ways on Madras St. I often bike down this road and while the plans specifically designate a cycle way, physical protection has proven to be safer than paint.</p>	Andrew Shaw

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47685	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jared Inglis
47686	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Andrew Hawken
47687	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Price
47688	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Alex Cochrane
47689	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	As much pedestrianisation and cycle access as possible	Lachlan Howat
47690	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I very strongly support the full street upgrade to Litchfield street as this will benefit everyone in the city (both stadium users and people who don't go to the stadium) for many years. I think it is vital that this enhancement takes place.</p> <p>Madras Street (St Asaph to Latimer Square) I strongly support the plans for Madras Street (st Asaph to Latimer sq), especially the additional landscaping and reduction in speed limit</p> <p>Madras Street (Moorhouse to St Asaph) I think the mid-block crossing near Ara is vital for safety as there is currently no safe way to cross</p> <p>Tuam Street (Madras to Fitzgerald) I support the widening of the footpath and the improved pedestrian crossing as this area often feels hostile to b pedestrians by design</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support the reduced speed limit on lichfield</p> <p>Barbadoes Street (Hereford to Tuam) I support the widened footpaths and safer crossings on this section of Barbados street</p>	Sally Provan
47691	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Glenn Conway
47692	Option 1 - a full street upgrade that maintains local		Jay Harland

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	access for traffic, but reallocates more space for mixed uses		
47693	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Louis Dyer
47695	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Claudia Jardine
47696	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Sounds fantastic, please don't compromise, go for as much pedestrianisation and cycle ways and public transport as possible, remove as many parking spaces as you can.	James Brooks
47697	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Turning madras in a 30km/h zone seems like a great way to have worse traffic congestion. These streets (madras and barbadoes) are the main ways through the city. What is the plan to compensate for this?</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Has appropriate consideration been given on how these changes will increase travel times through the cbd. These streets (madras and barbadoes) are the main ways through the city. What is the plan to compensate for this?</p>	Dylan Guthrie-Wickens
47698	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Pedestrianise it completely with access points between the town hall and stadium, bus exchange in mind. Less cars in the CBD and walkability / public transport need to be a focus for Chch.</p> <p>Madras Street (St Asaph to Latimer Square) Looks good!</p> <p>Madras Street (Moorhouse to St Asaph) Remove car parking for everything except service vehicles (taxi stands, deliveries)</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Priority bus lanes</p>	Krystal Boland
47699	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	No modern city should be designed around the use of cars. What is being proposed is an excellent environmentally friendly, and socially stimulating design. Increased foot traffic in these areas will greatly benefit this side of town.	Alex Purcell
47700	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Ling
47702	Option 1 - a full street upgrade that maintains local access for traffic, but		Max Gerling

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	reallocates more space for mixed uses		
47703	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Looks great! Always always always build for people and planet - not cars!</p> <p>Madras Street (Moorhouse to St Asaph) Much needed upgrade for cyclists!</p>	Kris Herbert
47704	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please make it as pedestrianised as possible! Cashel Street and the terrace are such wonderful places to be. There are plenty of roads in christchurch for people to drive on if they feel like they are missing out	Ross Lothian
47705	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Love it. Need more pedestrian friendly areas in the city.</p> <p>Madras Street (St Asaph to Latimer Square) Keep the speed limit at 50kph but have electronic signs so it can change to lower limits when events take place.</p> <p>Tuam Street (Madras to Fitzgerald) Great to see it go back to a one way.</p>	Michael Garrett
47706	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Great plan, I just wish we could do this with more city streets.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Good plan</p> <p>Barbadoes Street (Hereford to Tuam) Reducing the speed limit to 30 on Barbadoes would make that part of town much safer and a more pleasant place to be, without affecting throughput much.</p>	Adriel Kind
47708	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Erica Lim
47711	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Graeme Woodward
47712	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Making the street more pedestrian/cyclist friendly, and less dominated by cars is a good step to making the central city a more welcoming region, and encourages more small businesses to develop</p> <p>Madras Street (St Asaph to Latimer Square) Looks like a positive move. The number of people flowing from the arena into and out of the city center is likely to significantly increase, so improving that flow without significantly impeding through traffic seems like a good compromise</p> <p>Madras Street (Moorhouse to St Asaph) Approve. upgrading the cycleways along Madras St helps that traffic flow</p>	Rob McNeur

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		<p>Tuam Street (Madras to Fitzgerald) Agreed</p> <p>Lichfield Street (Barbadoes to Fitzgerald) My only suggestion here would be to significantly increase parking along Fitzgerald to draw vehicles away from the inner city but provide more parking spaces for the arena and within easy walking distance. Its great having improved walking access to the arena and central city, but needs to be balanced by improved parking around the 4 Aves perimeter to encourage people ot leave their cars outside of the main area.</p> <p>Barbadoes Street (Hereford to Tuam) East of Barbadoes needs to provide increased (off-street) parking opportunities to keep vehicles out from the central city.</p>	
47714	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jessica Tabke
47715	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ollie Scholz
47717	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Absolutely support a more pedestrianised central city, all these changes are well thought out	Callum Morrish
47718	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I don't have any street-specific comments other than general feedback to improve the ability for folks to use non-car transportation into the arena. I would note, however, the vast majority of days/times, the arena will not be in use, so its presence should not negatively impact directional flow through that portion of the city nor negatively impact local schools/businesses excessively. I also would wonder – with a 25k capacity, our not-very-dense city, and its intended purpose as a regional attraction – there is an unavoidable mass of car transport likely to descend upon Christchurch on event days. Even if the area immediately around the arena is pedestrian-friendly (to vendors/attractions in the center city), what sort of high-density parking in the area could actually accomodate that many visitors? Thanks!	Ryan Radecki
47719	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matt Suter
47720	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mathew Falloon
47723	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Aaron Wilson
47724	Option 1 - a full street upgrade that maintains local access for traffic, but		Debbie Mirambel

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	reallocates more space for mixed uses		
47725	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) This stretch of road has already become an ad hoc shared zone whenever crowds gather in the city (such as on weekends); redevelopment will create a safer space for everyone and will be beneficial to pedestrians regardless of stadium traffic.	Maria Hellstrom
47726	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) More pedestrianisation. It'd be good to encourage space for pop up stores etc	Haden Hansen
47727	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matthew Bridle
47728	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) If you look at any modern stadium in Australia they always have great access for pedestrians in the surrounding areas. I strongly support the mixed use area. Anything less is squandering a brilliant opportunity to create a more modern people-friendly part of town. Madras Street (St Asaph to Latimer Square) I like the increased footpath width around the stadium perimeter. Tuam Street (Madras to Fitzgerald) Agree with making it one-way to Fitzgerald Ave Lichfield Street (Barbadoes to Fitzgerald) Agree with making it two-way as the stadium severed the street in half. Name change to Lichfield East Street?	Stephan Lloyd
47729	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Connor Millard
47730	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I support the proposed option 1 - It is essential to complete these upgrades now in order to manage higher pedestrian and traffic flows to do with the stadium once it opens. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support the proposal as is. It is essential to complete these upgrades now in order to manage higher pedestrian and traffic flows to do with the stadium once it opens. Tuam Street (Madras to Fitzgerald) I support the proposal as is. It is essential to complete these upgrades now in order to manage higher pedestrian and traffic flows to do with the stadium once it opens. I think the proposed upgrades for cycling are consistent with making the inner city safer for cyclists and promoting cycling as a means of transport for Christchurch residents.	S Matthews
47731	Option 1 - a full street upgrade that maintains local		Aaron Haddock

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	access for traffic, but reallocates more space for mixed uses		
47732	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Adding space for outdoor dining and more cycling infrastructure will benefit the area enormously. It will add character, attract more business and help take advantage of the new stadium. I also like the fact that this will save money in the long run.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald) The plan looks great!</p> <p>Tuam Street (Madras to Fitzgerald) I love the trees and cycle lanes.</p> <p>Barbadoes Street (Hereford to Tuam) Looks great, don't hold back!</p>	Matthew Tolan
47733	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gerhard Oosthuizen
47734	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Michael Keppel,
47735	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Brook Walker
47737	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Less cars more cycling and public transport	Wayne Teutenberg
47738	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Full street upgrade occur as per option 1	Fraser Beckwith
47739	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mitchell Tobin
47740	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 looks amazing! We need more streets like this around the city. Areas for outdoor dining, shared space where cars are guests, a much more welcoming environment with space for everyone. These are the spaces that attract people to town, it being near Te Kaha is just a bonus.</p> <p>Madras Street (St Asaph to Latimer Square)</p>	Rowan Goldsmith

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		<p>can we put the cycle lane behind the parking?</p> <p>Madras Street (Moorhouse to St Asaph) Can we get the cycle lane going around the back of the bus stop like we have on a lot of our protected cycleways?</p> <p>Tuam Street (Madras to Fitzgerald) Can we get the cycle lane going behind the bus stop and the on street parking, and also protect it more at the intersection without putting it in-between the two car lanes?</p> <p>Barbadoes Street (Hereford to Tuam) Is it possible to not put the cycle lane in-between two car lanes at the intersection by bringing it next to where pedestrians cross and protecting it at the corner from turning traffic, and also put the bike lane behind the on street parking?</p>	
47741	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jiman Lim
47742	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hugh Anderson
47743	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Vivienne Ong
47745	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mikaela Cunningham
47746	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Option one please	Regan Breen
47747	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Clayton Curnow
47749	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Driver
47750	Option 1 - a full street upgrade that maintains local access for traffic, but		Rebekah Palmer

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	reallocates more space for mixed uses		
47751	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Michael Hammerich
47752	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Juliette Sareant
47753	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	This submission applies to all the areas listed for comment: I do not support any of this funding being reallocated to pay for construction of the stadium. These areas should be upgraded and pedestrian and cycle access improved. If construction of the stadium requires taking funds from other infrastructure improvement and maintenance programmes (or any other public services or public goods, especially those already allocated) it is not affordable and I do not support it. I am not in support of the stadium in the first place, and if following through on that commitment means reducing funding in other areas, it reinforces that the commitment is inappropriate and not in the community's interests.	Katie Cowan
47754	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Samuel Paquier
47755	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Josh Smith
47756	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Luke Nilsen
47757	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) In either option, the area surrounding is going to be gridlock for cars at event times. We might as well choose the option which benefits the most people traveling to the stadium. With regards to car parks, losing 23 is a small price to pay for much safer pedestrian access. The business owners in the area will get more customers through pedestrian access than what 23 car parks would have allowed. Cities are about people, not space inefficient metal boxes.	Hamish Allan
47758	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Looks fantastic.	Sam Bufton
47759	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it once, do it right. Make it easier for people to walk to the stadium and reduce reliance on cars. Minimise congestion. Increase amount of vegetation. Improve experience of going to the stadium so that people keep coming back to the stadium.	Daniel McMullan
47760	Option 1 - a full street upgrade that maintains local	Lichfield Street (Manchester to Madras)	Michael Borthwick

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	access for traffic, but reallocates more space for mixed uses	<p>It will be best if things are better for pedestrians and public transport. That way there won't be as much congestion of cars getting to and from events. It can also increase the chance of pedestrians staying in the area after an event.</p> <p>Madras Street (St Asaph to Latimer Square), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) This sounds like a good idea. The city should be for pedestrians not cars, and anything encouraging this is good.</p> <p>Madras Street (Moorhouse to St Asaph) This sounds like a good idea especially connecting up the cyclepaths. The city should be for pedestrians not cars, and anything encouraging this is good.</p>	
47761	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) A big fan of this design. This is future proofed and will help make the area more friendly to pedestrians when events are on at the stadium. I anticipate it will become its own destination (hopefully similar to New Regent St), and spur activity for the hospitality businesses nearby. It makes no sense to give cars two lanes on this road given the future of this area. With sections filling up nearby with apartments and businesses, this option makes the most sense.</p> <p>Madras Street (St Asaph to Latimer Square) I like the idea of widening footpaths, however I would like to see more barriers where appropriate between the cycle and car lanes</p> <p>Madras Street (Moorhouse to St Asaph) The addition of a pedestrian crossing is great and has been needed for years</p>	Riley Brosnahan
47762	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I believe this will be a great benefit for businesses on Lichfield St. Essentially extending the pedestrian mall on Cashel street and The Crossing further East.</p>	Luke Parkinson
47763	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nick Scott
47764	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>This is a pretty ghastly and neglected area of town in terms of streetscapes and safety, which sorely needs an upgrade. If we are gonna spend a gazillion dollars on a stadium, we need this upgrade as a bare minimum to prevent the entire area becoming a ghetto.</p> <p>Could use more dedicated cycle protection I think but the design looks good.</p>	Andre Hopping
47765	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Lichfield Street between Manchester and Madras Street doesn't need a full two-way road on it. Most of the hospitality outlets there are frequented by office workers and others who walk to the shops from my experience. Option 1 is definitely preferred. As mentioned in the blurb this provides a good path to walk from the central city to the stadium which is ideal for residents and tourists making your stadium going experience even better (similar to Wembley in London). Please ensure that the contractor completes these works in a timely fashion for the sake of businesses. A well programmed construction methodology should have this completed much quicker than many other CCC works are being completed at the moment which sees no or minimal contractors onsite some days.</p> <p>Madras Street (St Asaph to Latimer Square) Increased widths of footpaths are a must and trying to make the street more attractive with trees and gardens is worth the money.</p> <p>Madras Street (Moorhouse to St Asaph) This section is not as critical as the Lichfield Street plans and the Madras Street plans directly adjacent to the stadium. If budgeting is a problem then this could be delayed for a later date. I don't think will have the pedestrian foot traffic on event days that other parts of the road will have.</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Mark Bellamy

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		<p>Wider footpaths are a must. I agree with changing to a one-way system as currently people turning south onto Barbadoes Street from Tuam Street (both directions) often want to turn at the same time and reach the other lane to reach St Asaph Street or Ferry Road which creates a hazard.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) \$1.04m for this works seems like a lot since not much is really happening. This could be delayed if needed for budget reasons.</p> <p>Barbadoes Street (Hereford to Tuam) This is another element of the plan I agree with and critical for the success of the stadium and surrounding area.</p>	
47766	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Lichfield st should be as pedestrian-friendly as possible to encourage people to walk from the stadium to the centre of town, and to open the east side of the CBD to pedestrian traffic</p>	Chris Baxter
47767	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Zac Bartlett
47768	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Cameron Oswin
47769	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rock McLaren
47771	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	If you plan a city for cars and traffic you will get cars and traffic, if you design a city for people and places you will get people and places :)	Rachel Smith
47772	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lathan Thomas
47773	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mason Munro
47774	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Alice Ronald
47776	Option 1 - a full street upgrade that maintains local		Michael Ormandy

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	access for traffic, but reallocates more space for mixed uses		
47777	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Please for the love of god just pedestrianise it. Cities should be built around people and not cars.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Pedestrianise</p>	Harry Davidson
47778	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	For all sections proposed, I support full upgrades. Greater infrastructure for pedestrians and public transport are essential for a "people friendly" city. We shouldn't waste this opportunity to make a city a better place to be.	Ben Kuipers
47780	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Robert Allfrey
47781	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	There needs to be less cars and more places to do things. Riverside Market is a great example of this.	Kees Vos
47782	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ruby Boyd
47783	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Less cars, lower speed limits, more cycle ways and pedestrian only areas.	Simon Nicola Zollhoefer
47784	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nick Blair
47785	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Just more bike paths everywhere and move away from car based transport in general.	Cameron Elder
47786	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I love the idea of wider pedestrian spaces - this could be a real hub of eating and entertainment venues if done right (i.e. if it can be people- and pedestrian-focused rather than car- and road-focused).</p> <p>More people, plants, and art, and less cars and dull grey concrete please!</p>	Rachael Hemmer

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47787	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lyndon Harper
47788	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben Williams
47789	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Option 1 is far better!!! Pedestrianising streets makes them far safer, encouraging going around the CBD on foot so reducing wasteful short-distance car rides. Besides the safer and more environmentally friendly factor, it also looks a lot nicer. Pedestrianise more of the streets if possible!	Daniel Scott
47790	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Would like to see Option 1 type solutions for as many CBD streets as possible.	Bruce Crumpton
47791	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		John McLaughlin
47792	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (Moorhouse to St Asaph) Madras is in my experience the last reasonably well flowing route from Moorhouse to Bealey Ave. This change will likely push more rush hour traffic onto Fitzgerald, which is not a bad thing but should be anticipated.	Tim Smaill
47793	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben MacDonald
47794	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I love the look of it and think it make the area extremely appealing to hang around in before/after events. Has a similar vibe to Cashel Mall except late night and I like it. Madras Street (St Asaph to Latimer Square) Good keep it easy and safe for people to cross to Lichfield / Cashel blocks etc. Madras Street (Moorhouse to St Asaph) Agree re: safety around students especially, Madras is a busy Road and people zoom through there without a lot of consideration for how many people are using/crossing the road on a daily basis. Tuam Street (Madras to Fitzgerald) Not really. Seems good though. It's a solid thoroughfare for cyclists day to day so maintaining that would be great. Could be a shared area if buses / coaches are gonna be a big thing to help with separation from big vehicles.	Chris Close

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		Barbadoes Street (Hereford to Tuam) I like the solid cycle lanes and wide footpaths.	
47795	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jack French
47796	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jolene Bean
47797	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Beth Parkin
47798	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Given the massive investment required for the stadium it seems that it would be incredibly short sighted to compromise when adapting the transport corridors around it.</p> <p>Substantially changing how part of the city is used requires a correspondingly substantial change in the street infrastructure.</p> <p>Madras Street (St Asaph to Latimer Square) Making the stadium as accessible as possible to pedestrians and public transport is essential to ensuring that all Cantabrians are able to enjoy the new facilities.</p> <p>Madras Street (Moorhouse to St Asaph) Given the large scale of the work to support the stadium it's common sense to also include these improvements to the surrounding area. These changes will be needed in the future regardless and doing them at the same time minimizes disruption and cost. These small changes to reduce car dependence and facilitate public and active transport are necessary in a world of climate change and increasing oil costs, major changes like the construction of the stadium are a chance to revitalize Christchurch to met the needs of the 21st century.</p> <p>Barbadoes Street (Hereford to Tuam) Given the high potential for conflict between pedestrians and motorists in the areas it's essential that the streetscape be designed to minimize the risk to road users.</p> <p>Making this area safer and more attractive to pedestrians also increases the likelihood of people spending time in this area, both when the stadium is in use or not, bringing more people into this part of the city.</p> <p>Although many business owners believe that pedestrianization and loss of car parks will hurt their business, international experience consistently shows the opposite.</p>	Chris Stinson
47799	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		William Ellis
47800	Option 1 - a full street upgrade that maintains local access for traffic, but		Barnaba Auia

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	reallocates more space for mixed uses		
47801	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sean Muntz
47802	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hannah Goodman
47803	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Option 1 looks fantastic Madras Street (Moorhouse to St Asaph) Any additional protection for cyclists on this stretch is appreciated.	Greg O’Beirne
47804	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Logan Sanko
47806	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I am disabled and this city is designed against people like me. Christchurch should be more walkable and wheelchair friendly, this benefits so many people. The disabled and elderly, parents with strollers, groups of tourists, people walking animals, etc...	Jelena Meiklejohn
47807	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I think that a pedestrian corridor between the bus interchange/car-park buildings and the stadium will be a necessity for large events, which should include upgrades to Lichfield street from the bus interchange to Manchester street as well. This should not be sacrificed for 23 car parks, especially when there is already a car-park on the corner of Lichfield and Madras.	Jarred Bowden
47808	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lisa Stardew
47809	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Yay outdoor dining. Lived in Europe for four years, and it makes the city way more vibrant. Loosening rules for the businesses at least at the start would be nice. E.g let them take up lots of room, make noise, add their own personality to the area with permanent seating structures etc.	Alice Churcher
47811	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Option one looks amazing and would be so good for the inner city Madras Street (St Asaph to Latimer Square) Looks beautiful. Approve of removal of on street parking Madras Street (Moorhouse to St Asaph) Great, love the addition of the cycle crossing, much safer!	Catherine Warren

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		Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Looks good	
47812	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	These streets will be the leading views coming into the stadium. They need to be upgraded and given a face-lift.	Chantel Jordan
47813	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Less car space, more people space.	Karl Moffatt-Vallance
47814	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	My primary means of transport is by car. I fully support improving pedestrian and cycle access, and I have no issue with removing on-street parking, removing road lanes, reducing speed limits, or impacting car access in any other way to do so.	Matthew Edwards
47815	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Adam Williams
47816	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Love the idea of shared use, would be great for people to catch a bus into town for an event then they could uber or bus home later. Removes a ton of traffic from the area which is only a good thing for events! Madras Street (Moorhouse to St Asaph) Love the cycle way/shared use path	Lara G
47817	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I really like mixed use areas, as they make areas feel alive. The possibility for outdoor dining is very exciting, think it will be particularly nice before/after events. Madras Street (St Asaph to Latimer Square) I like the widened footpaths and beautification, both would make the area more appealing to pedestrians and cyclists. Madras Street (Moorhouse to St Asaph) That stretch badly needs better cycle infrastructure. I like biking, but I'm not a confident cyclist, so I avoid that stretch completely. Whilst I prefer shared cycle/pedestrian paths over painted cycle lanes on the road, I would really like a cycle way that is completely separate from walkways and the road. Lichfield Street (Barbadoes to Fitzgerald) Like the reduction in speed limits, would improve safety for pedestrians. Barbadoes Street (Hereford to Tuam) I would like to see more cycling infrastructure on that stretch, maybe a shared cycle/walkway as proposed in Moorhouse to St Asaph? A painted cycle lane on a busy stretch of road wouldn't encourage cycling.	Amanda Smithies
47818	Option 1 - a full street upgrade that maintains local access for traffic, but		Josiah Morgan

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	reallocates more space for mixed uses		
47819	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) I'm fully in favour of the full upgrade proposal.</p> <p>Madras Street (St Asaph to Latimer Square) I'm fully in favour of the full upgrade proposal. As a local resident I use this area very frequently to travel to and from the city and the southern city, and I'm very pleased to see the changes to improve cycling and pedestrian options. It will be much safer and nicer to walk and cycle in this area. Environmentally it will be a vast improvement, encouraging cycling and alternatives to vehicles.</p> <p>Barbadoes Street (Hereford to Tuam) I'm fully in favour of the proposal for the full street upgrade. [REDACTED] making changes to guarantee safety of people using Te Kaha is very important. As a cyclist I am also very keen to see the traffic dampening and improvement of cycle safety. For environmental reasons we like to avoid using our car, so improving walking and cycle options down Barbadoes is very important (Barbadoes is currently quite unpleasant to walk along south of Hereford).</p>	Lawrence Patchett
47820	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Devin Glennie
47821	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Any improvement that is more pedestrian and cycle friendly has my vote	Ainara Scott
47822	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Toni-Lee Smith-Hunwick
47823	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Scott McCarthy
47824	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jesse Middleton
47825	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Logan Beard
47826	Option 1 - a full street upgrade that maintains local access for traffic, but		Braydon White

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	reallocates more space for mixed uses		
47827	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hamish Forbesm
47828	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Liam Rigby
47829	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Remove as much space for traffic as possible. Make our city beautiful, safe for green transport, and a place people want to live.	Paul Acker
47830	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kathleen Yee
47831	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hannah Hamilton
47832	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support this and it should be done before the stadium opens or as soon as possible (whichever is earlier) I would like to see something similar to how Cashel street (where the tram line runs down) it is such a lovely place to walk. I think it should be clear that cars entering this zone are guests and should give way to the people walking.</p> <p>Madras Street (St Asaph to Latimer Square) I support this and it should be done before the stadium opens or as soon as possible (whichever is earlier) The street should remain as a thoroughfare for cars keeping the OUT of the city and around the edges. I notice some 60 mins car parks, perhaps one or two of these could become bicycle parking instead? This would keep bicycle parking off the footpath. I really like the inclusion of many disabled car parks. I'd like to see more raise pedestrian crossings acting as slow zones for cars where there is conflict. It is also nicer not to have to go down to the road level.</p> <p>Madras Street (Moorhouse to St Asaph) I support this and it should be done before the stadium opens or as soon as possible (whichever is earlier) I see there is a curved turn on to Southwark street, I think for safety this could be changed to a more sharper curve forcing cars to slow down for safety and/or the inclusion of a raised crossing so cars slowdown entering or leaving making it safer for bikes traveling down Madras street as they are less likely to be cut off dangerously since the car will have to slow down to make the turn. In addition to this, I would like to see a protected cycle lane, however from looking at the plans perhaps the bus stop prevents this? The slower speeds would make this feel safer for me on a bike though.</p> <p>Tuam Street (Madras to Fitzgerald) I support this and it should be done before the stadium opens or as soon as possible (whichever is earlier) I would like to see raised pedestrian crossings on Duke increase safety and to slow down cars.</p>	George Laxton

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		<p>Also for the bike lane, would it be possible to add some sort of barrier to discourage cars from cutting into the left turn lane from the right turn lane or vice versa, perhaps make the bike lane itself raised up to discourage that behaviour making it safer for people biking home from events such as families with kids.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support this and it should be done before the stadium opens or as soon as possible (whichever is earlier) I hope that the t-junction of Duke street with the brick paving is raised up for better accessibility and for safer speeds from cars. Also I believe that there should be more 5-10 minute car parks perhaps 2-4 total instead of only 1 on the north side and 2-3 P10 car parks on the south side. This would encourage more turn over meaning there is more likely for a car park to be free instead of people just hogging the car park. another option would be to make these paid car parks as well. I can see plenty of off street car parking as well so the on street car parking is mostly unneeded.</p> <p>Barbadoes Street (Hereford to Tuam) I support this and it should be done before the stadium opens or as soon as possible (whichever is earlier) On Barbados street why is there unrestricted car parking, I would support this becoming paid parking. The money from paid parking should go directly to funding cleaning up and maintaining the streets around where the car parking is and to fund investments in the area.</p>	
47833	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	An upgrade before opening is essential.	Clare Churcher
47834	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Millie Stead
47835	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben Holmes
47836	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		C M
47837	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Spencer Virgin
47838	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Spragg
47839	Option 1 - a full street upgrade that maintains local access for traffic, but		Kimberley Bouma

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	reallocates more space for mixed uses		
47840	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Want to see pedestrians and cyclists prioritised over cars.	Hugh Birnett
47841	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Risbridger
47842	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Local businesses will likely better benefit from, rather than be hindered by, a shared use zone. We must shift away from a surplus of parking in the city to encourage a modal transport shift. Rain gardens are crucial as our city is likely to experience more severe high-volume rain events in future. A properly enforced 10km/h speed limit is important to create a safer space for pedestrians and cyclists.</p> <p>Madras Street (St Asaph to Latimer Square) Enforce 30km/h speed limit. Prioritise native planting.</p> <p>Madras Street (Moorhouse to St Asaph) Enforce 30km/h speed limit.</p> <p>Tuam Street (Madras to Fitzgerald) Approve of one-way. Improve cycle infrastructure.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Good location for taxi exchange. Better pedestrian lighting and security are required.</p> <p>Barbadoes Street (Hereford to Tuam) Remove parking. Better pedestrian lighting and security.</p>	Reuben Booth
47843	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Susan Eatson
47844	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More cycle and pedestrian access that is family friendly and safe for smaller children. A nature stripe separating pedestrians from vehicles at a minimum.	Andrey Korenkov
47845	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jeremy Ditzel
47847	Option 1 - a full street upgrade that maintains local access for traffic, but		Connyr Dennis

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	reallocates more space for mixed uses		
47848	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rosie Muir
47849	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Tuam Street (Madras to Fitzgerald) I like the plan to make Tuam one way all the way to Fitzgerald with two lanes. The current setup of going down to one lane on Tuam when heading east past Barbados already causes congestion and a backup of vehicles at the lights, which would only be exacerbated by an increase in vehicles for stadium events.	Kimberley Uetz
27850	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Therese Fisher
27851	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ronald Fisher
47852	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Look to provide plenty of shelter for those rainy days. Allow cafes to have Al fresco dining on the street, cafes and bars. Madras Street (St Asaph to Latimer Square) Space for taxis and ubers to park up, pick up and drop off Lichfield Street (Barbadoes to Fitzgerald) I like the more on street parking, I bike and bus but feel its important to cater to car people just a equally, alot of the population use cars to get to city. No parking.. No people. Barbadoes Street (Hereford to Tuam) I would keep this side focused for cars and free flow traffic.. Bikes and pedestrians can dominate the other side	Gary Traill
47853	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tom Shand
47854	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Simon Belworthy
47855	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Strongly agree with option one.	Alix Betts

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47856	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Get people on bikes, in public transport and out of single occupied vehicles (1 person in a gas guzzling ute for example).	Dylan Carlson
47857	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Scott Daley
47858	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		David Lee
47859	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rory McNamara
47860	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Thomas Price
47862	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jonathan Hutchinson
47863	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matt Dobson
47865	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Any plan for this city should maximise mixed use space and walkable areas and minimise parking lots	Kirsten Marsh
47867	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please ensure traffic light programming is intelligent and efficient for traffic to flow at different times of day and under different conditions for events going on in the city. Current city traffic light programming is terrible.	Elliot Fisher
47868	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Anne Gordon

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47869	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nick Newman
47870	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Studies show that the less traffic there is, the safer pedestrians and cyclists will be. This will also encourage more people to catch public transport, scooter and cycle to events. Please also add secure cycle parking with cameras focused on the lock ups so as to deter thieves and therefore encourage more people to cycle. More native trees is exactly what the city needs to help mitigate climate change and rainwater gardens are a fabulous addition. Funky LED strip lighting and artwork will also attract more people to the area.</p> <p>Madras Street (St Asaph to Latimer Square) As a cyclist, this intersection is very dangerous and should be improved, especially with so many cycling to the events. Separated cycleways are the safest and also encourage more people to cycle to the events. Lots of native tree cover please.</p> <p>Madras Street (Moorhouse to St Asaph) Cycleways should be completely separated to protect cyclists and make it safer for those commuting to and from events. More native trees planted along here</p> <p>Tuam Street (Madras to Fitzgerald) More native trees, improved safety for cyclists.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Lower speeds are fine, help communicate to road users which are the most efficient ways to travel around our city</p> <p>Barbadoes Street (Hereford to Tuam) Remove car parks and install separated cycleways. Larger footpaths and more native trees to account for large volumes of people.</p>	Kyle Sutherland
47871	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Pedestrianisation would be great	Cabriana Earl
47872	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More and better pedestrian areas please.	James Mackenzie
47873	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) The bike lane going north on Madras turning left onto Hereford Street doesn't make any sense. It even makes lesser sense when you turn left onto Hereford Street. For the diagram it is showing a painted bike lane on the road (Hereford St) AND a shared pavement between pedestrians and cyclists. The left turning traffic turning west onto Hereford St shouldn't use the same dedicated lane as cyclists. You should move the trees on Madras Street so the trees are between the traffic and the cyclists. This would then allow the CNR of Madras St & Hereford St to be enlarged (elongated slightly north) to allow for a dedicated bike turning point onto Hereford St and this can be combined with the crossing over Hereford St to Latimer Sq. The left turning vehicle traffic would then still have enough room to turn and not be mixed with the cyclists. What I was trying to convey on the above is similar to what I have said for the Barbadoes Street (Hereford to Tuam).</p> <p>Madras Street (Moorhouse to St Asaph) The lights for the crossing should be moved slightly back (closer to the outer edge of the roadway) and the sticky out bit of the crossing on the left should be extended out to where the bike lane is. Then the bike lane should go over this (will need to be graded so the raising and lowering isn't like a typical car speed bump) . Then the crossing path where the pedestrians cross over the road should be painted red.</p>	Ashley Crook

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		Barbadoes Street (Hereford to Tuam) The bike lane will cause confusion and is dangerous. The left turning lane should have a protected bike lane for left turning cyclists.	
47874	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Brendan Desmond
47875	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rachael Butcher
47876	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Guy Wright
47878	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Daniel Nelson
47879	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jerry Tan
47880	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		C Larwa
47881	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support improvements for better public transport, cycleways, and walkways.	Hamish Johnston
47882	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) This is a great idea, more outdoor dining etc. will tie in well with SALT district, Poplar Lane and the like, creating a large vibrant area for congregation both before and after events at Te Kaha. Keeping this area mainly pedestrianised will also enable safer movement of people from the main transport hubs, or into the central city to continue their evenings. It is also much better to 'rip the bandaid off' and get all work completed and done in one swoop, to prevent construction in these areas dragging out longer then needed, and lessen the time-period the nearby businesses are impacted for.</p> <p>Madras Street (St Asaph to Latimer Square) More trees and landscaping are always welcomed throughout Christchurch.</p> <p>Madras Street (Moorhouse to St Asaph)</p>	Gareth Henderson

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		<p>The additional crossing for students at Ara is well needed. If possible P140 or another time off-set from 2 hours could benefit students allowing them to use the carparks for the length of lectures without potentially running overtime.</p> <p>Tuam Street (Madras to Fitzgerald) Madras Street to Barbadoes Street section, additional pfootpath and keeping/additional bus stops would be a benefit to assist in moving larger numbers of people. Barbadoes to Fitzgerald Avenue would benefit from reverting to one way even with current traffic volumes for the short section, and would prevent traffic issues with people from both directions trying to turn onto Barbadoes.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Improved rideshare/taxi drop off area and pedestrian crossings etc. will benefit those using both transport methods to attend the Arena.</p> <p>Barbadoes Street (Hereford to Tuam) As someone who commutes through Barbadoes street in the evenings , this plan looks great. Changeable speed-limit signs for the area next to the stadium to drop to 30 km/h or similiar at times with large quantities of people would also increase safety at times when people are there, but retain the 50km/h throughput at other times (Depending on overall central city speed limit changes).</p>	
47883	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Full support.	James Stent
47884	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kayne Hunter
47885	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Generally supportive, the eastbound lane on Lichfield Street appears to get very narrow particularly outside 138 and 140. Are the paved areas meant to be raised safety platforms? I am supportive of raised safety platforms designed to keep speeds to 30km/h to be safe for cyclists and pedestrians. The chicane approaching Madras Street appears sharp and could be a pinch point where drivers collide with cyclists. The buildout and paved area by Poplar Street looks like a pedestrian crossing but ends in landscape planting - are there going to be midblock locations for pedestrians to cross the road safely?</p> <p>Madras Street (St Asaph to Latimer Square) Generally supportive. Are the paved areas at the intersections raised safety platforms/raised intersections? I am supportive of these to keep speeds to 30 km/h to be safe for cyclists and pedestrians. Will the intersections be Barnes Dances to allow pedestrians to cross diagonally and be fully separated from traffic? This would make it safer and in line with most of the rest of the city centre where there are large pedestrian attractions. The intersection with Hereford Street should have a cutdown on the north side to allow cyclists to go straight from the signals into Latimer Square, and link further north with Madras Street again. Currently cyclists have to either stick with traffic and avoid drivers with erratic maneuvering, or turn left and move across traffic to turn right on Latimer Square. Alternatively, provide a shared pedestrian cycle crossing here. A green strip should be installed in the breaks in the flush diagonal bars where traffic can enter the left lane to turn left (at Cashel Street and Hereford Street) to further highlight that drivers are entering a cyclists space.</p> <p>Madras Street (Moorhouse to St Asaph) Supportive, particularly if the signals green wave remains with the new midblock crossing, otherwise stacking of vehicles may queue into Moorhouse. Suggest a raised safety platform on the left slip lane from Moorhouse onto Madras, and other raised safety platforms to keep speeds to 30km/h to be safe for cyclists and pedestrians.</p> <p>Tuam Street (Madras to Fitzgerald) Generally supportive of the concept. Cycle lane should be separated with a kerb like the rest of Tuam Street since all parking on the north side is removed anyway west of Barbadoes Street. Change the bus stop to be similar to those on St Asaph Street. Changes at Fitzgerald Ave are good, but still doesn't solve the issue of vehicles eastbound turning right then left into Tuam Street and cutting off cyclists turning right onto Fitzgerald Avenue.</p>	Alex Dean

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		<p>Lichfield Street (Barbadoes to Fitzgerald) Generally supportive - similar questions about raised safety platforms. Is Barbadoes Street staying at 50 km/h? Lichfield Street is shown at 30km/h, but the drawings for Barbadoes don't show a 30km/h speed limit change anywhere. Pedestrian crossings outside Te Kaha should be Barnes Dances to separate pedestrians from all traffic while crossing the road. Reverse the pedestrian stagger at Fitzgerald Ave to provide more stacking space for right turning vehicles, less likely to back up into the through lane.</p> <p>Barbadoes Street (Hereford to Tuam) Generally supportive. What is the speed limit on Barbadoes Street? Looks to be 50 but all other roads around Te Kaha are to be 30km/h or 10km/h. This also doesn't align with Lichfield Street being 30 approaching Barbadoes Street. Why is Hereford Street intersection not paved but all others are? Are the paved areas raised safety platforms? Should be Barnes Dance pedestrian crossings to separate completely from turning traffic.</p>	
47886	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Make it fully pedestrian and cycle ways	Jack Fisher
47887	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Dea Majstorovic
47888	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nick Hopkins
47889	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Simone Miller
47890	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Safe separated cycle lanes are missing from all of these proposals. Painted cycle lanes are simply not safe enough. I cycle around Christchurch central city every day, central city roads without separated lanes are a constant source of anxiety, and of very regular near-miss accidents. I am a relatively confident cyclist and even I am terrified on these roads on a regular basis. What are more vulnerable users of active modes supposed to do? Seriously CCC, this is a climate crisis and we should not be redesigning streets without safe separated cycling infrastructure. The city is for people not cars. I support removing all on street car parks to make space for active modes.	Oliver Hutchison
47892	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Philip Mcconchie
47893	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Fergus McCallum
47894	Option 1 - a full street upgrade that maintains local access for traffic, but		Rodney Mackrell

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	reallocates more space for mixed uses		
47895	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nick Hines
47896	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sarah Hutchinson
47897	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Clay Reid
47898	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Richard Jack
47899	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Reuben Ellison
47900	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) mixed use with lots of pedestrian space needed, not roads for cars</p> <p>Madras Street (St Asaph to Latimer Square) widen the footpath to 5.3 metres and take away car parks</p> <p>Madras Street (Moorhouse to St Asaph) better marked cycle lanes to make it safer for bikes and cyclists</p> <p>Tuam Street (Madras to Fitzgerald) make more pedestrian friendly</p> <p>Lichfield Street (Barbadoes to Fitzgerald) slow traffic and make safe for pick ups and pedestrians</p> <p>Barbadoes Street (Hereford to Tuam) make safe for pedestrians crossing the one way street</p>	Keith Lyons
47902	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Isaac Sasanuma-Howard

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47903	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More pedestrianisation please! I think it's important, now more than ever, to incorporate alternate transport into the city centre!	Iona Rutherford
47904	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Naomi Ambrose
47905	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Joseph Shaw
47906	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hamish Cochrane
47908	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please make the city centre more friendly to pedestrians and even bikes and scooters. The more car free areas the better.	Robyn White
47909	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jack Steel
47910	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mike Morgan
47911	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nick Ryan
47912	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tabitha McGee
47914	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please improve bike lanes here	Tim Ackroyd

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47915	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More cycling and walking friendly, more cycle parking than status quo	Daryn Hobbs
47916	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Need plenty of pedestrian access for major events. Also areas where scooters can be left out of the way, and cycle stands. Not too convinced there would be much outdoor dining unless early wind sufficiently drugstores by trees or structures</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Looks great</p> <p>Barbadoes Street (Hereford to Tuam) Need to consider where people will leave their scores</p>	John Watson
47918	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Alastair McGilvray
47919	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Lichfield Street (Barbadoes to Fitzgerald) Please also include a painted space designed for hike through fair, to make it easier than swerving around lots of pedestrians.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Barbadoes Street (Hereford to Tuam) Please prioritise cycling and pedestrian crossings over cars. Pedestrian and cyclists are exposed to the elements and should get right of way over cars.</p> <p>Tuam Street (Madras to Fitzgerald) Please also include a painted space designed for hike through fair, to make it easier than swerving around lots of pedestrians. Please prioritise cycling and pedestrian crossings over cars. Pedestrian and cyclists are exposed to the elements and should get right of way over cars.</p>	Caelyn Eades
47920	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jonathan Sheldrake
47921	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Looks good — please prioritise walkability, bikeability and public transport over short term car park thinking!	Jonathan Allan
47922	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Carr
47923	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ekaterina Vlyzko

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47924	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nicola Allely
47926	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Maguire
47929	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please totally block off all roads/streets in the CBD, force supermarkets to stop paying lip service to climate change by reducing "their operating costs" by banning providing single use plastic bags, instead make them reduce the sealed space they provide for car parks and plant native trees on those spaces. This will provide two "real" climate change benefits, sequestration of CO2 and a reduction in the amount of contaminate laden run off generated by climate generated additional rainfall	Steve Hodgson
47931	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matthew Cairns
47932	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Allowing vehicle access so close to the stadium will make city access a nightmare for everyone any time an event is hosted, just look at Auckland's Vector Arena.	Isaac Flynn
47935	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	It would be insane to fuck up our stadium by not doing this work as soon as possible.	Hamish West
47936	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ursula Dougherty
47938	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Bronson Tallentire
47939	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Luke Sheppard
47940	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Luke de Schot

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47941	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Megan Kradolfer
47942	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Isaak Mischefski
47943	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Best to minimise on-going costs even if more expensive upfront. Any changes should be made prior to venue opening</p> <p>Madras Street (St Asaph to Latimer Square) make sure to clearly mark where pedestrians and cyclists share areas as some cyclists aren't as considerate of pedestrians as they should be (and vice versa) Any changes should be made prior to venue opening</p> <p>Madras Street (Moorhouse to St Asaph) make sure to clearly mark where pedestrians and cyclists share areas as some cyclists aren't as considerate of pedestrians as they should be (and vice versa). Not sure needs to be 30km though. Any changes should be made prior to venue opening</p> <p>Tuam Street (Madras to Fitzgerald) makes things simpler if Tuam St is one way rather than a mixture Any changes should be made prior to venue opening</p> <p>Lichfield Street (Barbadoes to Fitzgerald) make sure you have plenty of signage in place to show when road becomes 2 way Any changes should be made prior to venue opening</p> <p>Barbadoes Street (Hereford to Tuam) not totally convinced the footpath needs to be 6 metres anywhere save directly outside the venue Any changes should be made prior to venue opening</p>	Michaela Watts
47944	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Wilhelm Horne
47945	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think it looks like a good plan	Liam Clark
47946	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jack Boon

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47947	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I submit in support of the proposed plan for Lichfield Street (Manchester to Madras).</p> <p>Madras Street (St Asaph to Latimer Square) I submit in support of the proposed plan for Madras Street (St Asaph to Latimer Square).</p> <p>Madras Street (Moorhouse to St Asaph) I submit in support of the proposed plan for Madras Street (Moorehouse to St Asaph).</p> <p>Tuam Street (Madras to Fitzgerald) I submit in support of the proposed plan for Tuam Street (Madras to Fitzgerald).</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I submit in support of the proposed plan for Lichfield Street (Barbadoes to Fitzgerald).</p> <p>Barbadoes Street (Hereford to Tuam) I submit generally in support of the proposed plan for Barbadoes Street (Hereford to Tuam), but I would like to see a two-way cycle lane incorporated into the design for Barabdoes Street; this would provide a critical northward cycle connection through the city on the eastern fringe which is currently missing - northbound cyclists are currently faced with either riding on the unsafe Fitzgerald Ave, Madras street, or going all the way through to Manchester Street; this often leads to cyclists being forced to ride on the Barbadoes Street footpath which is unsafe.</p>	Connor Ellison
47948	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Fernando Cagua
47949	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Fran Cox
47950	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Morgan Phillips
47952	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Full street upgrade. Need to make our city livable with walking as the priority always.</p> <p>Madras Street (St Asaph to Latimer Square) I think we still need to maintain the one way systems otherwise traffic will just push east. One ways need to be prioritizing access to car park buildings etc. designed for people getting into town not using it as a throughfare.</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald) Option 1 looks good. Need to reduce the number of traffic signage, the more you have the more confusing and they are an eyesore. Design your roads so that they do not confuse and do not require so many lights.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Lichfield st should be completely blocked off for cars. Infact all streets within the 1 way system should be blocked off to car traffic.</p> <p>Barbadoes Street (Hereford to Tuam)</p>	Matt Claridge

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		Looks good. But Hereford should be completely blocked off to car traffic and walking / cycle and (future tram only). Hereford st is a complete eyesore and blocks off the flow between the central places (cathedral square, library, town hall, new regent) and those on the south side, (high st, salt district, terrace). Same thing can be said with Colombo st. There is no reason to keep this open to car traffic (within the one ways), needs to be a people friendly space.	
47953	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 looks fantastic - it will bring a buzz and community feel to this area (a bit like how Riverside market is now). Go for it.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support the planned upgrades.</p>	Sarah Elicker
47954	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Stu Knight
47955	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>The following comments apply to all designs. I support version 1.</p> <ol style="list-style-type: none"> 1. We now have international examples of vehicles being used as weapons of mass human destruction. Need to design with such risks in mind. It only takes one. For example placing a cycleway next to pedestrians is a design buffer against such terror attacks and I support this. 2. The mayor is expecting the buses to be "chocka" when the new fares begin next year. buses rely on pedestrian access and safe crossings. Version 1 would be the safest. 3. The experiences of Lancaster park which was close to town. the roads were used for racing and antisocial behaviour at night time. The issues with vehicles colliding with pedestrians led to the removal of pedestrian crossings, pedestrian crossings are used to access business by vehicle users. Where pedestrian crossings have been removed there is less pedestrian traffic and therefore less customers. 4. Christchurch is currently dealing with vehicles being used as weapons of mass destruction look at the tyre burn marks and the near misses with pedestrians. Our road design in the suburbs is being retrofitted in a piecemeal manner. yet we are told we have no finances for it. Do we want to do that around the stadium. Is there a budget for it. Burn marks appear to be a symbol of honour for elements of our community. I have not seen this in other cities. 5. Be aware of the current human toll on controlled crossings. It is vital to design to avoid vehicles and pedestrians crossing paths rather than forcing interaction. Suggest monitoring of crossings and more quietening design. The improvements at the Sumner and Linwood pedestrian crossings have resulted in safer crossing. 6. Our streets are supposed to be designed to make it safer for pedestrians as per the Council plan outcomes, please start a register of all collisions in Christchurch. I have assisted with an elderly person who lost their independence due to a collision and there was no register. If it was a vehicle damaged, it would have received more official representation and recording 6. We cannot rely on law enforcement to sort out anti human safety behaviour which road design encourages. We will never have the finances or human capital for that. we see the results of such flawed decision making with the tyre burn marks and constant police chases at night. 7. Please ensure mobility parking for those who need it for health reasons rather than perceived entitlement. 8. Are you expecting motorists will travel in continual ever circling convoys in hopes of gaining front row parks as in other areas. Are you planning to avoid it or to encourage it. 9. Please ensure first responders are not reliant on law enforcement moving vehicles for immediate access should a incident such as an earthquake occur. 10. Are these capital works insured in case of natural disasters. Who will foot the bill? 11. As the mayor states, the Christchurch ratepayer should not be covering the costs of regional infrastructure such as this. I look forward to hearing his solutions and seeing consultation in this regard. <p>Thank you for the opportunity to have my say. I trust this consultation process will continue ensuring the legal requirements of the Local Government Act will be adhered to in all parts of Christchurch.</p>	Emma Jamieson
47958	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 is clearly the best option fiscally - lower costs in the long run due to reduced traffic management requirements in the case of an event.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support the current proposal.</p>	Tristan Read

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47959	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gabriel van Schouten
47960	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>I am in favor of all of the street scape upgrades. I think that this is a great and timely project so when the stadium opens, everything is in place so people can access the stadium by car, bus, taxi, cycle or scoter easily.</p> <p>I think your document was well produced. However, I think it is lacking some imagery / plans illustrating how these street scape upgrades achieve the above. I.e, where is the nearest parking building or the bus station, so I know where I am driving to and where I am walking. Once I hop back in my car, where will congestion be and how do I get on the most direct road home.</p> <p>One question I have is, do any of the intersections with Fitzgerald, Moorehouse or Bealey Aves need upgrading to accommodate these short, but large volume influxes with traffic. I previously lived on Whiteleigh Ave and am well aware of Christchurch's love of cars and the associated congestion when sports games and events are on. I am not saying this is a bad thing. I am simply saying that this needs to be well thought of, including associated congestion along main routes, not just beside the stadium.</p> <p>I mentioned that the bus depot is close. But is there provision for some bus's to park outside the stadium as to provide an express service following an event down some of the more major bus routes. Similar to the Prebbleton or Rolleston Express. This small design intervention may save people a 500m walk to the bus depot and in doing so have an exponential uptake in bus users.</p>	Paul Smith
47961	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hannah Harrison
47962	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jacob Rogers
47965	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Patrick Kearney
47966	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sam Tisch
47967	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) seeing the aftermath of events at orange theory stadium with regard to traffic before/after, it makes sense to eliminate that and highly encourage people using alternative transport to get to and from events. this will also hopefully have positive effects on drink driving after the events. i think it's also important with the significant restructuring of our CBD that cars don't actually need to be able to go everywhere, in particular with this section of road: cars aren't going to rugby games, people are.</p> <p>Madras Street (St Asaph to Latimer Square) the move to a 30 speed limit is positive, considering the amount of pedestrian activity that already happens surrounding latimer square. it can also be a confusing intersection if you're not used to it, so giving people more time to make decisions with lower speeds is a great move.</p>	Dion Bell

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		<p>to me, the bike lanes look unsafe, as left turning lanes merging with the bike lane (from what i can tell); it still depends on motorists paying attention. in saying this, with the reduced speed limit, hopefully this would be less of an issue. perhaps explicit signage of cycle right of way at these junctions would be beneficial.</p> <p>i also do not see the value in retaining 5 parks along this stretch of road. it introduces more points of intersection between cyclists and motorists for very little value; i imagine 5 parks might as well be zero parks considering how many cars travel through this street. i could also see no cycle stands on this stretch of roads, and there is probably value in having a nonzero amount of cycle stands along this stretch of road.</p> <p>Madras Street (Moorhouse to St Asaph) considering ara is such a big part of this stretch of road, and there is concern for ara students crossing the road, why not simply have the bus stops be on the ara side of the road? particularly the southern one, i'm not sure how important the left turn is after the northern one. this completely eliminates the need to cross this road as part of their commute, and would definitely lessen the strain on the proposed crosswalk lights. i also struggle to see the value in a single p60 beside the p5 area. it is also probably worthwhile having a nonzero number of cycle stands.</p> <p>Tuam Street (Madras to Fitzgerald) i like the removal of the west-moving lane from fitzgerald to barbadoes to reduce the complexity of getting around the one way system. the coach parking zones seem like a huge waste of space when they're aren't needed by a coach, unless i'm underestimating how frequently they'll be used for that purpose.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) once again, a nonzero number of cycle stands would be worthwhile.</p> <p>Barbadoes Street (Hereford to Tuam) my only thought is that a lack of bus line down this street is surprising.</p>	
47968	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Cameron Ralston
47969	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Please do option 1 before stadium opens. this street will be full of people trying to get from the parking buildings and bus interchange to stadium. Option 1 is clearly safer and less expensive to manage. A protected cycle way and/or bike racks along the street can improve connectivity as well</p> <p>Madras Street (St Asaph to Latimer Square) remove carparks for the western end of the street as well</p> <p>Madras Street (Moorhouse to St Asaph) The frequent port-to-port bus routes will come to the area next year, plus extra services on the express bus services will terminate here as well according to the 2020 Christchurch Futures Public Transport business case. It pays just to convert the parking on the western side of the street to a bus only lane, so that in the future you dont need to do work for a bus lane in this street</p> <p>Tuam Street (Madras to Fitzgerald) the 2020 Christchurch Futures Public Transport business case says there will be 8 bus per hour going on route 3, and at least 4 bus an hour going to route 80. It means this area will be congested with bus. It pays to put a bus only lane on this street, so that buses can go more often and in the future you wont need to do extra works on this street again. And if that means eliminate all parking on the southern end of this street, so be it</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Upzone the areas between Barbadoes and Fitzgerald Sts. It's better that around our great stadium we have high rise buildings, parking buildings, and high density houses, compared to the car garages and not-good-to-look-at buildings Yes, coach parkings are good, but it will be better if someone invests in a parking building. It will generate more revenue to the council. Use the extra space for car parks for a protected cycle way for example</p>	Justinus Yudistira

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		Barbadoes Street (Hereford to Tuam) Upzone the areas between Barbadoes and Fitzgerald Sts. It's better that around our great stadium we have high rise buildings, parking buildings, and high density houses, compared to the car garages and not-good-to-look-at buildings	
47970	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Samuel Stockwel
47977	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Neville Churcher
47979	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support all changes which improve pedestrian safety and enjoyment.	Elizabeth McGeorge
47986	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tessa Peach
47989	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Separated cycle lanes. Diverse native planting that attracts native birds to the city.</p> <p>Madras Street (St Asaph to Latimer Square) Better, more seamless and safe, connection for cyclists going from Madras into Latimer Square please! Diverse native planting that attracts native birds to the city.</p> <p>Madras Street (Moorhouse to St Asaph) As above, good cycling lanes and wayfinding. Diverse native planting that attracts native birds to the city.</p>	Carmel Rowden
47990	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) These stupid shared streets are useless for people walking down them. Taking away the protecting for pedestrians by having the street and side walk without any kerb.</p> <p>On my walk to and from work I see cars parking how ever they want to. 4wd cars will use anything as a parking spot. Council enforcement is only 9-5 Mon-Fri, what about after hours when people park how they like?</p> <p>Madras Street (St Asaph to Latimer Square) You seem to have completely ignore Bedford Row in every single one of your plans. There seems to be zero thought gone into what will happen with regards to that private street that has free public access.</p> <p>Bedford Row is directly opposite the main entrance and the you feel that no one will use it to go to and from events? You had released data showing what percent of people would move down each road post event but Bedford Row was missed out completely.</p>	Jeremy Rendell
47996	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras) Love it! Option 1, incorporating one-way traffic and upgraded streetscape will make this a really lovely public space, and the provision for outdoor dining will be great for the local restaurants and any cafes etc. Considering the lack of any planned active street-frontage for the Multi-Use Arena itself, Lichfield</p>	Cameron Matthews

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	<p>reallocates more space for mixed uses</p>	<p>will be having to do a lot of the heavy lifting of keeping the area lively, and providing eyes on the street. The least we should do is to give the businesses in this area the opportunity to thrive, and we can do that by taking the most people-friendly approach, giving people a reason to be in the area, even when events aren't on at the stadium. Please invest here to prevent this part of the city becoming an abandoned and unsafe wasteland in the looming shadow of our new, faceless monolith - Te Kaha.</p> <p>Madras Street (St Asaph to Latimer Square) It's nice that there's space allocated for a cyclelane and a painted buffer - but paint isn't protection. The proposal currently has car traffic cutting across the painted cycle lane to reach loading zones or carparking, which is a hazard to cyclists and will result in potentially lethal incidents. It looks like there's plenty of space to re-arrange the layout such that the cycleway is adjacent to the footpath, and a concrete raised buffer laid between the cycleway and the roadway or any on-street carparking or loading zones. We know how to do this well - St Asaph Street, for example. It would be great to have protected cycleway access from the South to the arena, and of course the surrounding areas, homes and businesses - good for the planet, and good for avoiding and reducing traffic congestion and parking problems on event days (and every other day, for that matter!). Love the paved intersections - anything to physically indicate pedestrian priority and slow car traffic in a place expecting high volumes of people is good. Might be nice to have provision for cyclists to go straight from Madras into Latimer Sq, or to turn right onto Hereford. On the whole, the current plan is better than doing nothing!</p> <p>Madras Street (Moorhouse to St Asaph) It's nice that there's space allocated for a cyclelane and a painted buffer - but paint isn't protection. The proposal currently has car and bus traffic cutting across the cycle lane to reach loading zones, carparking, or bus stops, which is a hazard to cyclists and will result in potentially lethal incidents. It looks like there's plenty of space to re-arrange the layout such that the cycleway is adjacent to the footpath, and a concrete raised buffer laid between the cycleway and the roadway or any on-street carparking or loading zones. We know how to do this well - St Asaph Street, for example. This section would be particularly strategic as it lines up to the South via Gasson/Burlington onto the Quarryman's trail MCR (which could be linked together in a future project) and at the very least a Madras St cycleway could be connected to the planned new shared path along Brougham Street, opening up active-mode connections from the whole South-side of the CBD to the Arena. It would be great to have protected cycleway access from the South to Ara and the arena, and of course the surrounding areas, homes and businesses - good for the planet, and good for avoiding and reducing traffic congestion and parking problems on event days (and every other day, for that matter!). Love the widened footpath-come-shared-path outside Ara, allowing access to the West side of the campus from the High Street and Ferry Road/St Asaph cycleways. Love the short crossing between Ara and Countdown and the bus stop, this will surely get a lot of use. On the whole, the current plan is better than doing nothing!</p> <p>Tuam Street (Madras to Fitzgerald) It's nice that there's space allocated for a cyclelane and a painted buffer - but paint isn't protection. The proposal currently has car and bus traffic cutting across the cycle lane to reach loading zones, carparking, or bus stops, which is a hazard to cyclists and will result in potentially lethal incidents. It looks like there's plenty of space to re-arrange the layout such that the cycleway is adjacent to the footpath, and a concrete raised buffer laid between the cycleway and the roadway or any on-street carparking or loading zones. We know how to do this well - the West end of Tuam St itself, for example. This section would be particularly strategic as it lines up to the East with the existing Tuam St protected cycleway (to Nurseryman Lane), so would be a natural continuation of the route. It would be great to have protected cycleway access from the East and West to the arena, and of course the surrounding areas, homes and businesses - good for the planet, and good for avoiding and reducing traffic congestion and parking problems on event days (and every other day, for that matter!). Seems a bit odd to have unrestricted parking planned for, considering the long term strategy calls for pricing on carparking within the CBD. Surely these should be priced? The nearby businesses have by the looks already invested in off-street carparking for their customers, why lock up valuable public land for the purpose of unlimited free-car-storage? On the whole, the current plan is better than doing nothing!</p> <p>Barbadoes Street (Hereford to Tuam) It's nice that there's space allocated for a cyclelane and a painted buffer - but paint isn't protection. The proposal currently has car traffic cutting across the cycle lane to reach carparking, which is a hazard to cyclists and will result in potentially lethal incidents. It looks like there's plenty of space to re-arrange the layout such that the cycleway is adjacent to the footpath, and a concrete raised buffer laid between the cycleway and the roadway or any on-street carparking. We know how to do this well - St Asaph Street, for example. This section would be particularly strategic as it could form a South-running cycleway to compliment what should be a separated North-bound cycleway on Madras St, and if continued South could tie onto the planned shared path along Brougham St. It would be great to have protected cycleway access to the South from the arena, and of course the surrounding areas, homes and businesses - good for the planet, and good for avoiding and reducing traffic congestion and parking problems on event days (and every other day, for that matter!). Seems a bit odd to have any (let alone so much!) unrestricted parking planned for along Barbadoes, considering the long term strategy calls for pricing on carparking within the CBD. Surely these should be priced? The nearby businesses have by the looks already invested in off-street carparking for</p>	
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		their customers, why lock up valuable public land for the purpose of unlimited free-car-storage? These unrestricted carparks will be hugely coveted during events at the stadium, they're practically right outside the door. How could we even consider this a viable allocation of land use, before having protected cycleways here? Please, either charge (a lot!) for them or re-allocate to something more worthwhile. Love the built-out footpaths and paved intersections - anything to physically indicate pedestrian priority and slow car traffic in a place expecting high volumes of people is good. On the whole, the current plan is better than doing nothing!	
47997	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jack Lorimer
47999	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More pedestrianization!	Eli Tuffley
48001	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kule Mazlin
48002	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (Moorhouse to St Asaph) Having the cycle lane and raised above road level would improve safety for cyclists while allowing cars to access parking	Robert Beck
48007	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Not sure provision for outdoor dining will get much use with ChCh eateries - but overall JUST GET ON WITH IT . As a city we are very very tired of all the delays and dithering . Same comments for all plans.	Brenda Claridge
48008	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The work needs to be completed as soon as possible to ensure these areas are completed to a high standard to match the impressive new Stadium. Also, the functionality of moving large crowds efficiently in these areas is an important aspect of the fan experience	Wayne Hurrell
48010	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tim Wilson
48011	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Can we have no cars through just public transport cycling and walking Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) No cars round the stadium	Imogen Maxwell
48013	Option 1 - a full street upgrade that maintains local access for traffic, but	Would be happy to see even more priority given to active transport modes.	Jalan McGrory

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	reallocates more space for mixed uses		
48018	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Geordie Shaw
48024	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	If a job's worth doing, it's worth doing properly. This will provide the best overall experience for all concerned. International research has shown that the more accessible streets are the better for everyone (including business), e.g. https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive	Steve Winter
48026	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Strongly support the option 1. Speed management will be key, and considering potentially high cycle demands to access events. Secure cycle parking would be ideal in this area, and help calm this space. Designated e-scooter parking areas will need to be considered as this is also an obvious corridor for scooter users. Outdoor dining opportunities will be exciting and compatible eg little high Eatery.</p> <p>Madras Street (St Asaph to Latimer Square) Strongly support 30kmh speed limit for managing safety of vulnerable road users. Raised tables are likely needed for good driver compliance. Opportunity to remove car parking should be taken, with loading areas important to serve the stadium. Stadium staff car parking needs to be considered as they need a safe walking routes to the parking or bus interchange after evening events.</p> <p>Madras Street (Moorhouse to St Asaph) Strongly support 30kmh speed limit for managing safety of vulnerable road users. Raised tables are likely needed for good driver compliance, and not just at the new Arā crossing (which is very much needed). Opportunity to remove car parking should be taken, and maintain some movement function of this corridor for all road users.</p> <p>Tuam Street (Madras to Fitzgerald) Strongly support wider footpaths and car parking removal. Businesses dependent on on street parking should not hold away over the safe function of the stadium frontage streets. Could become a default ride hail or pickup/dropoff area to avoid other crowded frontage areas, so loading areas and bus stops could need to be protected for compliance, or used flexibility perhaps. Completing the one way of Tuam Street is logical for network legibility.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Speed management will be key, and support the raised table. Need to consider taxi and ride hail circulation routes around the Stadium, eg Duke Street could be used as a rat run between Lichfield and Tuam.</p> <p>Barbadoes Street (Hereford to Tuam) Support widening the footpath and safer raised crossings, but keeping kerbside parking on the stadium frontage is not very logical or compatible, when activated frontages will benefit from attractive space eg seating eating meeting. Instead suggest rationalising the parking on the east side. Again, need to consider taxi and ride hail circulation routes.</p>	Grace Ryan
48027	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) It is a great idea to pedestrianise this section of town. It will be a great for businesses along the route. Good to see the use of raingardens. Will need secure cycle parking.</p> <p>Madras Street (St Asaph to Latimer Square) More space for pedestrians and the removal carparks is good. There are lots of car park buildings in the vicinity of the stadium. Need secure cycle parking around the stadium.</p> <p>Madras Street (Moorhouse to St Asaph) The signalised pedestrian crossing is a great addition for access to Ara. Good to see increased cycling infrastructure around Ara too.</p>	Samuel Price

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		Tuam Street (Madras to Fitzgerald), Barbadoes Street (Hereford to Tuam) Like that car parks are being removed.	
48038	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I strongly support infrastructure that improves access for pedestrians and cyclists. More planting and people walking make the city feel alive and an attractive place to be. Pedestrian traffic will be better for business, I especially support having food and drink places on the street outside the stadium - will create a great atmosphere for events. This works really well along Oxford Terrace outside Riverside and along Cashel Street. Option 1 is a long-term option, that will make Christchurch a leader in climate-friendly infrastructure. I prefer to see money spent now to do the infrastructure properly, rather than have it re-done later.	Sarah Smithies,
48039	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) The mixed use areas looks dope. Tuam Street (Madras to Fitzgerald) I am concerned that this plan does not fix the problem of turning right, as a cyclist, onto Fitzgerald street. Since many cars go straight through with a zigzag, when trying to turn right you get cut off. Which is very dangerous. There should be some safe way to turn right.	Nathan Smithies
48042	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Option 1 far more preferable; minimal carparking that businesses are calling for would really only go to the actual business owners and not potential visitors/shoppers under option 2 anyway. The council really needs to prioritise long term thinking for future citizens.	Brett Mckersey
48045	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Making the area more pedestrian friendly will make it feel more like a real city, be more enjoyable to go out and explore, and greatly improve the area. It's important to invest now to build a city for the future, rather than make minimal upgrades that will inevitably have to be altered later anyway. Prioritising business owners above everyone else in these decisions is unfair - the city is for everyone	Sian Troath
48046	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Traffic lights at the Lichfield St intersection with Madras St should be retained, to ensure North-East bound traffic from the central city can flow on to Madras. I believe it is essential to provide safe pedestrian access on this street. Madras Street (Moorhouse to St Asaph) I support a 30km/h speed limit for this section. Traffic light phasing means higher speeds are not practical, and this would improve safety for pedestrians. This would be consistent with other main North or South bound streets in the central city (Durham St, Montreal St) which are mostly 30 km/h. Tuam Street (Madras to Fitzgerald) I support the amendment to a one-way street. Currently one eastbound lane results in major congestion for traffic on weekday evenings - traffic flow would be improved if the street was two eastbound lanes. While other changes are taking place, please consider installing a physical separator between the cycle lane and the eastbound vehicle traffic between 333 Tuam St and the Tuam St/Duke St intersection. Currently cars often illegally drive in the cycle lane to join the queue for the left turning lane at the Tuam St/Fitzgerald St intersection, putting cyclists at risk. A separator such as a raised kerb or plastic flexible bollards would prevent vehicles making this illegal maneuver and improve safety for cyclists.	Liam Taylor
48047	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (Moorhouse to St Asaph) It would be good to keep some of the parking free on Maras for student use, especially for those unable to bus or bike in due to distance.	Hannah Mackintosh
48048	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) <ul style="list-style-type: none"> I support Option 1 – Full Street Upgrade I assume being a ‘shared zone’ then the surface is flush boundary to boundary? ie no kerbs, other than tie ins at Manchester and Madras. I’m also wondering if ‘key’ is label in correctly on your Lichfield Street plan. The light grey is label as ‘Asphalt Area’, were as on the other street plans the light grey labelled as ‘Paved Area’... While I think this is an error in your key and the intent is to fully pave boundary to boundary, which I support, I’ll still 	Chris Greensbheilds

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		<p>note the point. This street should be fully paved to be in keeping with the intension of a shared zone. If the trafficable lane is asphalted, this will still give delineation to the trafficable lane vs pedestrian area... and in my opinion not achieve the intended outcome of a shared zone.</p> <ul style="list-style-type: none"> Nice opportunity to get in some larger growing tree species in with hopefully more room away for underground services and soil volumes. Can you get more trees in to create more of an avenue to enhance the amenity and atmosphere on the street further? Can you get any trees in on the north side garden beds?? <p>Will be interest to see how/ if Titoki and Nikau palms survive the winter frosts. Maybe not?</p> <ul style="list-style-type: none"> Will any Event boxes be included within the design to allow for busking/ entertainment? <p>Madras Street (St Asaph to Latimer Square)</p> <ul style="list-style-type: none"> I support the proposal Can you get street trees in on the East side of Madras in the garden beds? This will help enclose the streetscape and aid in slowing traffic speeds. Something for detailed design, but consider the orientation and proximity of proposed seats to the traffic lanes, this isn't a shared zone on what is a very busy road, regardless of speed environment. They look close and might be uncomfortable to sit at with traffic passing by so close. <p>Madras Street (Moorhouse to St Asaph)</p> <ul style="list-style-type: none"> I support the proposal I support the mid-block shared pedestrian and cycle signalised crossing between Countdown, Ara and Bus Stops to provide safer crossing point at what is a logical desireline. <p>Tuam Street (Madras to Fitzgerald)</p> <ul style="list-style-type: none"> I support the proposal Madras to Barbadoes – can you get street trees in on the North side of Tuam in the garden beds? This will help enclose the streetscape and aid in slowing traffic speeds. Similar to Madras Street (St Asaph to Latimer Square). Consider the orientation and proximity of proposed seats to the traffic lanes, regardless of speed environment. Though the cycle lane does provide more of a separation from traffic. Barbadoes to Fitzgerald - I support the proposal, including to one way. <p>Lichfield Street (Barbadoes to Fitzgerald)</p> <ul style="list-style-type: none"> I support the proposal, including change to two way, the mid-block raised platform and paving, etc <p>Barbadoes Street (Hereford to Tuam)</p> <ul style="list-style-type: none"> I support the proposal. Can you get street trees in on the West side of Barbadoes in the garden beds? This will help enclose the streetscape, and aid in slowing traffic speeds. Similar to Madras Street (St Asaph to Latimer Square) and Tuam Street. Consider the orientation and proximity of proposed seats to the traffic lanes, regardless of speed environment. 	
48049	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hamish McDonald
48050	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Patrick Gourley
48051	Option 1 - a full street upgrade that maintains local access for traffic, but		John Carter

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	reallocates more space for mixed uses		
48052	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Michael Coe
48053	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Vanessa Preston
48054	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Phyllipy Chagas
48057	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Alex Richie
48058	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	make the areas suitable for pedestrians as they access the stadium and facilities	Craig Lange
48059	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I am heavily in favour of option 1 as it allows much more access for me as I do not own a car and walking is my primary mode of transport.</p> <p>Madras Street (Moorhouse to St Asaph) I appreciate the proposed changes in this area as I frequent this area and crossing on my way to work and having to dodge traffic is frustrating and dangerous - especially in dark winter mornings/evenings.</p>	Darren Hobern
48060	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	This makes sense and is a good idea!	Iain Ramsay,
48061	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Thomas Maddock
48062	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Shaun O'Halloran
48064	Option 1 - a full street upgrade that maintains local	Lichfield Street (Manchester to Madras)	Daniel Parkinson

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	access for traffic, but reallocates more space for mixed uses	<p>If Christchurch is to benefit from the stadium, then pleasant linkages from the stadium to the city are critical to draw people to the bars and restaurants etc surrounding the stadium.</p> <p>There needs to be a lot more trees. There are barely any in the proposals.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>If Christchurch is to benefit from the stadium, then pleasant linkages from the stadium to the city are critical to draw people to the bars and restaurants etc surrounding the stadium.</p> <p>There needs to be a lot more trees. There are barely any in the proposals.</p> <p>Why are painted cyclelanes still being proposed? Whenever roads are re-developed separated cycleways should be put in (parking on roadside, cycleway between footpath and parking). Paint is not a safe cycleway.</p>	
48066	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras)</p> <p>Less cars the better in the centre of town.</p> <p>Barbadoes Street (Hereford to Tuam)</p> <p>I'm in favour of the suggested upgrades.</p>	Ben Warner
48067	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Luisa Soriano
48069	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think it is great to reallocate this part of the street to more pedestrian access. Businesses may feel concerned but the increased foot traffic from the stadium will make them happy	Max Stephenson
48070	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Elaine Klava
48072	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Don Rumbold
48074	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sue McCormack
48075	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Louise Murray
48076	Option 1 - a full street upgrade that maintains local access for traffic, but		Eric Ackroyd

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	reallocates more space for mixed uses		
48077	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Bars and restaurants should be encouraged to fill these streets so for traffic to and from the games can give back to local economy, currently too many overseas owned carparks	Sarah Jamieson
48079	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kate Pedley
48080	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Fiona Mackenzie
48082	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kristin Mokes
48084	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Barbadoes Street (Hereford to Tuam) Some physical barrier between cars and the bike lane.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) There needs to be separated bike lane going down barbadoes , similar to St Asaph st. If you a re-doing the road you may as well put one in. It would provide another safer point of entry into town via bike from the north east.</p>	Oscar Vanhanen
48086	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More bikes! Less cars! Make our city beautiful and friendly to cyclists and pedestrians (able and disabled) and discourage people from driving please. Do what you can to mitigate climate change.	Jessica Nimmo
48087	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) This design is very good overall. Cars should be completely banned from accessing this portion of Lichfield Street except for deliveries. It's hard to say a place is "an attractive place for people to be" when people can still drive their 2-tonne tanks in pedestrian areas. Deliveries should be restricted to certain times of day and retractable bollards used to keep cars out as is used in many cities overseas.</p> <p>Madras Street (St Asaph to Latimer Square) I don't see why there is valuable street space being allocated to serve just 5 cars. This is an extremely egregious waste of street space and the spaces are not even metered. Cars should pay for the public space they use and stop leeching off ratepayers who fund 50% of the roading budget. There is ample room for a protected cycleway here and to maintain space for disabled parking. Cycleways can run along the inside of the disabled parking with the right of way given to those accessing disability parking. The cycleway can rise to the level of the footpath as has been implemented where cycleways intersect bus stops along other cycleways in Christchurch. It also appears that cyclists are now expected to make a hook turn from Madras street onto Hereford Street when turning right. The road is the same width as before, so engineers have made a conscious decision to widen the traffic lane which is bizarre. The current configuration should remain with the painted cycle lane allowing cyclists to turn with vehicle traffic. Cyclists are already in the left-turning lane as it merges with the painted cycleway so they aren't crossing a traffic lane to make a right turn. The proposed design will slow trip times for cyclists. A raised Traffic island should be installed on Hereford street before the Latimer square intersection to protect cyclists who want to continue along Hereford street. This is a</p>	Luke Baker-Garters

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		<p>dangerous conflict point where drivers cut across cyclists desired line. A good example of this would be the raised island recently installed on the westbound lane of Moorhouse ave at the Lincoln/Moorhouse/little river cycle link intersection.</p> <p>Madras Street (Moorhouse to St Asaph) I support the introduction of a signalised crossing here as there are high numbers of pedestrians. Shared paths create conflicts between faster-moving cyclists, pedestrians and cars entering and exiting from driveways, which there are 5 of along the distance of the shared path. These will need to be mitigated through measures to prevent drivers from encroaching onto the shared path as they wait to turn into traffic. Parking parallel to the shared path on the right-hand land of Madras street should be removed to both improve sight lines for vehicles and shared path users and to discourage drivers from encroaching onto the shared path to search for a gap in traffic. Parking along here also creates door zones for people biking along the shared path and effectively reduces the usable space for cyclists. The council should also force countdown supermarket to make both of their exits stop signs and have explicit signage telling drivers they legally have to stop and give way to pedestrians. This is a common problem with exits from supermarkets as drivers think they have right of way and often don't even look for pedestrians. Speed bumps would also be good additions to slow drivers down. The slip lane on the eastbound lane of Moorhouse ave onto Madras street should also be removed as this is dangerous for both pedestrians and other drivers as vehicles can travel much faster into turns without having to look. The pedestrian refuge island is also far too small and people are regularly crammed onto it between fast-moving vehicle traffic. At the very least, a pedestrian crossing should be installed here to allow the high number of pedestrians who cross here not to have to worry about the high-speed vehicle traffic although this wouldn't solve the issue of the tiny refuge island. There is space on the left-hand lane of Madras Street for a protected cycleway as the shoulder is only being utilised for a small number of carparks and bus stops. Just as is the case on the adjacent side, this creates dangerous door zones for cyclists where cars are parked and bus stops often require cyclists to move into the traffic pane because buses are large and intrude into the painted cycle lane. The provision of a shoulder places cyclists closer to moving traffic and the 2 lane carriageway will mean drivers will have little room to move over as they pass cyclists. This again stems from giving public space to subsidise car ownership on the Ara side of the street. Removing this parking will allow for a wider footpath and a protected lane for cyclists. Paint isn't protection.</p> <p>Tuam Street (Madras to Fitzgerald) The large number of coach and bus parking is problematic for cyclists. Riders will likely have to merge into traffic lanes when buses are present as drivers don't always place their buses neatly into the painted spaces and intrude into the cycle lane. Cyclists also don't want to ride right next to a large vehicle like a bus as this is uncomfortable and can reduce their visibility to both the driver and traffic in front of them. The council should explore moving the cycle lane to the shoulder of the right-hand lane. This could potentially create confusion for all road users and should be trialled to see how effective it is. An easier option would be to move the coach and disabled parking to the right-hand lane and remove parking. It's an incredible waste of valuable road space to dedicate a quarter of the road to parking for just 6 vehicles.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) More free public provision of storage for private property. Parking should be metered at all times to reflect the opportunity cost of dedicating public space to private vehicle storage and pick-up. Events at Te Kaha will create a car sewer here which is unavoidable but drivers should pay to use this space to allocate free space to those who value it most. The reduction of speeds to 30km an hour is a welcome addition, but the council needs to invest in proper enforcement.</p> <p>Barbadoes Street (Hereford to Tuam) This design again gives more public space to private vehicle storage for a small number of cars. Why is the council so determined to give over valuable road space in front of Te Kaha to an extremely inefficient occupier of space in cars? Remove the parking, install a proper protected cycle lane and expand the footpath on the west side of Barbados street into the small and unnecessary shoulder. There are some terrible drivers on the road but they don't need a painted shoulder to show them where to drive. The signalised crossings at Tuam, Lichfield, Cashel and Hereford streets should all be pedestrian scrambles to reflect the high number of pedestrians that will be crossing at these intersections.</p>	
48089	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Shared use is good.</p> <p>Madras Street (St Asaph to Latimer Square) Yes, remove the car parks. Plenty of car park buildings nearby. Reducing speed limit will provide safety. Additional trees and landscaping also good.</p> <p>Madras Street (Moorhouse to St Asaph)</p>	Peter Galbraith

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		<p>I work near Ara and crossing this bit of road is a pain in the arse, and unsafe. Crossing is much needed. Speed limit reduction is also good. Cycle lane is good. 120 parking is also good - should encourage Ara students to bus and bike</p> <p>Tuam Street (Madras to Fitzgerald) Widening foot path good. Removing car parks is fine, plenty of car parking buildings nearby.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Reduced speed limit = good. Improved pedestrian crossing = good.</p> <p>Barbadoes Street (Hereford to Tuam) Widening footpath is good. Removing car parks = fine, plenty of car parking buildings nearby</p>	
48090	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Is there an opportunity to create separated cycleway and pedestrian walkway on this street? Also cycle parking at Te Kaha is a must. Option one even though more expensive, funded by NZTA would be good! And less rates/ cost in future is key.</p> <p>Madras Street (St Asaph to Latimer Square) Extend the shared path along Latimer Square /Hereford St?</p> <p>Madras Street (Moorhouse to St Asaph) Great Design! I think the cycleway route is great. Is it wider than the current width of the cycleways around the city? The issue I find with biking is the congestion on the cycleways. With E bikes, E scooter, and E Longboard, the cycleways get very congested. Add pedestrians to the mix and it is a bit of a recipe for disaster in the future.</p> <p>Tuam Street (Madras to Fitzgerald) Include cycleway separators.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Raised intersection would be good here!</p> <p>Barbadoes Street (Hereford to Tuam) This is a very scary road to bike down but also happens to be a very important link to travel around the city. Any way we could make feel safer to cross and bike? Particularly concerned with the crossing points being very wide.</p>	Jig Dhakal
48092	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Johanna Ryan
48093	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 looks really great and will connect nicely with High Street.</p> <p>Madras Street (St Asaph to Latimer Square) Great that the footpath is becoming wider here, this will benefit the large number of people who will be living in this area in the future. I'm not a big fan of making cyclists merge with right-turning traffic.</p> <p>Madras Street (Moorhouse to St Asaph) Great that you've given consideration to Ara students. I think rather than a shared pathway, a separate protected cycleway and narrower footpath would be a better solution for this area. In my experience as a pedestrian and a cyclist, shared pathways not great for either group.</p> <p>Tuam Street (Madras to Fitzgerald) Support this becoming one-way all the way through - current situation is confusing.</p>	Jack van Beynen

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		Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Support them.	
48094	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	do this properly now rather than digging it all up later. The councillors who voted the extra \$200 mill for Te Kaha can just wear it. No use the new mayor now saying he wants to delay on street improvements that will make it work: as stupid as buying a new house and never fixing the garden. as to those businesses who 'must' have a stadium, but must not have any decent access to it as they'll lose a few on street car parks. Time for some forethought people.	Eric Pawson
48095	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben Whiteside
48097	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	There is no point in spending a ridiculous amount of money on a shiny stadium and not upgrading the infrastructure around it. Option 1 for all street upgrades to make them accessible for people as well as vehicles is the only sensible option.	Matt Jackson
48098	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I fully support the proposed upgrade. It seems foolish to provide the stadium without allowing good access and providing the opportunity to leverage foot traffic for business opportunities. I don't accept the arguments about the loss of parking for local businesses as there is repeated evidence that encouraging foot & cycle traffic enhances businesses. I note that the traffic management costs associated with option 2 will be considerable and seem a false economy. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) I approve of this plan. Tuam Street (Madras to Fitzgerald) I fully support this plan. Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support this plan.	Ross Kennedy
48099	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jill Nuthall
48100	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Natalie Perzylo
48101	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jamie S
48103	Option 1 - a full street upgrade that maintains local access for traffic, but	Lichfield Street (Manchester to Madras) At last Council Officers are demonstrating a clear, joined up vision for the integration of the city and the stadium.	Tim Anthon

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	reallocates more space for mixed uses	<p>We will be the laughing stock of the world if the new Councillors reject this and demonstrate, yet again, that Christchurch, as a city, is 40 years behind the rest of the world in terms of urban design. As any stadium expert will tell you the financial success of a stadium is as much about the journey as it about the stadium itself and as a ratepayer I would like the stadium to have as much chance as possible to reduce the ongoing subsidy that will be required. This small capital investment will help make this possible.</p> <p>Madras Street (St Asaph to Latimer Square) This is a good design and ideally should be proceeded with. However, if the councillor's are demanding cuts there are possibly some cost cutting or deferments that could be made to this design.</p> <p>Madras Street (Moorhouse to St Asaph) I do not support these works as part of the Stadium roadworks package. These works will improve safety for Ara students no doubt but conflating with the stadium package is putting the good design work done around the stadium at risk. By taking these works out of this proposal there is a headline saving of \$5.9m on Stadium works, which will be good news to many. These works are described as a safety issue and if this is the case they should be able to standup on their own and not confuse the required works around the stadium.</p> <p>Tuam Street (Madras to Fitzgerald) Fully support the Tuam st works. I use this route regularly as a route from the city east and the proposal will not unduly affect the efficiency of the route and May in fact improve it as well as having a positive impact on the stadium</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Support, however if there is strong headwinds on the overall scheme this would be the first area where a "do nothing" could be considered (after removing the Madras st works from St Asaph to Moorhouse from the project)</p> <p>Barbadoes Street (Hereford to Tuam) Support these works. Without proper public realm the stadium will not reach its maximum potential. Further, the ongoing traffic management costs and additional staffing should not be underestimated. Based on press coverage it seems that only Capital costs are understood thus if it is not in the councillor's briefing packs could the ongoing additional operating costs for "doing nothing" (ie temp traffic measures) over the next 30 years be capitalised and included for direct comparison?</p>	
48104	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Fully support.	Volker Nock
48105	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it while the area is being disrupted by the Te Kaha build to avoid a lot of road works once the stadium is open. Waiting would probably make the needed work a lot more expensive.	Kathryn McNeil
48106	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jaryd Kelly
48107	Option 1 - a full street upgrade that maintains local access for traffic, but		Richard Troughton

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	reallocates more space for mixed uses		
48108	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		David Hercus
48109	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Keith Jessop
48110	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Do it once and do it right. We're seeing the benefits of a more pedestrian focused frontage on Oxford Terrace from Riverside. This can be just as transformational. This work must happen prior to the opening of Te Kaha, including horizontal infrastructure replacement/repairs</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Looks great. Supportive</p>	Keri Hodgman
48111	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Please pedestrianise Litchfield. Before the earthquakes we had a CBD which was very accessible to cars but struggled to attract people. After the earthquake it is obvious that the thriving parts in the CBD are car-free. This is backed up by overwhelming scientific evidence. Car free-zones in CBDs are good for the community and support local businesses.</p>	Frank Dohman
48117	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I really like what your proposing here.	Dylan Jenkinson
48118	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 is really great. The 10kph speed limit is great, it definitely makes it more pedestrian friendly. Having been to shows at the stadium in Dunedin, there is always a mass of pedestrians afterwards, looking for a bar or restaurant (and in Dunedin the walk to find anything is much further than it will be here).</p> <p>Madras Street (St Asaph to Latimer Square) I think the 30kph speed limit is too high, it never seems to be adhered to or enforced on other streets. People not in vehicles are much worse off in a collision when the vehicle speed is over 40kph. I think the speed limit should be 25kph so that people are driving below 40kph. A speed limit of 30 is much better than 50 though</p> <p>Madras Street (Moorhouse to St Asaph) The new, mid-block shared pedestrian and cycle signalised crossing is a nice attempt, but i am sure it will not be automatic and will rely on pedestrians pressing a "beg button" letting people in cars pass freely, while those on foot must beg for the privilege of crossing the road. Beg buttons are the opposite of pedestrian friendly</p> <p>Tuam Street (Madras to Fitzgerald) The proposal is fine, i think the speed limit should be lowered though</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) The proposal is fine, i like it</p>	Clare Mackie

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48123	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please prioritise bike / scooter / pedestrian safety! It's good for our city, its people and our planet!	Daniel Carter
48125	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I one-hundred percent support the removal of 2 lanes. I support the more thorough option that considers accessibility. This will also work toward cycling initiatives</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I fully support the plans and their intentions.</p>	Seamus Drown
48126	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) option 1 would make the most sense! large crowds outside stadiums & a high volume of cars is just dangerous for pedestrians & ineffective for drivers</p>	Amy Melick
48127	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think retaining parking instead of creating more space for people would be shortsighted. The plans for the full street upgrade look great and I can't wait for my city to look like this!	Laura Caygill
48130	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Pedestrianise the street!	Hamish Paice
48131	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Morgane Jaffry
48132	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Please make it happen!! We really need it. Great long term investment. We want a more pedestrian friendly city!</p> <p>Madras Street (St Asaph to Latimer Square) Leave it a one way street.</p>	Nans Driviere
48134	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Pip Pearse
48135	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) A more pedestrian and cycle friendly option for this area would be a much better use of the land than being too car heavy.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald) The plan outlined looks good. More pedestrian friendly areas in Chch city would make it a much more appealing destination.</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) The proposal looks good.</p>	Andrew Innes

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48137	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I prefer improved mixed use access as it makes it safer for pedestrians and bike users. These modes of transport take up less space than a car, and are far more cost effective per trip per person in the long term compared with providing car access for the same number of people. Mobility access needs to be maintained and those who are less able to walk and bike can be given priority parking during events.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Bike parking</p>	Heather Lunn
48142	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I agree with the council's preferred option 1, we should make the changes that make sense in the long term - reduce the need for traffic management and make the area more cycle and pedestrian friendly.</p> <p>Madras Street (St Asaph to Latimer Square) Does Madras Street need to have two vehicle lanes in one direction? This seems like an opportunity to include a cycleway.</p> <p>Madras Street (Moorhouse to St Asaph) It is great to see the proposed improvements for cyclists on this busy street. Could the street be reduced to a single lane for cars, allowing a fully physically separated cycleway? The painted cycle lanes on the road would be an improvement, but in practice it is uncomfortable and unsafe cycling between parked cars and moving traffic.</p> <p>Tuam Street (Madras to Fitzgerald) Improved safety for cyclists should be achieved by building physically separate cycleways.</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Please consider improving access and safety for cyclists.</p>	Tom Brennan
48143	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Shaun Burke
48144	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Key development required to protect large numbers of patrons moving to/from Dux / CBD carparks / Oxford Terrace before and after events</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Barbadoes Street (Hereford to Tuam) Sensible</p> <p>Tuam Street (Madras to Fitzgerald) East of Barbadoes, would more coach parking be sensible? A handful of coach parks will quickly be used up</p> <p>Lichfield Street (Barbadoes to Fitzgerald) P10 parks in that area of town are seemingly useless; there will be many nights when there are not events on at Te Kaha (thus no need for drop off/pick ups), and in any case should the council not encourage people to arrive/depart from the west side of the stadium to encourage hospitality etc? Would a more sensible option be to put short-duration parking in place on days / evenings where there are events, only</p>	Ashley Kelland
48145	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) Would prefer curbed bike lanes or at least some more protection to separate them from cars rather than painted lines</p> <p>Barbadoes Street (Hereford to Tuam) I would like to see some curbed bike lanes rather than painted lines</p>	Hayden Johnstone
48148	Option 1 - a full street upgrade that maintains local	Do not put off the work. Do it once and do it right for the future of our city. I'm happy to contribute through our rates to increase the value of our city infrastructure. If that involves approved borrowing so be it. I trust our council and that's why we have local body elections.	Julie Duthie

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	access for traffic, but reallocates more space for mixed uses		
48149	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) i prefer the safety aspect of Option 1. it has a similar look to how Cashel St operates and having been to several large events at Orangetheory and Lancaster park, it was always a concern around massive volumes of patron, and people in cars who were sometimes impatient to try to get out, while the patrons were too ignorant to care about walking on the road. take that out of the equation as much as possible and it looks like the best option.</p>	Craig Gray
48151	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Upgrades to the surrounding road network must be part of the stadium project to ensure people can safely get to and from the stadium. Option 1 is preferred as there is no need for on-street parking. This street should be more for people than cars.</p> <p>Madras Street (St Asaph to Latimer Square) Fully support this plan. The primary function of Madras is for the northbound movement of cars, so a good level of service needs to be maintained. Why don't you have an exclusive left turn lane from Madras into Lichfield, as is provided from Madras into Cashel? The shared thru and left turn lane will hold up the coordinated platoon of vehicles whenever there is a left turner held on a red arrow while pedestrians cross Lichfield Street. Shift the loading zone south.</p> <p>Madras Street (Moorhouse to St Asaph) No, looks good.</p> <p>Tuam Street (Madras to Fitzgerald) The plan looks good as shown. It's good that Tuam is finally becoming one-way eastbound between Barbadoes and Fitzgerald.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Good concept. The width of the pedestrian crossings at Fitzgerald should be increased to 4.0m wide to cater for more pedestrians. This should be the same for all the signalised intersection around the stadium.</p> <p>Barbadoes Street (Hereford to Tuam) Don't give in and put on-street parking in on the west side of Barbadoes, but please provide a lot more cycle parking. I would estimate that at least 10% of people attending an event will cycle, so have you got 3,000 cycle parks available near the stadium?</p>	Bill Sissons
48152	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I generally support the pedestrian and cycle-friendly approach to this district. With footpath widening, it would be good to see additional cycle parking facilities provided throughout to encourage this method of transport.</p> <p>Tuam Street (Madras to Fitzgerald) I generally support the pedestrian and cycle-friendly approach to this district. Further east on Tuam St, there is an excellent separated cycleway, and it would be a shame to not continue this through to Te Kaha. The cycleway should also be between the footpath and bus drop off area. This is especially true given the risk of drivers popping across the bike lane to a spare carpark space during busy traffic periods before/after an event, making this space dangerous for cycle users. We should be encouraging people to cycle to and from events, and there is a risk that this section of road will discourage people from doing so.</p>	Joshua Blackmore
48153	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	As much paved area as possible. The streets need to be dug up for drainage anyway!	Richard Houghton
48155	Option 1 - a full street upgrade that maintains local access for traffic, but		Jacob Uden

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	reallocates more space for mixed uses		
48156	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Josh Gray
48157	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Isaac Tull
48158	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I like what you suggest</p> <p>Madras Street (St Asaph to Latimer Square) Looks good</p> <p>Madras Street (Moorhouse to St Asaph) I like it</p> <p>Tuam Street (Madras to Fitzgerald) Concerned about wheelchair access as need a car to get there</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Go for it</p> <p>Barbadoes Street (Hereford to Tuam) I l9ve it</p>	Steve Cousins
48159	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	This work must be completed before the stadium opens. Opening the stadium and then starting roadworks around it is non-sensical and would paint Chch in a very poor light.	Jeffrey Brunton
48164	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tony Hallams
48165	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Graeme Claridge
48167	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I like what you suggest</p> <p>Madras Street (St Asaph to Latimer Square) Go for it.</p>	Adam Parker

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		Madras Street (Moorhouse to St Asaph) Safety first. Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Ka pai Barbadoes Street (Hereford to Tuam) Thanks for asking!	
48168	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please consider cyclists and pedestrians.	Naomi van den Broek
48169	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		William Marshall
48171	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tim Chaw
48172	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gary Clinton
48174	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	It would be madness to spend this much money on a fabulous new facility then do the minimum and not finish it off with the access to it being done half arsed on the cheap. I can only imagine the (rightful) anger that will come if these access upgrades are done once Te Kaha has opened - when they not only will they cost more but actually cause even more disruption while Te Kaha is finally operational. And not doing the works will deliver a very poor outcome for the use of the facility - so they need to be done. It's simply a question of when. Now when the disruption and costs will be their minimum or later because it makes a good headline to 'save' some money now. Delaying these works would simply be burying everyone's head in the ground.	Reuben Costello
48175	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	All bike lanes need to be removed from all streets immediately around the stadium to make way for a tri-one-way circular vehicular system with 3 lanes. 2 lanes for common vehicles and dedicated lanes for stadium access with small island to separate the 3rd lane for mass transit access - ie for taxis, busses to the people can be connected to this facility. Bikes can park bikes up over the road and use the other bike lanes on other streets and use the crossing to access the stadium. You must prioritise mass transport for this facility.	Rob Newlove
48177	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Full upgrade	Cheryl Johnstone
48180	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Richard Austin
48181	Option 1 - a full street upgrade that maintains local	Lichfield Street (Manchester to Madras)	John Stace

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	access for traffic, but reallocates more space for mixed uses	<p>now is the time to genuinely prioritise a much more environmentally friendly design for Otautahi the Garden City. we must make and take every opportunity to do things differently and better in a way that supports the planet and positive social interaction, not the same old default to cars, cars. nga mihi nui</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>now is the time to genuinely prioritise a much more environmentally friendly design for Otautahi the Garden City.</p>	
48183	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Brandon Wyatt
48184	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Get rid of the bus lanes and the reduced parking on Manchester Street</p> <p>Madras Street (St Asaph to Latimer Square) Where are people supposed to park their cars</p> <p>Madras Street (Moorhouse to St Asaph) Reducing the roading to allocate to cycleway is ridiculous</p> <p>Tuam Street (Madras to Fitzgerald) Keep it the way it is now, changing it doesn't make sense</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Keep it the way Barbadoes Street works the way it is now so don't change it</p> <p>Barbadoes Street (Hereford to Tuam) Don't change it</p>	Deborah Dyer
48185	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jono Coulbeck
48187	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I voted against the stadium proceeding, but if it is going to be built, access should prioritise pedestrians, cyclists, scooter riders with maximum ease for the disabled.	Geoff Wain
48190	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (Moorhouse to St Asaph) Great</p> <p>Madras Street (St Asaph to Latimer Square) Biggest thing here would be around making sure traffic can still flow well and doesn't back up to morehouse ave if there is a weekday e.g friday night rugby match. Could potentially try and push traffic towards another route? maybe down fitzgerald ave?</p> <p>Tuam Street (Madras to Fitzgerald) Very good.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p>	Hamish Dewar

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		Should make it flow well.	
48191	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Needs to be a fixed price contract with penalties for budget blowouts and delays and needs to be properly planned without expensive reports , consultation and the delay delay bull other projects made us suffer through which ultimately wastes time , budget and erodes public support and confidence.</p> <p>Madras Street (St Asaph to Latimer Square) If properly done sounds good but again stiff penalties for costly delays and budget blowouts , and no expensive consultants and reports , commonsense and proper planings not rocket science.</p> <p>Madras Street (Moorhouse to St Asaph) Should work again read comments above and apply here. Perhaps hire busy mums to help plan?</p> <p>Tuam Street (Madras to Fitzgerald) More greenery and possibly better traffic flow and again penalties as per my other comments .</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Angle parking to have as much as possible, as many trees as possible and prosecute vandals who are identified by security cameras which i would hope will be installed. And same conditions as other streets and improvements, bit sick of costly delays and expensive reports and consultants utilize local specialists already on payroll and penalties applied to the people who have no clue.</p> <p>Barbadoes Street (Hereford to Tuam) As above and again greenery and as much parking people are still going to need to drive until we have 1st world modern tranport options that are scheduled when and where people need it, ie trains, rapid buses and better serviced suburbs and as cheap as possible</p>	Sue Crosbie
48193	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Peter Hercock
48194	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Darren Johnson
48195	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Davinia Bruce
48196	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tom Kuruvilla
48197	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Cycle safety will be improved. This will again make the central city a place I want to go - with outdoor seating, beautification of mixed use streets it will be unique by comparison to our suburbs.</p> <p>Car parks do not equal business. A reassuring strategy could be cycle parking/scooter parking that replaces some of the car parks. This would be future proofing for these businesses as more people change their transit habits.</p>	Ben Dickie

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48200	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Secure parking for cyclists is important. Pedestrian access must have priority at least 2 hours leading up to events. Space for bars alongside pedestrian corridors also important.	Jerome Dufour
48202	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Given the council's commitment to proceeding with Te Kaha, and their promise of events year around, it's only right to prioritise ease of access to the Stadium to maximise its use and value to the city. Pedestrianisation is needed to justify the central city location, otherwise Te Kaha might as well have been built somewhere much cheaper where it would be easier for the rugby crowd to drive to the game	Thomas Young
48203	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Amanda Cropp
48204	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tim Lester
48205	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ross Dominikovich
48206	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kyle Clapperton
48207	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The stadiums in the wrong place. Not enough car parking for 15000 cars. Its a 30000 person stadium. If two people go to a game in a car.	David Hakaraia
48209	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square) It is the only one way that end of town going north... so going down to 30 would create lots of congestion. Manchester is already a mess in that regard. Perhaps a 30 zone when events are on (similar to school zones)	Jacqui Moorfield
48211	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tim Morton
48212	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Look at any major international stadium... They all have pedestrian funnel flow to and from the venue. It would be a short cut to not provide this.	Jamie Cummings

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48214	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Glenn Thomson
48215	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Dave Adams
48216	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matthew Smith
48217	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Just do it right first time - stop shagging around looking for reasons to deliver a second rate venue.	Sean Whitaker
48218	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I'd like to see the project completed as a whole, stadium and street access.	Nolan Barnes
48219	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Vicki Summerfield
48220	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Christopher Fleury
48223	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Full upgrade seems sensible and it will never be cheaper than doing it at the start. Upgrading of all the streets mentioned at \$33m (given the cost of the stadium) makes sense and will make the stadium more"user friendly". Also, the upgrading of the streets will provide ongoing long term benefits for users and non users of the stadium.	James Newlove
48224	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mark Neilson
48225	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Previous examples of upgrades allowing increased space for mixed uses (eg. Oxford Terrace from Riverside Market to Te Pae) have created a massively improved experience for people and business in the inner city. Please continue this great work on other streets.	Chris Hay

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48226	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it.	Nick Baylis
48228	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Paul Blackler
48229	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	It will be pointless to hold off the upgrade until after the stadium is built. It will make us look inept on a global scale	Robert Orchard
48230	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) It looks fabulous; I hope local business owners can see the benefits that option 1 will provide long-term (cases in point: The Terrace and other businesses along The Promenade).</p> <p>Madras Street (St Asaph to Latimer Square) Please maintain the 50km/hr speed limit, except for when there are events.</p> <p>Madras Street (Moorhouse to St Asaph) I fully support the mid-block crossing between Ara and Countdown, also changing car parking to limited-time.</p>	Haidee Scott
48231	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Dean Armstrong
48234	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I want to have the full, proposed version stated for each. We have one chance to achieve this correctly & impress visitors. We have a great chance here to put Christchurch back on the map again, with something we are really proud of.	Courtney Robert Browne
48235	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) Rather than dropping the speed limit permanently on Madras street, could we have flashing signs (like school signs) to light up to show 30kmph when we have events to slow down traffic for safety. My reason for this is most of the time there's not many pedestrians around there and it's such an important route for getting traffic through the city. Fitzgerald is nightmare for moving traffic efficiently..</p> <p>Madras Street (Moorhouse to St Asaph) Rather than dropping the speed limit permanently on Madras street, could we have flashing signs (like school signs) to light up to show 30kmph when polytech is starting and finishing to slow down traffic for safety. My reason for this is most of the time there's not many pedestrians around there and it's such an important route for getting traffic through the city. Fitzgerald is nightmare for moving traffic efficiently.</p>	Aaron Cornwall
48239	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Les Memory
48240	Option 1 - a full street upgrade that maintains local		Henry Siave

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	access for traffic, but reallocates more space for mixed uses		
48242	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Brian Pearson
48244	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support the council's move towards an evidence based transport policy that allows for a move away from cars. A city with less air pollution, noise, and fewer cars driving at high speed will benefit the city in many ways. I know many others feel the same way, but most of us don't make submissions. Please don't just listen to the lobby groups that push for more carparks and make our city less liveable.	Chris Bloomer
48246	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it once and properly the first time. Safety and ease of movement for large groups is important.	Kate Divvet
48249	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James McIntosh
48251	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support Option 1 (full street upgrade). I believe the narrow road (one lane one way), wider sidewalk and lower speed limit will be safer for people. I support the removal of existing on street parking spaces.</p> <p>Madras Street (St Asaph to Latimer Square) The cycle lane on west side of street needs more physical protection (kerb, bollards, concrete separators). I support the removal of carparks and reallocating the space for a wider sidewalk. I support the lower speed limit.</p> <p>Madras Street (Moorhouse to St Asaph) I suggest a kerb build out where the hashed paint is used at east side of the entrance to Madras Street from Moorhouse. A narrowing of the roadway will provide a physical reminder of the lower speed limit at this point. I suggest a kerb build out at Allen Street to encourage lower speeds for vehicles entering and exiting Allen street and improve safety for pedestrians crossing here.</p> <p>Tuam Street (Madras to Fitzgerald) I support the removal of carparks and reallocating the space for a wider sidewalk. Cycle lane on North side of street needs more physical protection (kerb, bollards, concrete separators).</p> <p>Barbadoes Street (Hereford to Tuam) I support the removal of carparks and reallocating the space for a wider sidewalk. Cycle lane on East side of street needs more physical protection (kerb, bollards, concrete separators).</p>	Andrew Simpson
48252	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Having the tram running down Lichfield Street and making the street largely pedestrian based will make it a very attractive street. Also a time to make sure there's attractive businesses on the street.</p> <p>Madras Street (St Asaph to Latimer Square)</p>	Dylan Mirk

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		<p>Something needs to happen to this Street to make it easy for pedestrians to get around, which is why I agree with the proposal. It'll just suck to lose the parking. It's for a good cause though.</p> <p>Madras Street (Moorhouse to St Asaph) Yup, I agree. Good to be keeping Parking in some areas aswell, it's really needed there.</p> <p>Tuam Street (Madras to Fitzgerald) I fully agree with making it one way. This will help with traffic flow after the games.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) After closing off that part of Lichfield Street which the stadium will sit on, this has rendered the last one way part of the street mentioned here, worthless. It's better two way.</p> <p>Barbadoes Street (Hereford to Tuam) I agree with this. Just don't destroy the traffic light pattern through street is known for (e.g one light turns green while going down the street, and all the others turn green as you go along. You know. Don't believe me, go down the entire one way street yourself. Also, don't get rid of the parking to the left, but I love the right side idea with trees and bike lanes and stuff.</p>	
48255	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it once, do it right	Ken Malone
48257	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	For all of the plans, I think that if we're going to build this stadium then we need to also upgrade the access and transit through the surrounding areas. The areas should provide for a mixed use rather than just be for cars and motorists. I also think it will be the surrounding areas that the people of Christchurch will use on a daily basis so the design should provide places for people to enjoy and support biodiversity within the central city. Thanks for asking for our thoughts on this.	Maureen McCloy
48258	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Looks good to me, do the work now so people can safely access the stadium. It will just cost more later	Janette Glen
48259	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Graham Blackett
48260	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Christian van der Gulik
48262	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More pedestrian friendly with options for shuttle services to the area from various suburbs not just from central Christchurch	Wendy Mathews
48267	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras) I have a strong preference towards removing car parks and instead encouraging more foot traffic in the area. This redesign seems much more hospitable, healthier and better for local business.</p>	Aaron Simon

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	reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) In feel like this area is not achieving what the goals set out in the description are aiming for. It's the main congregation point during the events, part of the main corridor from city center to Te Kaha and yet it has a relatively unmanaged vehicular access creating a divide between the building and where people will be coming from? If a corridor is required here, I'd like to suggest that we make changes to road design to help set a better design speed. I feel there should be a high priority towards pedestrian and non-car commuter safety.</p> <p>Madras Street (Moorhouse to St Asaph) Here would benefit from a protected cycleway. Having a pedestrian crossing so close to another light controlled intersection also seems a little like a design flaw, creating a potential for traffic to back up into the intersection more easily, as well as the crossing being so close to the supermarket exit, which is another potential point of contention. Perhaps the exit from the supermarket can be routed to after the crossing to reduce the meeting of pedestrians and waiting traffic. The sliplane at the moorehouse/madras intersection has always been a large hazard for pedestrians - especially those who have visual disabilities and need to make an unprotected crossing to the small island, so i'd suggest getting rid of this altogether, or adding a large raised speed platform to communicate pedestrian priority, improve pedestrian safety, and encourage driver attentiveness.</p> <p>Tuam Street (Madras to Fitzgerald) I'll continue to encourage protected cycleways or shared paths to improve non-car commuter safety. The large road size is also a concern for pedestrian safety - especially since this area feels like it should prioritize pedestrian access and safety.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Since this road is so narrow, and has parking on both sides of the streets, I feel the cycle safety is underwhelming. With great potential for contention between non-car commuters and vehicles, this redesign feels like it would benefit from removing one side's carparks, and converting that side to a shared protected cycle/foot way. Having a narrower road would also encourage slower speeds. I feel this one needs</p> <p>Barbadoes Street (Hereford to Tuam) This plan also suffers from a really wide, inhospitable roadway, and unprotected cyclelanes but i appreciate that the parking has been reduced, which should reduce contention with other non-car commuters.</p>	
48268	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) ensure adequate bike parking and cycle ways</p> <p>Madras Street (Moorhouse to St Asaph) I like the accessibility for cyclists.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) A cycle way that crosses Fitzgerald to go around the river to join Barbadoes would be appreciated as this is very hard and dangerous to cross with traffic.</p>	Janene Burnett
48269	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Prefer to see FULL support for public transport, cycling, scooters, and pedestrains, right from the start, BEFORE the new stadium opens.	Bruce James
48272	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Joan Melvyn
48274	Option 1 - a full street upgrade that maintains local	<p>Lichfield Street (Manchester to Madras) I have made a submission earlier this evening and voted for option 2. I have since changed my mind and now favour option 1</p>	Greg Crawford

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	access for traffic, but reallocates more space for mixed uses		
48275	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) what a bout park and ride ,buses could then drop off and pick up patrons , could also enable less mobil patrons to attend .	Gary grange
48276	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mike Rule
48277	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Do it once, do it right. The better the whole surroundings are, the better the overall experience- attracting more events, more people- who will stay around and inject money in to the area	Glynn Thomas
48278	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Wallace
48281	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) More local art as apart of the beautification. I enjoy having nice things to look at while walking down a walkway. Expecially in the city. Possibly a mural or sculptures. Or natural plant art. As well as creative lights like on the highways that change colors but the same lights under the bench's leading to the events center. Even covered walkways would be ideal for rainy days with lights like at the Christchurch airport that change when you walk under it. Something interactive but not annoying would be great!</p> <p>Madras Street (St Asaph to Latimer Square) Love the idea of safer crossing for pedestrians and cyclists as well as better bus shelters!</p> <p>Madras Street (Moorhouse to St Asaph) With all the parking being removed from the surrounding streets I think you should look at car parking solutions to help ease the transition and continue things like free buses to council events or reduced fares for events to encourage participation and ease of traffic.</p> <p>Barbadoes Street (Hereford to Tuam) With the main or side entrances I think bus unloading and Uber/taxi stands are a must and should be on as accessible and clear as possible with signs and directions easy to read and find. As well as improved signs on the roads with speed limits and line markings. I like the drop off area at the town hall it seems pretty good.</p>	Ryanne Braselton
48282	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Stefan Dolega-Lewandowski
48284	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Bird

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48286	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	It would be absolutely bonkers to build a large, state-of-the-art stadium but then surround it by streets not designed for such purpose. Therefore I fully support this upgrade, just as I support the building of the stadium. The two things go hand in hand.	Greg Russell
48287	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lukas Fern
48289	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) This is the key entry point of Te Kaha and needs a lift.</p> <p>Barbadoes Street (Hereford to Tuam) This side of Te Kaha needs an upgrade</p>	Danny Schroder
48290	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I think this is a great plan. Some cons but doable.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Great plan</p>	Kwok Ping Tay
48291	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	do it once and do it right. The worst thing is to have a mess on show time and have to clean up with more expenses later	Peter Jamieson
48292	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Need space for hospitality to be on the street on event days</p>	Daniel Latimer
48293	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The designs look great and will make the investment in the stadium and city work better. The whole area is going to be fantastic.	Owen Scott
48295	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kayley Claridge
48297	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) To help even further to limit the traffic management cost, is it possible to have retractable bollards installed at the street entrance and digital 'No left/right turn' signs, that can be automatically rises or lowered and turned on or off? This would make it a truly safe pedestrian friendly passageway to the stadium when events are on, while maintaining traffic when there is not. Also would be a modern solution instead the eyesore orange cones and flashing lights that Christchurch is sick of.</p>	Toby Lambert
48303	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ben Hart

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48304	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ricky Crannitch
48306	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Grant Hambly
48307	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Strongly support, reading that encourages bussing and pedestrian access to Te Kaha and I'm general in thr central city.	Simon Hay
48308	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Hayden Zhang-Marshall
48312	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ellen Petersen
48314	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Neville Gollan
48315	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Really like the idea of a mixed use space like Regent St.</p> <p>Madras Street (St Asaph to Latimer Square) Will be a good upgrade for a area that needs it. Will there be a 2nd entrance to Te kaha on Madras St.</p> <p>Tuam Street (Madras to Fitzgerald) Would you be looking to be making Tuam St a pedestrian only during big events or bus access only for pick up and drop. If it would be buss access only during events would you have multiple bus stops not just one?</p> <p>Barbadoes Street (Hereford to Tuam) From Hereford St to Tuam St along Barbadoes would you make this a pedestrian area only been the main entrance for large events for the safety of pedestrian get to their entrance and leaving?</p>	Chris Hunt
48316	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The upgrades will never be cheaper, let's do it properly Do it once and make it a sound acknowledgment that Chch continues to provide careful infrastructure within our city. If you go for a cheaper option then in less than a few months after the stadium is open complaints will be many.	Barb Wright
48317	Option 1 - a full street upgrade that maintains local		Colin Mansbridge

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	access for traffic, but reallocates more space for mixed uses		
48322	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Liam Cordelle
48323	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Scott Johnston
48324	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Geoff Cranko
48328	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Harrison
48330	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support it as long as there is no increase to rates.	James Friend
48331	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Wilson
48333	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The plans look great.	Craig Stapleton
48335	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Ian Galletly
48337	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Daniel Kearns
48340	Option 1 - a full street upgrade that maintains local		Hemi Bedggood

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	access for traffic, but reallocates more space for mixed uses		
48342	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Ease of access for pedestrians and bikes is really important when events are on. Need lots of secure bike/scooter parks.</p> <p>Madras Street (St Asaph to Latimer Square) Have wide pedestrian area</p> <p>Madras Street (Moorhouse to St Asaph) Make it easy to bike on</p> <p>Tuam Street (Madras to Fitzgerald) Easy for pedestrians</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Sounds like a good plan</p> <p>Barbadoes Street (Hereford to Tuam) Make it good for pedestrians</p>	Ross Walkham
48344	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jonathan Claridge
48346	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	tell the mayor to keep his hands off of this.	Nat Clark
48349	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Love the cycle / scooter / pedestrian friendliness especially as I work in the inner city	Tina Verschoor
48350	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I am fully in support of encouraging people to bus bike walk to events.so would like it more pedestrian friendly. Would like to ensure how ever plenty of bike stands to cope with an increasi ng number of bike commuters as well.	Alison Ford
48351	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The Option 1 proposal is of much greater civic value than Option 2. a. more people will benefit from Option 1 than keeping status quo or Option 2 - better hospitality options and community focused space; as well as better transport outcomes. b. Plus, Option 1 will serve as the primary pedestrian route between the CBD [parking, transport and entertainment hubs] and the stadium c) I totally support removing street-side car- parking here. Car-parking is a very poor use of high value space in areas like this. In addition to above, it is entirely practical to one way (vehicle) this section, as currently it's very lightly used (most cross CBD traffic uses Tuam and St Asaph Sts)</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph)</p>	Peter Holder

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		<p>I mostly support the proposal for this section of Madras Street. Especially the improved cycle way. Travelling north by bike or scooter, SAFELY, in this part of town is currently poorly served (mainly due to street-side parking). Can the P10 and P60 parks be moved from the west side of Madras to the east side? As you will be aware, mixing car parking and non-vehicle transport is not safe for either</p> <p>Tuam Street (Madras to Fitzgerald) Please please please remove the P10 car parking from the north side of this section of Tuam, or just make them mobility parks, at least for the block east of the stadium. There is parking on the other side of the road. The proposal compromises safe cycling and scooting for a measly 2 car-park spaces - which seems an absurd concession for non-car user safety. As you will also know, the safer you make car-alternative transport, the few cars will be on the roads and the less car infrastructure required</p> <p>Barbadoes Street (Hereford to Tuam) I support the removal of those car-parks. Street-side car parking is a very poor use of valuable space here</p>	
48352	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Love it!	Nicholas Lovett
48354	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	my only comments regarding the complete proposal surround the road network leading to the Arena's location. Main trunk roads like Moorhouse Avenue, Fitzgerald Avenue etc. will there be provision for park and ride facilities to encourage people to leave their cars either at home or out of the city center. people traveling to Christchurch need easy access to rapid public transport into the city center. thought and provisions needs to be given across the whole of the city otherwise these proposed adaptations although beneficial within a small area will have little or no beneficial effect outside the immediate zones and will inevitably cause chaos in other parts of the city.	Rhun Evans
48355	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Alex Nicol
48357	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		George Journeaux
48359	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) make it good to walk downmake it have rugby Hirsty on the street and make it walkable</p> <p>Tuam Street (Madras to Fitzgerald) make it more walkable</p> <p>Barbadoes Street (Hereford to Tuam) make it have rugby Hirsty on the street and make it walkable</p>	Cameron Adams
48360	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Continue with road upgrades as planned to help pedestrianise the city center and remediate the need for event traffic management plans.	Peter Down
48361	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Wayne Lamb

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48362	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sophie Jensen
48364	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I think its cool	Jake Field
48366	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support the overall recommendations from the council staff to implement widespread changes for all the streets in anticipation of the completion of Te Kaha. The implementation of scaled down changes would save money in the short term but create more problems every time there was an event at the stadium. Also projects that are partly completed tend never to be completed with the passage of time.	Murray Robertson
48367	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald) Consider the need for water fountains on the way to and from the stadium. Lichfield Street (Barbadoes to Fitzgerald) All good Barbadoes Street (Hereford to Tuam) All good, but need to consider the need for a multi level parking facility in the area between Kilmore and Hereford / Fitzgerald and Barbados.	Joe Tonner
48368	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Support	Glen Rutherford
48369	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Stadiums should always have pedestrian/cycling access at the front of mind! Especially access to the bus station, so I think make everything as pedestrian friendly as possible. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Pedestrian and cycling access is the most important thing to me!	Sarah McKenzie
48371	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Think Māori themes when redesigning especially the trees and shrubs - make them native please. Footpath art and/or design now that the footpaths are going to widened. Madras Street (St Asaph to Latimer Square) Same as above please - plant native trees and shrubs. Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Think Māori themes when redesigning especially the trees and shrubs - make them native please. Barbadoes Street (Hereford to Tuam) Like the idea of taxi and uber drop offs in this area.	Te Rangimaria Ngarimu
48374	Option 1 - a full street upgrade that maintains local	I generally hate the one-way street layout in urban areas. It generates traffic, annoys cyclists, and speeds up car traffic. Other than that, I really like the design	Jens Zollhofer

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	access for traffic, but reallocates more space for mixed uses		
48375	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The city has had major construction going on for so long and we have been waiting for this project. Please can it just be done once and right the first time instead of having to dig up the roads again after it's built? Surely the businesses located close by would be better served by not having more road works after the stadium is complete.	Tammara Lowdell
48376	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jed O'Donoghue
48379	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Grant Ramsay
48380	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matt Walker
48382	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Hi. I'm not sure what streets are involved but I think you should consider extending the tram route to provide access to and from the stadium.	Robert Smith
48387	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Andrew Stewart
48388	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Joe Hefford
48390	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support all the proposed changes	Gavin Treadgold
48394	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jamie Hobby
48395	Option 1 - a full street upgrade that maintains local		Jacob Anderson

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	access for traffic, but reallocates more space for mixed uses		
48396	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	In general the changes are a big improvement. I like the bigger sidewalks and room for trees etc. It will be nice to be in the area when it is finished. Please consider more rerouting of traffic. As the new roading around the hospital has shown, people can learn to be funneled in a positive way when using an automobile. The space for cycles could be better. I have seen a massive uptake in cycling recently and as we know with climate change, petrol prices and traffic congestion cycling will only increase and become a mainstay of future travel. Sharrows can work but NZ drivers aren't used to them yet. Where possible allow cycles to have their own lane that is delineated from the road by a kerb, height or stanchions. I dont consider a painted line to be a cycle lane sadly. In many cases they are still very dangerous. As is the case now done Madras St, there is a painted line with 'room' for a cycle, but its unsafe due to the amount of cars, left turn traffic and entry/exit points. Minimize roading for vehicles around the stadium. When there is an event on it will be too busy to drive there anyway.	Koen van den Broek
48398	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Definitely prioritise pedestrian and cycle flow along this section - and it would be awesome to have the tram line tied in. I also think that adding trees is going to be more and more important as we deal with higher temperatures in the city. Madras Street (Moorhouse to St Asaph) Very glad to see the extra pedestrian crossing planned for between countdown and Ara, and the separated cycle lanes along here.	Angela Brett
48399	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square) Plan for Madras street should be Native Fern Trees (from small to big) a international seller, and should be (up-lighted) from below, to highlight silver. Yes?.	Blair Parnell
48401	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Greig Bainbridge
48403	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	For all streets mentioned here I would like to see as much green planting as possible and good and safe routes for cyclists and pedestrians. Also provide secure lock up for bikes.	Jocelyn Douglas
48408	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) It is important to make sure the road is safe for pedestrians and cyclists - this should be the priority. Please provide plenty of secure bike parking too. Barbadoes Street (Hereford to Tuam) It is important to make sure the road is safe for pedestrians and cyclists - this should be the priority. The wider footpath should be mixed use (cyclists and pedestrians). Please provide plenty of secure bike parking too.	Holly Jamieson
48411	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		George Haswell
48413	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Tramline is great	Scott Mckerrow

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48415	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Frederik Markwell
48416	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I think it needs to be shared space, once the stadium is up it should already be finish meaning that any events can just get started and it is easy for people to get to and from the stadium to town. There are already a lot of car park buildings within walking distance so I don't see an issue with removing the parks	Alex Coleman
48418	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it once, do it right and future proof the area.	Alice Rae-Flick
48420	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 looks fantastic, and I'd love to see more of this around our city. I think the CCBA is misguided in their concerns - increased accessibility for pedestrians will surely help business rather than hinder. It would be great if the tram line would cross Madras and loop through Te Kaha grounds. This could be a step towards making the tram a useful commuting option rather than just a tourist attraction which surely should be a goal - this could help replace "the shuttle".</p> <p>Madras Street (St Asaph to Latimer Square) Why not have the Tram come over and have a station on Te Kaha grounds? This could be a step towards making the tram a useful commuting option rather than just a tourist attraction which surely should be a goal - this could help replace "the shuttle".</p> <p>Madras Street (Moorhouse to St Asaph) As a former Ara student, the proposed pedestrian crossing in the provided sketch does not appear wide enough. There is also a missing crossing on the east side of Madras/Moorhouse/Gasson intersection. We always used to cross over this side anyway to get to McDonalds. Nobody got time to do 3 crossings twice in their break.</p> <p>Tuam Street (Madras to Fitzgerald) The coach parking needs to move back to Madras to Barbadoes section or to Barbadoes so that a coach load of people at a time don't have to cross a road, in addition to the other expected pedestrians.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) It's good to finally see this one go two way</p>	Chris Odell
48423	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Julia Evans
48424	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Definitely the better environmental option for the ongoing future.	Sandie Abbott
48425	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras) Future generations will thank city leaders for a more cycle/scooter/walking friendly street</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph)</p>	James Thorne

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	reallocates more space for mixed uses	<p>All good changes - can't wait. Would like the lights to still be synchronised so that it isn't as painful as travelling along Manchester</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) All good changes - can't wait</p> <p>Barbadoes Street (Hereford to Tuam) All good changes - can't wait. Would like the lights to still be synchronised so that it isn't as painful as travelling along Manchester</p>	
48427	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gael Edgeworth
48429	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I approve of option 1. It is the best for the safety of people and gives the businesses a welcoming atmosphere. And is the cheapest option for the people of Christchurch. Is there a possibility of any rain cover along it for people going to the arena from the busses and car parks in wet and cold days?</p> <p>Madras Street (St Asaph to Latimer Square) I approve of the plan. Is there a way to improve the crossing to Latimer square? As many people will be walking from there too. Add some left hook turns for cyclists so they cross to the cycle stands right outside the stadium</p> <p>Madras Street (Moorhouse to St Asaph) Make the 30kph start area narrower or a raised platform to encourage the cars to slow down. Add some landscaping to the right hand side no parking area of Madras right before the 30km sign.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Can you add some landscaping to the no parking areas. As it will improve the industrial style look of this area. It will also give some shade and go towards christchurches tree canopy.</p> <p>Barbadoes Street (Hereford to Tuam) Add some left hook turns for cyclists so they cross to the cycle stands right outside the stadium</p>	David Gardner
48432	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Reallocating funds for the full street upgrade towards the stadium itself is shortsighted. The area around the stadium needs to reflect the world-class event arena that is being built. This includes both the attractiveness of it, but also the more practical elements such as pedestrian access and the underlying infrastructure. Please focus on a full street upgrade as it is the cheaper, more efficient, more sustainable option in the long-term.	Amy Wilson
48433	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support Option 1 in full, however I believe this approach would be better serviced by increased business development in the area bordered by High Street, Poplar Street, and Lichfield Street. Currently this area is filled with gravel pits masquerading as parking lots, and I believe that landowners need to be incentivised to develop this space into retail/hospitality to supplement the walkable nature of the planned development.</p> <p>Madras Street (St Asaph to Latimer Square) I support this plan in full, especially the speed reduction to 30km/h and the removal of car parks. Making this space safer for pedestrians will also benefit inner city residents at times when Te Kaha does not have events running.</p> <p>Madras Street (Moorhouse to St Asaph) I support this plan, particularly the speed reduction to 30km/h and the removal of car parks. I believe that changing the car parking to P120 is a poor idea - as Christchurch transitions to a mixed-modal transport city, encouraging the turnover of carparks mitigates the reduced private car use that we are hoping to achieve.</p>	Oliver Neal

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		<p>Tuam Street (Madras to Fitzgerald) I support this plan, however I would like to see the northern crossing of Fitzgerald Ave run at a 90 degree angle to Fitzgerald Ave instead of the diagonal crossings that it currently is. It is my view that this would have minimal impact on stopped traffic in those lanes. I would also like to see additional footpath upgrades in this area as the footpaths are narrow and uneven.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support this plan in full, particularly the upgrades to the pedestrian crossings at Fitzgerald Ave.</p> <p>Barbadoes Street (Hereford to Tuam) I support this plan, however I would like to see the council incentivise redevelopment of the eastern side of Barbadoes St in order to promote the expectation of diversification stated. With the stadium being a key focal point of this area, business interests that complement the stadium need to be available to support the stadium's use and to encourage visitors to that area.</p>	
48436	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Fully support the pedestrian/cycle focus for event access to Te Kaha via Lichfield Street. Believe the city needs to embrace the future now and continue to transition to a modern people focussed environment as developed from the share an idea engagement campaign post quakes.	Jeff Lyng
48437	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gordon Shields
48439	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Love it, more of this please we need to become a modern city!</p> <p>Madras Street (St Asaph to Latimer Square) More pedestrian priority, enough space is wasted in this city on places for cars to park. We need places where people can thrive.</p> <p>Madras Street (Moorhouse to St Asaph) More cycling priority to cope with people taking alternative modes to places. We need to decarbonise our transport.</p> <p>Tuam Street (Madras to Fitzgerald) More green space and plantings will be an excellent way to make this a more comfortable place to be.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) More pedestrian priority.</p> <p>Barbadoes Street (Hereford to Tuam) More cycle infrastructure.</p>	Jesse Northcoat
48440	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Making these streets pedestrian priority will serve the best function.	Jack Henry
48446	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		William Cotton

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48449	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think that if we want Te kaha to be world class we need world class access. I would also love light rail from the airport to the bus exchange to make it easy for people to fly in for events. I would also be in favour of giving naming rights to a big organisation like Amazon to help pay for this.	Dick Ongley
48450	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	The Ara side of Madras street should not be limited to P120. Parallel parking on the right hand side of a street is more difficult than on the left, especially on a busy street. There are no free options for carparking around, so if students and staff want to arrive early and take advantage of all day parking this is the only option. "turnover" is not a priority in this space. Also, the location of the pedestrian crossing is too far south. this could lead to problems as traffic backs up and could block the intersection on Moorhouse/Madras. Also, people parking in the Ara carparks down Allen Street are not going to walk that far south to cross the street. It should be relocated between the Ara entrance and Allen Street.	Lynne Coker
48451	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) option 1 is great Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) nice Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Great	Johannes Welsch
48452	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Consider the need for water fountains on the way to and from the stadium.	Simone Pearson
48453	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Should go ahead as proposed	Nicholas Martin
48456	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Judith Hudson
48459	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nicole Gaston
48460	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Karel Peeters
48461	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Paul Johnson
48462	Option 1 - a full street upgrade that maintains local	Climate friendly options are ideal	Priya Bhikha

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	access for traffic, but reallocates more space for mixed uses		
48463	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Mixed use for safer pedestrian/family use, lower emissions, and reduced congestion :)	Fergus Roache
48464	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sophie Watson
48466	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matthew Reid
48467	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tessa Hocking
48468	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Time and time again conversions to reduced speed, limited vehicle access streets result in a much nicer experience and more people choosing to walk/cycle down there. This will lead to more patronage for the businesses along that street.</p> <p>Madras Street (St Asaph to Latimer Square) The plan looks good. Better cycling and walking infrastructure plus more trees, yay!</p> <p>Madras Street (Moorhouse to St Asaph) I like the safety improvements.</p> <p>Tuam Street (Madras to Fitzgerald) Consistent one way streets are less confusing.</p>	Matthew Baird
48469	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Go for it, looking forward to the beautified streetscape.</p> <p>Madras Street (St Asaph to Latimer Square) All makes sense</p> <p>Madras Street (Moorhouse to St Asaph) Welcome improvements to a road I use a lot. I've often thought how dangerous it is for students crossing and the reduced speed is also smart.</p> <p>Tuam Street (Madras to Fitzgerald) Good plans</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Sounds like a welcome improvement</p>	Matthew Wright

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		Barbadoes Street (Hereford to Tuam) Go for it!	
48471	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Looks great. Madras Street (Moorhouse to St Asaph) Great to see the pedestrian crossing outside Ara.	Peter Rodgers
48475	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Michael Nation
48476	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	To all proposed changes: As a long time resident of south/central Christchurch who frequents these areas, it would be great to see a redesign like this that better prepares us for the future, and prioritises access and safety. It would be a great step in making Christchurch a functional city again.	Frankie Desmond
48478	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sam Andrist
48479	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Frazer Attrill
48480	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Remy Fitzgerald
48481	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) Love the opportunity to connect to the existing Cashel St pedestrian area further east to the stadium. We definitely need good pedestrian access to/from the stadium. I went to a U2 concert a few years ago in Melbourne and we stayed 4 blocks from the stadium. EVERYONE walked to the stadium and the streets were filled with thousands of people. Before is less affected as people stagger their arrival time. After the concert it's mass evacuation and the streets get very full. Madras Street (St Asaph to Latimer Square) Yes do it. [REDACTED] alternative parking within Eastframe. This is great. Madras Street (Moorhouse to St Asaph) Try not to slow traffic movements too much here. It's a real log-jam after work and problematic when trying to get near Cashel St.	Kristie Fogarty
48482	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Claire Mulcock
48483	Option 1 - a full street upgrade that maintains local		Helene O'Neill

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	access for traffic, but reallocates more space for mixed uses		
48485	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Laura Sahng
48486	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Will Gillespie
48487	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Tilly King
48490	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More big trees	Tessa Mitchell-Anyon
48491	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Mixed use streets are awesome, would love to see more of these around Christchurch.</p> <p>Madras Street (St Asaph to Latimer Square) Introducing raised pedestrian crossings and Lane narrowings could communicate to drivers that this is a pedestrian focused area.</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) A parking separated cycleway would be a safer than the painted bicycle gutter.</p>	Jeremy Parry
48492	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) What ever we can do to make our streets spaces for people not just through vehicle traffic is absolute magic</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Adopt the best possible international precedent for shared space / living streets design</p>	Richard Hayman
48494	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Celia Stokman
48495	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Council has already decided to spend a stupid amount of money on the stadium, and even though these road upgrades are not part of that budget, they are the most sensible part of the whole situation. Making streets more walkable, cycle-friendly, safe and just making them more enjoyable places to be in general seems like a no-brainer. Don't be short-sighted in pushing this cost to the future. It would be embarrassing to have a shiny new stadium attracting people from all over to then have the streets around it in an average (or less than) state, which are a pain to use during events. I'm also all for reducing cars in the city (so don't see your last two points as 'cons'), and I don't buy that reducing parking harms businesses - just look at the main stretch of Cashel Street.</p>	Sarah Pahlen

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		<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>Council has already decided to spend a stupid amount of money on the stadium, and even though these road upgrades are not part of that budget, they are the most sensible part of the whole situation. Making streets more walkable, cycle-friendly, safe and just making them more enjoyable places to be in general seems like a no-brainer. Don't be short-sighted in pushing this cost to the future. It would be embarrassing to have a shiny new stadium attracting people from all over to then have the streets around it in an average (or less than) state, which are a pain to use during events.</p>	
48497	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>My comments are general (noting you haven't provided a box for overall project comments).</p> <p>Please do not stop this project. If this is paused, and works are proposed after the stadium is constructed, the impact will be so much more significant. Businesses will not want to establish in the area if there is a whole bunch of further construction works. Do this at the same time and minimise disruption. Lets have a project that is completely ready to use when the stadium is ready - streets and all and not hamper the stadium by adding obstacles to people wanting to attend events there.</p>	Jess Bould
48498	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Patrick Sherwood
48500	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras)</p> <p>Upgrading the roads around the new stadium seems absolutely crucial to have it function as it needs too, and improving access for pedestrians must be the priority. The minimal decrease in carparks seems a non-issue with so many carparking buildings within a very short walking distance. Completing this all the other underground works now makes so much sense compared to the disruption this would cause if it needed to be done after the stadium was built.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>As above, strongly in favour</p>	Tom Brownless
48501	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>I believe option 1 is very appropriate as upon exiting the stadium this leads to the main forms of transport and likely have large amounts of people following event. This will allow initial disbursement, similar to how the Wellington Sky stadium leads to a concourse that transfer users to Bus/Train/Town. Without it, I believe you run the risk of frustrating attendees and motorists as both would face negative effects. It also provides ability to negate the harshness that stadiums apply to the landscape.</p>	Todd Davis
48502	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Love the mixed use set up! Bringing us to 21st century	Tip Varnakomala
48503	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Margaret Jeffs
48506	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras)</p> <p>For the volume of pedestrians that the stadium will develop, a vehicle focused road layout is no longer appropriate. Enhanced paths tie in to providing a better environment for large numbers of pedestrians and cyclists from Te Ara</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph)</p> <p>Madras St one way system is laid out to provide maximum ease for car traffic between Moorhouse and Bealey. The modern view is that the area within the 4 avenues needs to be a place for people. Mass transit is incompatible with that. All the one way systems within the 4 Aves need to be changed back to 2 way slow zones with more cycle and pedestrian capacity. Push the traffic around the central area, not through it.</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Steve Brueton

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		<p>Ok but no one-way streets would be better.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Ok</p> <p>Barbadoes Street (Hereford to Tuam) As above for Madras, a one way, high traffic street is incompatible with the CBD people friendly vision. Push the traffic to Fitzgerald Ave.</p>	
48507	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I strongly support infrastructure for cycling and pedestrians --- easy cycle access around the city is the primary reason I prefer living in Christchurch compared to Wellington and Auckland. With e-bikes making travelling and commuting via bike easier, I think that cycleways are the best and most sustainable option for cities moving forward.	Gerry Toft
48508	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please do all you can to make this area (and all areas!) good for all users, preferentially treating less carbon intensive modes like walking and biking.	Christopher Seay
48512	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) I would be in favour of removing the slip lane from Madras Street to Hereford Street. Despite lowering the speed limit and talk of modifying traffic signals, slip lanes still put all members of the public (apart from motorists) at risk.</p> <p>Madras Street (Moorhouse to St Asaph) Is it possible to have the bike lane go behind the traffic lights? I suppose then the bike lane would be cutting across the footpath, potentially putting pedestrians at risk, but it's just an idea I had.</p> <p>Tuam Street (Madras to Fitzgerald) I would rather keep the bus stop, if it comes down to bus stop vs. parking. Also, I see in the diagram above that Tuam Street appears to have 2 or 3 lanes of traffic. I would enjoy having a single lane of traffic, and see more space given to pedestrians and cyclists. In fact, I don't know where to put this in my feedback, so I suppose I'll say it here, but I think it'd be cool to see the entire area closed off to traffic, and have it be fully walkable. Of course it would still need to be accessible to vehicles in case of an emergency, or so that local business can get goods delivered, but a fully walkable area with no access to public vehicles sounds very appealing to me.</p> <p>Barbadoes Street (Hereford to Tuam) I'm unaware of the current speed limit along this stretch of Barbadoes Street, however, if it isn't 30 kph already, I would be strongly in favour of reducing it.</p>	Liam Gibson
48513	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Any redevelopment of streets to increase the safety and access of foot and cycle traffic in the central city is critical to improving the city's long term sustainability and viability as the population increases and tourism picks up. These changes all promote the use of active transport which is beneficial for the health of Cantabrians. Redeveloping roads to discourage the use of motor vehicles in the inner city, is firstly beneficial to health by reducing air pollution, secondly beneficial for the environment by reducing carbon admissions. These points are largely based on international research, which I'm sure the council is aware of after briefing reading the draft transport plan for Christchurch. I strongly oppose any redevelopment of central city roads that do not discourage motor vehicle use.	Tayla Tuhikarama
48514	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) All work needs to go ahead</p> <p>Madras Street (St Asaph to Latimer Square) It would be a backward step to put off any landscaping</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Go ahead with all plans</p> <p>Barbadoes Street (Hereford to Tuam)</p>	Peter Evans

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		This area badly needs development and landscaping. Please could you use big avenue trees such as linden or Plane. There are too many insignificant trees planned and they don't have any impact at all	
48515	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	more bicycles and walking please. More active, healthier transport than cars.	Sarah van der Burch
48518	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support option 1 because it will make Litchfield street a destination which people will congregate at, even outside event days. Wide streets, trees, seating and slow speeds attract people. I also support it because it provides a safe walking and cycling route. Parking is not needed because there are plenty of off-street carparks nearby, and onstreet carparks in neighbouring streets. More should be done to encourage the 10kph speed limit. Paving on the carriageway and changes in direction are ideas. Share spaces work best when there is no delineation between the area where cars drive and the area where people walk. People should feel comfortable walking on any part of the street.</p> <p>Madras Street (St Asaph to Latimer Square) I support the widened footpath and reduced speed limit. They are both suitable for the increased amount of foot traffic. 50kph is too fast for any urban environment with lots of people. The cycle lane directs cyclists right into the "door zone" between Ash St and Lichfield St, and nearby 245 Madras St. This is extremely dangerous and poor practice. There should be a buffer between the door and the cycle lane, the cycle lane should be rerouted between the parking and the footpath, or the parking should be removed. Rerouting the cycle lane behind the parking and the footpath would have the added benefit of making the street feel narrower, aiding the 30kph speed limit. The cycle lane should be protected. Either by concrete buffers, planters, or raising its level. Mixing cycle traffic and turning traffic at the Cashel St intersection is dangerous. The turning separate lane could be removed, with turning traffic to give way to cyclists. Mixing cycle traffic and turning traffic at the intersection with Hereford St is dangerous. Madras St should be two lanes here - one lane each for left and right turns is sufficient. Thought should also be given to allowing cyclists to turn right easily and safely.</p> <p>Madras Street (Moorhouse to St Asaph) I support the signalised crossing, the reduced speed limit, the wider shared path and the time limit added to parking. A reduced speed limit is suitable for this area where lots of students are crossing at various times of day.</p> <p>The cycle lane should be protected. Either by concrete buffers, planters, or raising its level.</p> <p>The cycle lane directs cyclists right into the "door zone" where it passes parked cars. This is extremely dangerous and poor practice. There should be a buffer between the door and the cycle lane, the cycle lane should be rerouted between the parking and the footpath, or the parking should be removed. Rerouting the cycle lane behind the parking and the footpath would have the added benefit of making the street feel narrower, aiding the 30kph speed limit.</p> <p>The slip lane crossing the cycle lane approaching the corner St Asaph St is dangerous. It should be redesigned so that it doesn't cross, with turning traffic giving way to cyclists, or mitigate it with more paint and/or a raised surface.</p> <p>The slip lane from Moorhouse Ave to Madras St requires a pedestrian crossing.</p> <p>Tuam Street (Madras to Fitzgerald) I support widening the footpath to enable more foot traffic.</p> <p>The cycle lane should be protected. Either by concrete buffers, planters, or raising its level.</p> <p>The cycle lane directs cyclists right into the "door zone" where it passes parked cars. This is extremely dangerous and poor practice. There should be a buffer between the door and the cycle lane, the cycle lane should be rerouted between the parking and the footpath, or the parking should be removed.</p>	Michael Clemens

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		<p>The cycle lane should not pass between coach parking and traffic lanes. It would feel extremely vulnerable cycling between a wall of coaches and traffic.</p> <p>There are missing pedestrian crossing legs at the corner of Tuam St and Fitzgerald Ave. If a crossing leg is not provided, pedestrians will just cross in front of traffic, which is very dangerous.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support the addition of a crossing at Fitzgerald Ave. However, legs should be provided from both sides of Lichfield Street. If a crossing leg is not provided, pedestrians will just cross in front of traffic, which is very dangerous. I oppose removing trees for the creation of turning lanes from Fitzgerald Ave. Two unobstructed straight through lanes is plenty, with a third turning or shared straight and turning lane. If this is an issue for traffic turning right into Lichfield St from Fitzgerald Ave, then this turning movement should simply be prohibited.</p> <p>Barbadoes Street (Hereford to Tuam) The cycle lane should be protected. Either by concrete buffers, planters, or raising its level. The cycle lane directs cyclists right into the "door zone" where it passes parked cars. This is extremely dangerous and poor practice. There should be a buffer between the door and the cycle lane, the cycle lane should be rerouted between the parking and the footpath, or the parking should be removed. I support the widened footpaths and paved intersections.</p>	
48520	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I fully support a more people-friendly and less car-dominated Lichfield Street (Option 1). This is important not only for better preparing the area for stadium events but also crucially for helping shape the Central City into a safe, low-carbon, enjoyable place to work and visit. The climate emergency is critical for Council to address in every aspect of decision-making, and it is clear that Option 2 does not achieve this outcome.</p> <p>Removing car parks and pedestrianizing the area also makes great business sense. Outdoor seating and greater access to pedestrians/cyclists (who, on average spend more than motorists simply using Lichfield Street as a vehicle thoroughfare) also mean that local businesses can maximize the opportunity that the stadium investment brings to the area during events, as well as save the council on event traffic management costs.</p> <p>Madras Street (St Asaph to Latimer Square) I mostly support the proposed plans. I would like to see improved physical separation of cycle lanes in locations not adjacent to parking.</p> <p>Madras Street (Moorhouse to St Asaph) I mostly support the proposed plans. I would like to see raised pedestrian priority crossings at the entrances of smaller side streets (Allen St, Southwark St).</p> <p>Tuam Street (Madras to Fitzgerald) I mostly support the proposed plans. I would like to see improved physical separation of cycle lanes in locations not adjacent to parking, as a continuation of the existing fully separated cycleway along Tuam Street.</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support the proposed plans.</p>	Andrew DC
48521	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Andrew Minehan
48522	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Liam Laing

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48524	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Definitely agree w the changes which improve safety and have more trees and greenery.</p> <p>Madras Street (Moorhouse to St Asaph) Definitely needs traffic calming and more trees to make it safer for Ara students.</p>	Thomas Blakie
48526	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Helen Verity
48528	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I agree with more cycle and pedestrian access and less car parks.	Adrianne Tisch
48534	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Beverley Winters
48539	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	General comment - for all streets.. With a world class venue and regional destination please invest and create an attractive urban environment to match the facility. Creating a strong and attractive connection from the bus interchange and central city is key to success of the stadium in this location! (I.e. to get people out of their cars to access events here).	Emily Cambridge
48540	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Stacy Rendall
48543	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>My comments apply to all plans, as the current approach does not seem to fully integrate an accessibility approach:</p> <p>1) Please can you bring into the plans an 'accessible route' analysis to ensure there are no obstacles or difficulties for disabled people to arrive at, enter and leave Te Kaha? Relates especially to ease for people with mobility, sight or hearing impairments. Clear and visible signage is important.</p> <p>2) Please can you identify any Mobility Car Parks on the streets involved? It would be so great if the 'key' to the drawings done by the Council and Contractors ALWAYS had this item on the key, integrating early consideration for Mobility Parking as part of the design and consultation processes.</p>	Allison Nichols-Bunsmuir
48544	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) In support of a full street upgrade to enable Lichfield Street to be both a great place to hang out (visiting businesses etc) as well as being a walkable, bikeable space. I look forward to this section of Lichfield St being like Cashel St - a street for people. There are many surrounding streets that can take these minimal traffic volumes - we need more streets for people.</p> <p>Madras Street (St Asaph to Latimer Square) I agree with the removal of car parks - this is a minimal number of car parks anyway (28 is negligible). With the numbers of people expected at the stadium, the streets around the stadium need to be very safe for people walking. Widening footpaths to enable people to comfortably walk is a crucial way to do this. I like the layout of the St Asaph / Madras / High St intersection, this does not need extra vehicle turning movements added. The fewer vehicle turning movements, the safer the intersection will be.</p> <p>Madras Street (Moorhouse to St Asaph) In support of the full upgrades to this street. I agree with the Central City 30 km/h zone being extended, this is so so important for both making the street safer, and more comfortable for people outside a vehicle. With the pedestrian numbers expected to traverse from Te Kaha Stadium, across Madras St</p>	Nick Reid

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		<p>towards the eateries/bars/accommodation, it would be criminal to not reduce the speed limit to enable crashes to be survivable for people outside a vehicle. Reducing the speed limit aligns with NZ's national strategy for Road to Zero. I support the proposed signalised crossing here.</p> <p>Tuam Street (Madras to Fitzgerald) I agree with the reduction in negligible numbers of car parks to provide safe pedestrian access to the stadium. I do question why this opportunity hasn't been taken to provide full safe separated cycle facilities continuing along Tuam St - this would also align with the rest of the street. There will be thousands of people that ride bikes to events at Te Kaha, so it would be a shame if they choose to not ride a bike to an event because the last few hundred meters were too dangerous for children/older adults and inexperienced riders to ride (considering the rest of Tuam St is safe and rideable!) Agree with all pedestrian improvements here (eg. at Fitzgerald), would like more consideration of people who ride bikes too!</p> <p>Barbadoes Street (Hereford to Tuam) Looks okay, but confused why buffered cycle lanes have been chosen, rather than safe separated cycleways. Overall, I look forward to seeing these improvements take place around the stadium. These improvements HAVE to take place as a condition of the stadium being built. It would be unfortunate to have a stadium where it is dangerous for people to enter / exit because the streets have not been upgraded, and are unsafe. Wider than this, these street upgrades will be good for people of Christchurch in moving round the city in our day-to-day lives.</p>	
48547	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>General comments on the overall street proposal (not able to provide general comments in this form): Strongly support Council to proceed with high quality street renewal and upgrades to the areas immediately surround Te Kaha, especially where central city residents are able to access this via walking, scooting or cycling, and to improve safety. However Council needs to note that residential development of land to the east of the stadium may not be realised to support Te Kaha in a timely way - this may be the last part of the city to develop due to current businesses and industrial uses in this area. Care needs to be taken on the design response to match likely pedestrian access to Te Kaha and to invest first in those areas. I do not support NOT proceeding with this and reallocating money elsewhere in the City (as per Mayors wish). Te Kaha is for everyone, and the Central City response for street renewals and upgrades benefits the whole city in the long run - it is a place for all. If the Mayor wishes to consider how street renewals and upgrades are performed by the Council, perhaps a more public participatory approach on prioritisation is done that reviews the whole city (including those areas that don't moan and lobby). There are streets all around the suburbs that need attention - not just the east or people who continually moan about the state of their street to the 'right' people - the process needs to be fair for all.</p> <p>Lichfield Street (Manchester to Madras) Supportive of pedestrian and safety focus. Supportive of improvements to streetscape amenity - including provision of more street trees and other aspects of the street design that is more climate change focused (i.e., stormwater swales). Strongly agree that a full upgrade is more befitting of the location, and further supports the investment the Crown as provided in our city in regard to street upgrades. Do it once, do it right and that as a city we can be proud having people come to Te Kaha.</p> <p>Madras Street (St Asaph to Latimer Square) Supportive of proposed changes to have greater footpath widths for pedestrians, and perhaps making this a shared space for cyclists and scooters as well, connecting to other wider accessible footpath areas.</p> <p>Madras Street (Moorhouse to St Asaph) Support a minimal design response to this area - could reduce budget on this one.</p> <p>Tuam Street (Madras to Fitzgerald) Supportive of full high quality design response on the Madras to Barbadoes section to support the amenity and status of Te Kaha, noting that for the first few years this will be the main access to Te Kaha until the eastern side of the city is further developed (i.e. likely around 5 years after the delivery of Te Kaha?). Unsure of proposed uber/taxi/bus pick up and drop off areas, but wonder if this street could perform that function - and/or how it connects to accessing the bus exchange? Supportive of a reduced quality design response on the Barbadoes to Fitzgerald section. Supportive of the one-waying of Barbadoes to Fitzgerald eastbound.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Supportive of a reduced quality design response on this section - as per above, whilst designing for future anticipated use is desired, this may not be realised for many years. Supportive of two-waying. 30km/hr reduction may be hard to realise on this section given current businesses etc in this area.</p>	Clare Sargeant

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		Barbadoes Street (Hereford to Tuam) Supportive of this design and traffic related matters.	
48550	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More bicycle and motorbike parking	Andy Dowgray
48553	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gary Cowen
48554	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I like the idea in general. Perhaps another couple of loading spaces might be useful on Lichfield St for taxi/ride-share drop offs as the Poplar Lane area redevelops with (presumably) more hospitality venues. I appreciate the shared space street, as this is not a particularly busy street and reallocating the space for more varied use makes perfect sense, rather than just using it for car storage (especially with a multi-storey car park next door)</p> <p>Madras Street (St Asaph to Latimer Square) Fully support. Widening the footpath is essential - the safety of thousands of people attending the arena would be compromised for the sake of 28 parking spaces, especially after night-time events when people would be likely be looking to cross the road towards Lichfield St hospitality, parking and the city centre. Having cars parked along there would impede visibility and increase the chances of a catastrophic crash - with very little benefit gained from retaining a few parking spaces.</p> <p>Madras Street (Moorhouse to St Asaph) Fully agree with the crossing point. People cross at that location anyway, so we might as well make it safer. Agree with the cycleway/shared path extension - An important missing link.</p> <p>Tuam Street (Madras to Fitzgerald) Agree with parking removal from north side for same issues with safety as noted above on Madras Street. I would suggest a slightly larger bus stop to allow for extra buses to be run to the arena for events. I would like to see the cycle lane separated from the bus stop a little more also. The bus stop could move further north to allow more space for cyclists to pass poorly-parked buses. Agree with one-way realignment of Tuam Street.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Agree with safer speed limit and raised platform.</p> <p>Barbadoes Street (Hereford to Tuam) Agree with traffic lights at crossings being upgraded to prioritise safety over vehicle movement. Agree with widening the footpath and removing parking on the arena side of the street for reasons already mentioned - visibility, safety, space for pedestrians.</p>	Patrick Kennedy
48564	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Better flow is required for cyclists!! Not stopping at every light!	Rachel Fulton
48565	Option 1 - a full street upgrade that maintains local access for traffic, but	Lichfield Street (Manchester to Madras) I fully support option 1. Given the proximity to the bus exchange, this will be a busy route on match days and should have priority for pedestrians. It will also make it a much more enjoyable street on a day-to-day basis. I am a regular cyclist and would much prefer the option 1 design. It makes it more of a	Arthur McGregor

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	reallocates more space for mixed uses	<p>destination street, vastly improving the outlook and seating for the local food shops, improves safety due to the reduced speed, and yet maintains property access for vehicles.</p> <p>Adding the diagonal crossing at the Manchester-Lichfield St intersection is a crucial safety improvement that should be implemented in both options. Many people already cross on the diagonal, and making this a protected option will improve safety. This is especially important with the increase in pedestrian traffic that will occur when the stadium is in use, and considering the number of buses that pass through this intersection.</p> <p>Madras Street (St Asaph to Latimer Square) I would like to see a fully protected one-way bicycle lane. Although the current provision is ok, it is a safety risk having parked vehicles between the bicycle lane and the pavement. There is also a safety risk with bicycles sharing the turning lane at the approach to intersections. I fully support lowering the speed limit to 30km/h and removing parking to increase the footpath space.</p> <p>Madras Street (Moorhouse to St Asaph) I would like to see a fully protected one-way bicycle lane. Although the current provision is ok, it is a safety risk having parked vehicles between the bicycle lane and the pavement. There is also a safety risk with bicycles sharing the turning lane at the approach to intersections.</p> <p>I fully support lowering the speed limit to 30km/h and removing parking to increase the footpath space. I fully support the new crossing outside Ara.</p> <p>Tuam Street (Madras to Fitzgerald) I would like to see a fully protected one-way bicycle lane. Although the current provision is ok, it is a safety risk having parked vehicles, bus stops and coach stops between the bicycle lane and the pavement. There is also a safety risk with bicycles sharing the turning lane at the approach to intersections.</p> <p>I fully support removing parking on the north side to increase the footpath space. I support making Tuam one-way between Barbadoes to Fitzgerald.</p> <p>It is unclear what the speed limit will be, but I would hope (and support) a 30km/h speed limit and feel anything higher is inappropriate.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support turning the street into a 2-way street. However, I wonder whether it is necessary to allow for south-bound traffic on Fitzgerald to turn right into Lichfield. This is not a movement they can currently make, and it would simplify the intersection if it was not added. I do support adding the pedestrian crossing over Fitzgerald Ave which doesn't currently exist.</p> <p>Barbadoes Street (Hereford to Tuam) I would like to see a fully protected one-way bicycle lane. Although the current provision is ok, it is a safety risk having parked vehicles between the bicycle lane and the pavement. There is also a safety risk with bicycles sharing the turning lane at the approach to intersections. I fully support removing parking on the west side to widen the footpath, and improving the pedestrian crossing points.</p>	
48568	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (Moorhouse to St Asaph) Agree with the proposal.</p> <p>Madras Street (St Asaph to Latimer Square) Partially agree with the proposal. Do not agree with the removal of parking on the eastern side of the street. I would suggest that the design of Te Kaha should incorporate capacity for considerable pedestrian movement within that footprint instead of removing on-street parking.</p> <p>Tuam Street (Madras to Fitzgerald) Agree with this proposal particularly the one-laning approach between Barbadoes and Fitzgerald. Some concern over the proposed plans for Tuam Street accommodating coach-layoffs and what that would mean for the flow of one way traffic east. At the moment traffic moves through here reasonably well, but would hate to see it narrowed any more and have issues similar to that in St Asaph Street where because of the narrow lanes, loss of parking and cycleways, as soon as a vehicle has to move slightly across the lane, they move into the next lane. A number of times I have had 'near misses' with vehicles seemingly unaware that they were now attempting to drive in the lane that I was driving in. I have had a bus scrape along my car doing this.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p>	Marie Byrne

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		<p>Great idea to two lane this - shifting the one lane to Tuam to match up with the rest of the one-lane network.</p> <p>Barbadoes Street (Hereford to Tuam) Concerned over proposals for removal of parking - it is already challenging for local businesses in this area (in the Barbadoes to Fitzgerald blocks) with parking buildings at least two blocks way. I would suggest that the design of Te Kaha should incorporate capacity for considerable pedestrian movement within that footprint instead of removing on-street parking.</p>	
48570	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I think we need to think in the long term, we need to have short-term pain for long-term gain. The users, particularly the out-of-town users, will remember the hassles and problems of arrival and departure if we don't get it right in the first place and it will put them off coming back again in the future. Attractiveness is important, all the time, not just during event time.</p> <p>Madras Street (Moorhouse to St Asaph) It would be good to have put a turnover of the parking in this area. I'll also be very pleased to have a better connected cycleway and improve safety for the students and drivers.</p> <p>Tuam Street (Madras to Fitzgerald) All users will appreciate a more intuitive layout. And having less parking on the street won't be a problem as long as parking buildings are available and public transport / coach services is practical.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I think we need to think in the long term, we need to have short-term pain for long-term gain. The users, particularly the out-of-town users, will remember the hassles and problems of arrival and departure if we don't get it right in the first place and it will put them off coming back again in the future.</p> <p>Barbadoes Street (Hereford to Tuam) Good crossings are crucial as all the wider footpath for this busy area. I'm glad that the businesses will still have good parking as they develop.</p>	Polly Grainger
48571	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) This is a time to favour the many over the few, and prioritize the many pedestrians there will be over the few cars.</p> <p>Madras Street (Moorhouse to St Asaph) This is a time to favour the many over the few, and prioritize the many pedestrians there will be over the few cars. This is also a key interface for the polytech and the many young people that walk in the area.</p>	Riki Cambridge
48580	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I think it's really important to keep improving and maintaining the access for cyclists in the inner city. Ōtautahi has such an amazing community of cyclists, and they deserve a safe space to travel too. We should be encouraging active and climate friendly modes of transport, not continuing to support cars.</p> <p>Madras Street (Moorhouse to St Asaph) Moorhouse Ave is one of the more scary roads for cyclists, so any improvements would be amazing and much needed.</p> <p>Tuam Street (Madras to Fitzgerald) [REDACTED] Any extra support for cyclists, especially when increased traffic is likely would be great. A safe space for cyclists that won't interfere with pedestrians too.</p>	Evelyn Charlesworth
48586	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>I think the street is very important because the stadium will be a colossal hulking presence, often empty and casting shadows. The street will be responsible for adding vibrancy to the area.</p>	Marilyn Wells
48587	Option 1 - a full street upgrade that maintains local access for traffic, but		Annalisa Ridley

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	reallocates more space for mixed uses		
48595	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	A more mixed-use design would help to make the downtown area more walkable and encourage less fossil fuel (and the pollution with it) use throughout the city.	Logan Brunner
48622	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		David Moore
48623	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		George Mitchell
48632	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Looks great - please ensure there is enough cycle parking. Allow cafes and bars to make use of the wider pavement to increase street vibrancy.	Mitchell Anderson
48638	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Support	Will Miller
48644	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Laurence Smith
48645	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Graeme Ell
48647	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Looks good. In support of this happening	Ben Daly
48648	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) do the job properly</p> <p>Madras Street (St Asaph to Latimer Square) Why turn this into a 30kmph road? it is a main road. Restrict the to 30kmph for special events</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Alister Bennett

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		About time turning this part of Tuam into a 1 way street to Fitzgerald Lichfield Street (Barbadoes to Fitzgerald) About time returning this part of Lichfield to a 2 way street.	
48651	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Be bold, do it now for a better City tomorrow	Michael Fitzgerald
48652	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think it is worth spending the money now and making the street at pedestrian friendly as possible.	Sam Steven
48653	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Make the roads around the stadium fit for purpose. They aren't going to cope without being redesigned.	Jamie Ball
48655	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	focus on rapid/public/non-vehicle transport options	Michael Schramm
48656	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Shawnee Westerman
48657	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Chris Squire
48658	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Looks good - just get on with it	Brett Ellison
48659	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please just do it and make our city something to be proud of again	John Gulland
48661	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I think option 1 is a great plan. I would like to hear that a light rail or tram option for people in the Selwyn or waimak districts could travel by rail to the event. Madras Street (St Asaph to Latimer Square) Maintain a good traffic flow away from the stadium	Nick Johnson

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		Madras Street (Moorhouse to St Asaph) Well overdue an upgrade along this section of road	
48663	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Max Sexton
48664	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Make this city epic	Nicholas Mcquoid
48665	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Frank Spiewack
48666	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Let's do it all properly team! We have dragged this out, but we can still have a great result for everyone. It's tempting to do nothing, but let's just do it and make it great - let's make it a great experience on game day / concert day / whatever event day with beautiful surrounds and less temporary orange traffic control.	Tim Jamieson
48667	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lets take the excellent example in Wellington of the easy pedestrian access between the central city and the "cake tin". It works brilliantly for both pre and after "cake tin" events. Christchurch needs to do the same . I am 65 plus and one of those folk who has driven since aged 15 BUT the time has come to move beyond " the car". I am perplexed at the continuing desire to maintain car access & parking around this new venue. Instead provide park & ride facilities on the edge of the city / increased public transport/taxi and or "uber" share type p'up drop off points / scooters & cycling safe storage/ easy pedestrian walk ways will all enable more attendees to events and enhance the experience at the same time . Whats not to love about a fully upgraded Lichfield st ???	Alyson Gardner
48669	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Peter and Bron Yearbury
48670	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gillian Smith
48671	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Steve Daly
48672	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) create a safe and enjoyable experience for pedestrians is absolutely key. It's the first part of the visitor experience and important it's a good and safe one! Madras Street (St Asaph to Latimer Square) With large crowds, widen the footpath to 5.3 metres is the best option. mostly for safety for families and groups	James Brickland

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		Madras Street (Moorhouse to St Asaph) reduce 30km/h and increase public transport stops	
48675	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		William Gilroy
48679	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kelsey Adams
48680	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jonathan Davidson
48682	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Make things easier for everyone to take advantage of the new arena as possible and make sure we have plenty of tree coverage. Reduce cycleways as they are more of a menace than they are worth. They restrict Bus stops and emergency vehicle access. Let's stop wasting time with all the fluffy stuff. The longer you leave it the more it will cost at the end of the day! PLEASE NOTE THAT THIS IS THE CORRECT SUBMISSION. I DO NOT WANT TO SPEAK AT THE SUBMISSION I HIT THE SUBMIT BUTTON BEFORE IN ERROR.</p> <p>Madras Street (St Asaph to Latimer Square) I am not sure that a one-way system is beneficial for any of the options. Don't waste time debating things - just get on with it and do it!</p> <p>Madras Street (Moorhouse to St Asaph) Not really. Just get on with it and do it before costs escalate!</p>	Michelle Smith
48685	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Is there a main entrance to Stadium here? If so why on such busy main street? The side streets make more sense I drive Barbadoes and Madras Streets frequently and these streets are vital routes that should not be interfered with!!!</p> <p>Barbadoes Street (Hereford to Tuam) Why is the main entry from Barbadoes and presumably Madras when they are both main oneway busy streets? I would of thought the entries from Hereford and Tuam makes more sense</p>	Lesley Edens
48688	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Liam Jagvik
48689	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lizzie Dryden
48690	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>This work needs to be done as the stadium is being built. It is illogical not to do it. It is also illogical that the stadium is being built to be a drain on taxpayers but now it is being done the streets need upgrading.</p>	Murray Smith

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48692	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Fully support option 1. We need a pedestrian route between the riverside area and the stadium, and when you add the carpark buildings and bus exchange on the route this is a great option.</p> <p>This pedestrian route will be critical in realising the full economic potential of the stadium - we need to connect the stadium to the hospitality and shopping venues, and pedestrian access is by far the best way to do that.</p> <p>Madras Street (St Asaph to Latimer Square) Looks great. It would also be good to have the ability to easily close Madras St entirely for large events, so that the whole street can be used for pedestrian purposes. However it makes sense that this configuration only be temporary.</p> <p>Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Looks good.</p> <p>Tuam Street (Madras to Fitzgerald) All sounds good, particularly around improving pedestrian crossings for key walking routes that will be used before and after events.</p>	Hamish Janett
48693	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do the upgrade. This stadium is a once in a generation opportunity and we are building it for our children. It's really important that the surrounding streets are welcoming and 'people' spaces that connect the east frame to the cbd. An avenue of trees as proposed, cycle ways add to the aesthetic. Do it!	Peter Dickie
48694	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support any upgrades that prioritize pedestrians in the city center	Kaylie Maw
48696	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square) The intersection on high st asaph and madras - don't rip up the pedestrian area of newly laid paving stones on High Street to build this new road connection - the right turn onto St. Asaph street. This is such a backwards idea and will create an awkward unsafe intersection!	Noah Harnett
48697	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Madras Street (St Asaph to Latimer Square) It seems pointless to spend money on an amazing stadium to have sub par upgrades to the surrounding streets of the stadium.	Kelly McPhail
48698	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sara Hauiti
48700	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Michele Dyer
48701	Option 1 - a full street upgrade that maintains local access for traffic, but		Robyn Hilbourne

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	reallocates more space for mixed uses		
48705	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	My key feedback is this. [REDACTED] We eat here, hang out here. We were not fans of the stadium and fear it is a domineering structure, too big, and the spasmodic overwhelming of the location will be to our detriment. The LEAST the city can do is enhance the surroundings to give us some benefit or to reduce the 'downgrade' the stadium causes our neighbourhood!	Sue Bidrose
48706	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I feel that if this is to one way, having it one way West bound helps link the CBD from Madras as Tuam is one way East. This also links Madras to access car parking buildings with ease from a strong s consumer use from people to the south of CBD.	Dave Pringle
48707	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Get the work progressively underway so all the works are finished by the time the stadium opens :-) Don't want the stadium contractor using the excuse the surrounding works are holding up stadium work so it needs to be done in a coordinated way to ensure the stadium is delivered as soon as possible. We have waited too long. Lichfield Street (Manchester to Madras) Looks great :-) Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) No, it looks OK	Stephen Pratt
48710	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do the job once without compromises that will be regretted and need change at greater expense in the near future	Judith Miller
48711	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	We support the Council's preferred option. Create as much green and pedestrian space as possible. Parking should only be in designated multistorey buildings.	Dr Bonnie Miller Perry
48713	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	On a general note, it is ridiculous to suggest delaying this work until after the completion of Te Kaha since that will simply cause more disruption for local businesses and residents and delay the benefits of these improvements. Lichfield Street (Manchester to Madras) With more housing being built along Manchester Street north of Lichfield it is important this this street is made more friendly to pedestrians. Making the street one way is sensible given that in my experience the majority of the flow of traffic is in the Easterly direction, especially since the street was closed at the Madras Street junction. Madras Street (St Asaph to Latimer Square) Again, since there is now more residential development in this area it is important to make the street more friendly to pedestrians. Madras Street (Moorhouse to St Asaph) It is a good idea to make crossing the street easier at this point. Tuam Street (Madras to Fitzgerald) I don' think that it is a major problem losing the small number of parking spaces in this section and increased footpath width will be vital when events are held at the stadium.	Rob Ingram

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		<p>Lichfield Street (Barbadoes to Fitzgerald) Sensible to make this two way for good access to that side of Te Kaha.</p> <p>Barbadoes Street (Hereford to Tuam) Again, much better to prioritise pedestrians especially around events than parking for city workers who have plenty of other options.</p>	
48715	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Virginia Mann
48716	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		John Burnell
48717	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please do the full upgrade: we need to beautify the city ASAP: CARS ARE NOT A PRIORITY	Edward Doonerwind
48718	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	It is important to note that the 33m fixes existing infrastructure issues of underground water networks and traffic. It is less than 5% of the budget for the stadium and associated projects. Improving theses areas as significant safe active transport would improve the city offering and add to amenity and safety of area and events associated with facilities along with public business engagement with street. Safety through design is important to do early. On street parking is proven to be of minimal effect to businesses and a significant hazard to cyclists.	Craig Lyon
48721	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	It makes more sense to to complete all underground and roading changes before the completion of the stadium. Once completed the stadium will attract large numbers of pedestrian and other types of traffic. Attempting to do the necessary changes AFTER completion will cause serious disruption to both spectators/attendees AND the local shops and businesses, especially as the local businesses try to grow and take advantage of the increased traffic flow and the 'feel good factor ' of attending events. This is unlikely to happen if their is disruption in the areas surrounding the new stadium. It will also likely be significantly cheaper to do this asap then after a delay. The works SHOULD be completed more quickly during the build of the stadium.	Vince Eichholtz
48723	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it once do it right. Avoid a repeat of the St Asaph Street debacle where the scheme design was compromised to appease a few business owners. Look overseas to what can and should be done.	Bruce Radburnd
48726	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Let's make this area as pedestrian firendly as practical.</p> <p>Madras Street (St Asaph to Latimer Square) Can we address the conflict between pedestrians and cyclists on the south corner of Madras and hereford. General comment: would like there there to be some physical separation between cars and cyclists - thinking here of rumble strips not concrete "hot dog buns"</p> <p>Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) General comment: would like there there to be some physical separation between cars and cyclists - thinking here of rumble strips not concrete "hot dog buns"</p> <p>Tuam Street (Madras to Fitzgerald) For cyclists the right turn from Tuam onto Barbadoes looks "challenging" any thoughts as phasing of lights that could allow this turn be made safely?</p>	Rob Hawken

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		General comment: would like there there to be some physical separation between cars and cyclists - thinking here of rumble strips not concrete "hot dog buns"	
48727	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Just noting how many bike thefts are happening at the moment would be great if the bike parking could be extra secure with electronic locking feature or security cameras.</p> <p>Madras Street (St Asaph to Latimer Square) Love making streets safer for cycles and pedestrians!</p>	Millie Mcdonald
48728	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jeff Bailey
48731	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Aaron Jaggar
48732	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>My comments apply to all the streets. Much of this area is still bare land and carparks. There is clearly still 5 to 10 years of construction and rebuilding ahead in the area.</p> <p>Now the stadium has been committed to, these upgrades are inevitable. Now is clearly the best time to do the upgrades. If delayed they will not only be substantially more expensive, they will cause significant disruption to the new businesses and buildings in the area. To delay is folly.</p> <p>Re: the style of upgrades, I support the removal of as much on street parking as possible, and mixed use spaces created. Parking buildings are plentiful, and the prevalence of cars in the area is a major eyesore.</p>	Tom Vavasour
48734	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kay Solomon
48738	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Support option 1 - do it once and do it right. A pedestrian boulevard connecting the stadium to the bus interchange is needed. The claims of easterly winds may well prove to be wrong given the sheer size of the stadium at the end. I also support the pedestrain and green focused design as it links into the Rauroa Park and 'frames' of the city blueprint.</p> <p>Madras Street (St Asaph to Latimer Square) I feel this looks too much like a road when it should be a plaza spilling out from the stadium. I support the removal of car parking to make it safer.</p> <p>Madras Street (Moorhouse to St Asaph) Support improved pedestrian crossings. Could do with more trees in the street.</p> <p>Tuam Street (Madras to Fitzgerald) Could maybe use a mid-block crossing point coming out from stadium and to get to bus stops safely</p> <p>Lichfield Street (Barbadoes to Fitzgerald) No mention of street trees - would be good to see more trees. Formalise the speed hump into a zebra crossing</p> <p>Barbadoes Street (Hereford to Tuam) Remove the right hand turning lane (barbadoes/hereford) - it makes a pinch point in the footpath which I don't think is acceptable.</p>	Andrew Boyd

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48739	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Karl Clausen
48741	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Its misleading that this isn't included as part of the advertised stadium cost	Mark Penrice
48742	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Please make it pedestrian and cycle only full time, or only allow bus access.</p> <p>Madras Street (St Asaph to Latimer Square) While I'm keen for more mixed us spaces elsewhere, this is a major throughfare, please try to design all of this in such a way that keeps the 50 km speed limit for the one-way streets.</p> <p>Madras Street (Moorhouse to St Asaph), Barbadoes Street (Hereford to Tuam) please try to design all of this in such a way that keeps the 50 km speed limit for the one-way streets.</p> <p>Tuam Street (Madras to Fitzgerald) Most of Tuam has the full seperated cycleway, can this be extended all the way along.</p>	Thomas Richardson
48743	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support Option 1 for Lichfield Street (Manchester to Madras) and recommend that it be implemented without changes. Given the size of the Stadium, it is important that we design the surrounding roads to best support the safety and comfort of crowds entering/exiting the Stadium while reducing dependence on EMTPs. The Council must ensure that investment in the urban design of the surrounding precinct is proportionate to the quality of the Stadium itself. Retention of street parking on Lichfield Street should not be a consideration, as Lichfield Street is well served by a large number of off street car parks, including multiple CCC parking buildings. This is an investment in Christchurch's future. It is not the time for half-measures or 'nickel and dime' efficiencies. Do it once and do it right.</p> <p>Madras Street (St Asaph to Latimer Square) I support the proposed plan for Madras Street (St Asaph to Latimer Square) and recommend that it be implemented without changes. Given the size of the Stadium, it is important that we design the surrounding roads to best support the safety and comfort of crowds entering/exiting the Stadium while reducing dependence on EMTPs. The Council must ensure that investment in the urban design of the surrounding precinct is proportionate to the quality of the Stadium itself. This is an investment in Christchurch's future. It is not the time for half-measures or 'nickel and dime' efficiencies. Do it once and do it right.</p> <p>Madras Street (Moorhouse to St Asaph) I support the proposed plan for Madras Street (Moorhouse to St Asaph) and recommend that it be implemented without changes. Given the size of the Stadium, it is important that we design the surrounding roads to best support the safety and comfort of crowds entering/exiting the Stadium while reducing dependence on EMTPs. The Council must ensure that investment in the urban design of the surrounding precinct is proportionate to the quality of the Stadium itself. This is an investment in Christchurch's future. It is not the time for half-measures or 'nickel and dime' efficiencies. Do it once and do it right.</p> <p>Tuam Street (Madras to Fitzgerald) I support the proposed plan for Tuam Street (Madras to Fitzgerald) and recommend that it be implemented without changes. Given the size of the Stadium, it is important that we design the surrounding roads to best support the safety and comfort of crowds entering/exiting the Stadium while reducing dependence on EMTPs. The Council must ensure that investment in the urban design of the surrounding precinct is proportionate to the quality of the Stadium itself. This is an investment in Christchurch's future. It is not the time for half-measures or 'nickel and dime' efficiencies. Do it once and do it right.</p>	Will Brydon

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		<p>Lichfield Street (Barbadoes to Fitzgerald) I support the proposed plan for Lichfield Street (Barbados to Fitzgerald) and recommend that it be implemented without changes. Given the size of the Stadium, it is important that we design the surrounding roads to best support the safety and comfort of crowds entering/exiting the Stadium while reducing dependence on EMTPs. The Council must ensure that investment in the urban design of the surrounding precinct is proportionate to the quality of the Stadium itself. This is an investment in Christchurch's future. It is not the time for half-measures or 'nickel and dime' efficiencies. Do it once and do it right.</p> <p>Barbadoes Street (Hereford to Tuam) I support the proposed plan for Barbados Street (Hereford to Tuam) and recommend that it be implemented without changes. Given the size of the Stadium, it is important that we design the surrounding roads to best support the safety and comfort of crowds entering/exiting the Stadium while reducing dependence on EMTPs. The Council must ensure that investment in the urban design of the surrounding precinct is proportionate to the quality of the Stadium itself. This is an investment in Christchurch's future. It is not the time for half-measures or 'nickel and dime' efficiencies. Do it once and do it right.</p>	
48744	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lindsay Clemet
48747	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I don't feel the loss of parking spaces is bad considering there are off-street options for this, and cycling is only going to increase. Will this be on a bus route?</p> <p>Madras Street (St Asaph to Latimer Square) Will there be off-street parking near the arena?</p> <p>Madras Street (Moorhouse to St Asaph) It is a busy spot, so 30 km/hr is reasonable.</p> <p>Tuam Street (Madras to Fitzgerald) Good idea to make Barbadoes St to Fitzgerald Ave one-way.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Two-way 30 km/h is good. I wonder if Cashel St or Hereford St would be more suitable than Lichfield because they feed into Barbadoes St along the side of the stadium further upstream (I assume that there will be several stadium entrances around its perimeter). Also this would create a more direct route for traffic (buses, bikes, motor-bikes, cars) to and from the eastern suburbs. Obviously the drop-off zones to the east of Barbadoes St would need to be reconfigured to fit in with this change.</p> <p>Barbadoes Street (Hereford to Tuam) No issues. I appreciate that the aim is to have most people converging on or fanning out from the arena by foot. Inevitably some people will still need to get there by car. Is there any opportunity for a drop-off zone a block or so away that will allow easy dropping off of passengers but without being obstructed by pedestrian traffic; a bit like the Christchurch Airport drop-off zone.</p>	Mike Hurrell
48749	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rasek Ganda
48750	Option 1 - a full street upgrade that maintains local access for traffic, but		Judy Ross

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	reallocates more space for mixed uses		
48752	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jennifer Fitzgerald
48753	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	live the idea of more trees and green space. Just curious about noise volumes late at night.	Pamela Cheney
48755	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Love this redesign. I'm really excited to see more mix use spaces in the city! They're great for cycling and walking, they feel safe to be in and you really feel important just as a human! vs when there are cars and they dominate the space (out of fear of dying, otherwise!)</p> <p>Madras Street (St Asaph to Latimer Square) Happy with this redesign</p> <p>Madras Street (Moorhouse to St Asaph) The bike lane needs to be separated from the road completely, otherwise its almost useless. Just a line of paint is a terrifyingly useless safety barrier when I have my baby on the back of my bike! I think the dedicated pedestrian crossing from Ara is a great idea (and very needed!) but I worry it is too close to the moorhouse intersection, and will block traffic across that big intersection</p> <p>Tuam Street (Madras to Fitzgerald) Happy with this redesign. The bus stop needs to be more visible - currently non existant unless you know exactly where to look! (we recently had to walk another 10 mins in the other direction after trying to find this bus stop, very annoying because my kids and I had already walked 10 minutes and we missed the bus)</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Any pedestrian crossing across this main thoroughfare will be dangerous. I like the upgrades, but feel there should be a footbridge/over ramp option too</p>	Courtenay Feck
48758	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>There has to be drop off and pick up facilities for taxis</p> <p>Please make sure you accommodate taxis services</p>	Lynn-Maree Stewart
48759	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Aimee King
48760	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	In general, make pedestrian access as easy and user friendly as possible. Easy walking to the ground from the CBD and from parking spaces. Bars, restaurants, entertainment, big screens. Look at what they do in the US/UK. This is such an exciting opportunity.	Gene Shaw
48764	Option 1 - a full street upgrade that maintains local access for traffic, but	I would like full improvements done	Al Joice

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	reallocates more space for mixed uses		
48765	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) A 10km/h speed limit is not advised, it is not practical or reasonable to enforce, it is walking pace. A 30 km/h is far more practical for all parties. If you are still concerned about the limit on busy match days then just install a variable</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Reduce the speed limit only on event days.</p>	Thomas Lax
48766	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Matt Mcfetridge
48768	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Teunis Van Kekem
48771	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) All the options for all the other streets look like they will generally be a big improvement to the area, and to cater for the needs of the public. Will there be plenty of bus stops all around the arena?</p>	Dianne MacCormicj
48778	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) Insufficient infrastructure for cycling. Why is on-street parking for private transport being retained?</p> <p>Madras Street (Moorhouse to St Asaph) The cycle lane is only a strip of paint on the tarmac. Where is the infrastructure to seperate the cycle lane from car traffic?</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Cycle lanes should have curbs protecting users from car traffic.</p>	Nelson Pearson
48998	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	This is great! If we don't do this it'll be a clusterfuck when big events are on and these streets are full of Ubers stuck in between everyone. Having the space for bars and stuff would be mint	Andrew Smith
49044	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I am in favour of this proposal. It makes sense to do all the work at once to coincide with the opening of the stadium.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) This is the part of the plan that I have the most trouble with. [REDACTED] Montreal Street is impossible with the 30km/h speed and I am not in favour of installing that on Madras Street. I understand and agree with the pedestrian crossing by Ara, improved connections to cycle ways and the increased landscaping, but am most concerned about the speed reduction. Could a variable speed be utilised, so when events were on and more pedestrians are about it could be 30km/hr (with a flashing sign like outside schools), but revert back to 50km/hr at all other times?</p> <p>Tuam Street (Madras to Fitzgerald), Barbadoes Street (Hereford to Tuam) I am in favour of this proposal. It makes sense to do all the work at once to coincide with the opening of the stadium.</p>	Samantha Quigley

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		Lichfield Street (Barbadoes to Fitzgerald) While I am in favour of this proposal, I am mostly perplexed as to why the Stadium has been orientated with its back to the central city. This seems like a massive oversight.	
49050	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Reduce vehicles and improve pedestrian and cycle safety.	Mark Pearson
49067	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I strongly support option A. I work in a central city office and would personally love to have a safer, more pedestrian / cycle / public transport focused central city. The trade off of less on-street parking to achieve this is well worth it, especially when noting that there is evidence supporting reducing the amount of on-street parking does NOT reduce the use of central city retail outlets https://www.nzta.govt.nz/assets/resources/research/reports/530/docs/RR-530-Reallocation-of-road-space.pdf Madras Street (St Asaph to Latimer Square) I strongly support this proposal. Reduced speed limits will ensure safety of pedestrians and motorists, and increasing the number of trees will have visual and environmental benefits. Wider footpaths would be fantastic, as a parent of young children being able to move about the central city with a pram will be much safer and easier. Madras Street (Moorhouse to St Asaph) I strongly support the proposal for Madras Street. Cycle way improvements will increase safety for the Ara students and other people commuting via bike, which will hopefully increase the number of people choosing to use cycling as a commuting option. This option has environmental (climate change) and safety benefits as well as potentially decreasing traffic congestion by changing the proportion of commuters choosing to drive vs. cycle. I strongly support the reduction in the speed limit and improving the bus stops Tuam Street (Madras to Fitzgerald) I support the improvements on the pedestrian crossing. Barbadoes Street (Hereford to Tuam) I support this proposal	Debbie Lewis
49068	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras) I fully support Option 1. Improved pedestrian safety and outdoor dining options will only serve to improve the vibrancy of our central city, similarly to that which we experience in other primarily pedestrian areas such as Cashel Street and Oxford Tce. I have heard complaints that outdoor dining is not feasible on Lichfield St due to its exposure to the easterly wind. In my view, this is easily solved by the use of screens to shield diners from the wind when required. Madras Street (St Asaph to Latimer Square) I fully support the proposed changes. Reducing the speed limit will improve pedestrian and cycle safety and improve accessibility of the central city. I have heard complaints that reducing the speed limit will cause congestion and increase the carbon burn from idling vehicles. I fail to see how reducing the speed limit will increase idling – this would only occur if vehicles were moving faster than the speed limit and therefore waiting longer at the lights. I also fail to see how reducing the speed limit would increase congestion – other main routes through the CBD such as Tuam and St Asaph St have a 30 km/h limit and flow very well, so I would assume Madras St would be similar. Madras Street (Moorhouse to St Asaph) I fully support the proposed changes. As above, reducing the speed limit will improve pedestrian and cycle safety in the area. This is particularly important here due to large numbers of pedestrians associated with the Ara campus, as well as the main cycle route from the south-eastern corner of the city arriving at the intersection with St Asaph. Tuam Street (Madras to Fitzgerald) I fully support the proposed changes. Again, improved pedestrian safety is always a good thing.	Linda Buss

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		<p>I have heard complaints that the proposed 'extensive' landscape plots are superfluous. I disagree – part of what makes the Christchurch CBD attractive are the green areas, and I strongly feel that it is important to continue incorporating these to maintain our image as the Garden City.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I fully support the proposed changes. As above, reducing the speed limit will improve safety for all road users. A speed platform seems like a very sensible addition to help ensure that drivers adhere to the reduced speed limit. I wonder if adding speed cameras to the new 30 km/h zones would also be beneficial to encourage drivers to adhere to the limit.</p> <p>Barbadoes Street (Hereford to Tuam) I fully support the proposed changes to improve pedestrian safety. The gradual removal of on-street parking in the CBD will hopefully serve to encourage people to use more environmentally friendly forms of transport to access the CBD such as bicycles and buses.</p>	
49070	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Shared zone is needed to support pedestrian capacity.</p> <p>Madras Street (St Asaph to Latimer Square) Keeping the west side car parks seems like a missed opportunity to give Christchurch more protect bike lanes, wider footpaths, or more greenery.</p> <p>Madras Street (Moorhouse to St Asaph) Bike lanes should be protected, even cheaply with plastic sticks. Too many uber drivers and delivery vehicles use them for parking.</p> <p>Tuam Street (Madras to Fitzgerald) Thank you for considering pedestrian safety by removing car parks to widen the footpath! Tuam would be easier to navigate if one-way.</p> <p>Barbadoes Street (Hereford to Tuam) Thank you for considering pedestrian safety by removing car parks to widen the footpath!</p>	Andrew Nisbet
49082	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Charli Hanson
49085	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	We are building an arena. So it makes sense to ensure large numbers of people can get to it and leave it all at around the same time. We don't want to have to do traffic management every time the arena is being used. Upgrading the roads to the arena is just part of the job we need to do to make the new facility work. I also want the toilets to flush and there to be enough water and power in the area so please do all the upgrades that are needed to services before the arena opens as well. Do it once and do it well - I don't want chaos and flooding toilets for the opening headlines	Melanie Williams
49128	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please get started so the work can be completed as soon as possible. The city still has a lot of repairs to complete and will benefit from more people in the central city which will happen when the stadium is up and running. It is better if all other work is finished at the same time. It will also be cheaper in the long term. More walking ,cycling and public transport options and less other traffic	Edelwina Eichholtz
49133	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square) I support this proposal for providing better pedestrian access to this area</p> <p>Madras Street (Moorhouse to St Asaph) I support this proposal for providing better pedestrian access particularly from ARA to Countdown/food court which has a number of students accessing this area. Please include suitable warnings/barriers for shared access way when ARA buildings (150 Madras St) open directly onto the street.</p> <p>Tuam Street (Madras to Fitzgerald) I support this proposal for providing better pedestrian access. Continuing the way one system makes sense and is long overdue.</p>	Ross Paterson

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		Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support this proposal for this area	
49134	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Priest Julia
49136	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) The more we restructure our streets to active and mass transport users, the better our city's future will be. Less concrete roads and more plant life will help combat rising global temperatures by offsetting the urban heat sink conundrum that plagues cities globally, as well as improve safety and air quality of these areas.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I'm in favour of less parking and lower speed limits. I used to live in [REDACTED], where I never drove into Central City because i could take rapid transport or cycle in to see concerts, visit bars and restaurants, attend cultural events, and go shopping. It was fabulous. I would like to see Christchurch start implementing attitudes that draw visiting transport away from single occupancy cars to favour and encourage walking, cycling, busing, etc.</p>	Teresa Allpress
49139	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mathew Cunningham
49140	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I strongly prefer Option 1 - a full street upgrade that reallocates more space for mixed uses, because: 1. It prioritises space for pedestrians and people using the space to get to the stadium and for eating and other entertainment. 2. It builds on the recent investment to extend the tram route down Lichfield Street to Poplar Street and will make it more likely tourists will visit the local shops on Lichfield street. 3. There are a number of large off-street car parking buildings nearby that should be used rather than providing on-street car parks everywhere in the city centre. 4. The trees, rain gardens and seating areas will make the area much more pleasant to visit which will be good for the local businesses. 5. It will require less event traffic management which is good for keeping future rates down. 6. The potential for the project to be subsidised by Waka Kotahi NZ is a big deal - if the other option wouldn't be subsidised then it's a no-brainer to choose option 1. 7. It includes changes to the Manchester-Lichfield Street intersection to make it more pedestrian friendly which will be critical for the large numbers walking to/from the bus interchange and the stadium. Other comments: 1. I do not understand why the footpath alternates between paving and asphalt 10 times along the street on both sides. It would be more expensive but continuous paving would be much nicer. 2. Level crossings for pedestrians should be used on the Manchester Street and Madras street intersections and on the footpath at Poplar Street and Nurseryman Lane. 3. It should be allowed for cycles to travel west along the shared zone.</p> <p>Madras Street (St Asaph to Latimer Square) 1. I agree with the speed reduction to 30km/h to make the area safer and more pedestrian/cyclist friendly. 2. I agree with the wider footpaths to allow for high pedestrian numbers during events. 3. I think the left turn lane into Cashel Street should be removed as it isn't necessary, and the cycle lane should continue through the intersection. 4. I don't think the footpath on the corner of Madras and Hereford should be a shared path. It doesn't seem necessary and the space is too narrow for a shared path in a busy area. Instead, the cycle lane on Hereford should be widened to an acceptable width.</p>	Jono de Wit

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		<p>5. There should be a pedestrian crossing from the east side of Madras across Hereford street. Requiring pedestrians to cross twice to get to Latimer Square is not good enough. There is not even a pedestrian crossing of Hereford on the east side of the intersection at 2 Latimer Square. This needs improvement.</p> <p>6. More trees should be planted on this section - the plan has none on the east side, only landscape planting.</p> <p>Madras Street (Moorhouse to St Asaph)</p> <p>1. I agree with the speed reduction to 30km/h to make the area safer and more pedestrian/cyclist friendly.</p> <p>2. I support the signalised shared crossing from Ara to countdown as it is very busy with pedestrians crossing currently so a safer crossing is sorely needed.</p> <p>3. I do not agree with the plan to remove the two existing trees on the west side of Madras Street at the signalised pedestrian crossing outside Ara. The tree on the north side should remain if possible since it shouldn't block the view of lights or pedestrians. If possible, relocate the lights slightly so both trees can be kept.</p> <p>4. The shared pathway makes sense to give cyclists a way to head south on Madras, but I think the entry/exit to the carpark should use the existing ones rather than cutting down a tree to make a new cycle entry/exit. This tree is mature and cutting is down seems counter to the council's tree policy. It looks like there should be enough space between the tree and the small building just south of it to have an entrance big enough for bikes. Please try to avoid cutting down trees.</p> <p>5. It would be better to provide better separation for the cycle lane with the concrete "tim tams" like what Auckland and Wellington are using.</p> <p>6. I think more trees should be planted on this section.</p> <p>Tuam Street (Madras to Fitzgerald)</p> <p>1. I support removing on-street car parks to widen the north side footpath.</p> <p>2. I think the separated cycleway on Tuam should continue east of Madras so everybody can safely and comfortably bike to Te Kaha and/or home to the east after events. Painted cycle lanes are not enough. Even a narrow concrete barrier would be better. Especially since the speed limit east of Madras is 50km/h.</p> <p>3. I think the speed limit on Tuam should be reduced to 30km/h to make the area safer and more pedestrian/cyclist friendly.</p> <p>4. I think the north side bus stop should be in-line with the left lane so the footpath does not have to be narrowed. Also, a much larger bus shelter should be built in the Te Kaha land rather than taking up space on the footpath. The current plan shows a too narrow space at this bus stop.</p> <p>5. I do not agree with cutting down the trees on the north side of Tuam street. I think the design can be easily and slightly modified to keep them.</p> <p>6. I support changing Tuam street to one-way between Barbadoes and Fitzgerald to complete it.</p> <p>7. I think more trees should be planted east of Barbadoes, there are currently none in the plan!</p> <p>8. I support improving the pedestrian crossing at the intersection of Tuam Street and Fitzgerald Avenue to make it easier for people walking to Te Kaha or the city.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p> <p>1. I support improving the pedestrian crossing at the intersection of Lichfield Street and Fitzgerald Avenue to make it easier for people walking to Te Kaha or the city, including the paving and hopefully level crossings.</p> <p>2. I agree with the speed reduction to 30km/h to make the area safer and more pedestrian/cyclist friendly.</p> <p>3. I do not agree with cutting down all of the trees in the median of Fitzgerald to make space for a right turn lane into Lichfield. The current plan has three straight lanes and one right turn lane. I think that it should be changed to two straight lanes and one right turn lane so that the tree lined median does not need to be narrowed.</p> <p>4. I do not agree with cutting down the two trees on the corner of Fitzgerald and Lichfield. Please keep these trees.</p> <p>5. I support changing Lichfield to two-way east of Barbardoes.</p> <p>Barbadoes Street (Hereford to Tuam)</p> <p>1. I support removing on-street car parks to widen the footpath adjacent to Te Kaha.</p> <p>2. I support upgrading the intersections with Tuam, Lichfield and Cashel streets to make them more pedestrian friendly, including the paving and hopefully level crossings.</p> <p>3. I think painted cycle lanes are not enough protection, even a narrow concrete barrier would be better. Especially since the speed limit is 50km/h.</p> <p>4. I think more trees should be planted on Barbadoes, there are currently very few in the plan.</p>	
49142	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras)</p> <p>Excellent. I frequently walk in this area, the mixed use and street upgrade will be great for people walking to the stadium as well as for the businesses that are in the area.</p>	Sarah Hamzah

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	reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) A street upgrade would definitely make this area safer and it would create a nice area around the ctv memorial.</p> <p>Madras Street (Moorhouse to St Asaph) I welcome this! [REDACTED] even just some painted areas on the road would be a good safety upgrade. I used to be a student at ara. I think its long overdue for a safer way to cross madras street. I'm surprised someone hasn't been killed by cars already.</p> <p>Barbadoes Street (Hereford to Tuam) Great idea. [REDACTED] the current area is not very nice to walk down with the current construction. The changes will be a great upgrade to the area.</p>	
49143	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Please make the city safe for cyclists. It is very important to include passive rain gardens to reduce water run-off. We are adults - we need to be responsible for the environment and make the city sustainable for our children and grandchildren. Landscaping, especially trees, is very critical for the sustainability of the city. A pedestrian and cycle friendly city will enhance everyone's quality of life. People will stay in the area and make it vibrant if there are outdoor dining and many small appealing cafes and restaurants - character is important - look at Civil and Navel in Lyttelton. More cycle and scooter parking is important - Locky Docks for bikes is ideal for security. It is sensible to plan and build to reduce event traffic management and disruption. We need a culture in the city where people are respectful to each other.</p>	Michele Laing
49145	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras)</p> <ul style="list-style-type: none"> • I support a wider pedestrian corridor along Lichfield Street. Narrow pavement areas will result in either pedestrians walking on the street and/or increase pressure on our own facilities. I wish to eliminate overcrowded areas that spill into our facilities, which will inevitably cause damage to our buildings, infrastructure, and garden spaces. • I am strongly supportive of a design that minimises disruption on the street after the events. I don't want traffic management and street sweepers working later into the night, making noise and throwing their signage into their trucks. Whatever can be done to move event traffic management off the roads as soon as practicable is preferred. For this reason, I strongly oppose Option 2. As noted by Council, the more temporary traffic management required, the more expensive it is hold events. • There is a third option that should be considered for the eastern end of Lichfield (outside Dominos and Slate Room – 160 Lichfield). This would allow elimination of the slip road. Both of the alternative options have this section of road as being two way, in order to preserve access to Nurseryman Lane. In order to gain access / egress from the car parking building, cars presently travel both north and south along Nurseryman Lane. Nurseryman Lane is designated as a one lane road from North to South. If this designation was reverted back to two way, then the two way section of road on Lichfield Street (slip road) could be eliminated. The elimination of the westward section of Lichfield Street would provide an opportunity for angled parking on Lichfield street alleviating some of the concerns for business in the area. This change would both formalise how Nurseryman Land is used, and provide a benefit to businesses, as well as eliminating the short unsafe two-way section of road on Lichfield Street. It would add a further twelve car parks to Option 1. • Option 1: <ul style="list-style-type: none"> o I strongly support Option 1, with the addendum noted above for Nurseryman Lane above. o This option has a strong urban planning aspect to it and will help create a people friendly environment, rather than one designed for cars. o I support the increased use of rain gardens and trees in this option. • Option 2: <ul style="list-style-type: none"> o I oppose this option as it creates a noisier post event environment [REDACTED] while the temporary traffic management is removed (I acknowledge that some insignificant management may also be required for Option 1). o This option has a offset center line to allow for the tram, which will create a traffic hazard outside of poplar Street where the alignment changes. This will encourage cars to cross the center line on a narrow street creating a greater hazard for pedestrians. o If option 2 is progressed, I presume that footpath on the northern side of Lichfield would be upgraded in a similar manner to Option 1 • Consideration should be made as to what traffic is allowed to drive on Ash Street, presently this area is uncontrolled, and some concrete blocks moved. <p>Madras Street (St Asaph to Latimer Square)</p>	Steve Christensen

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		<ul style="list-style-type: none"> I am in support of the planted areas. At times this will be a high pedestrian use zone and we presume that the garden areas would be raised to reduce the attractiveness of pedestrians walking through them. If the gardens are not protected from pedestrian movement, then they will likely not survive and become a mud pit. Raised gardens similar to those being installed in George Street in Dunedin would seem suitable and provide additional seating options. Plants at the entrance to Bedford Row should be low in order that line of sight is not compromised for exiting vehicles. I presume that the disabled parking will be restricted to P120, which we are supportive of. It is unclear what the pedestrian crossing at Lichfield Street will consist of? Will it be barn-dance controlled (preferred)? Seats are installed on the eastern side of the street; the seating should be orientated to face away from [REDACTED] 231 Madras Street. The Player's Bus Drop Off Route (VIP and Service) has an exit to the stadium precinct at the Lichfield lights, are there controls such that bus drop off movements are controlled while pedestrians are crossing the road? What controls are there to be put in place for Player Bus Drop Off exiting the Te Kaha and pulling out on to Madras Street. Buses will need to pull across both lanes, and the cycleway, to exit and this may also interfere with vehicles leaving Bedford Row. I ask that a curved kerb is incorporated into the design for vehicles turning from Madras Street into Bedford Row. This will allow safer entry across the cycle lane when a car is waiting to exit Bedford Row. Likewise, a larger radius curve on the exit from Bedford Row would be safer. I am in support of the cycle lane along Madras Street. <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>Generally in support of the designed changes.</p>	
49146	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>I support option 1. I hate driving into downtown, and do everything i can to avoid it. this is not a matter of cycle lanes i used downtown plenty before the recent upgrades, it is just unpleasant and stressful. On the other hand I love the cycleways I often use the southern expressway to bike to riverside market from my house. I'd love to have more experiences like that, and it would make me more likely to go further west into downtown. The thought of navigating traffic for big events is offputting. I for example refuse to go to fireworks at new brighton because i don't want to be part of traffic for hours. I wouldn't dream of bringing my car there, but i might take a bike.</p>	William Godsoe
49147	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square)</p> <p>[REDACTED] I support this proposal. I will make use of the improved cycle & walking infrastructure on a daily basis, not just on game days. For the last four-five years I have avoided cycling Madras Street as it is too dangerous, the cycle lane is narrow, particularly next to left-hand turning traffic lanes, piecemeal & often has vehicles parked on it. Therefore I welcome these changes and look forward to returning to this part of the city.</p> <p>It appears the Gloucester/Madras/Latimer intersection is out of scope. I believe it should also be considered as the central footpath thru Latimer concludes at a intersection with no pedestrian/cycle crossing. And that section of Madras is too narrow to cycle on. I have witnessed pedestrians with absolutely no understanding of how the traffic flows there take insane risks.</p> <p>Madras Street (Moorhouse to St Asaph)</p> <p>We have waited too long for the pedestrian crossing for ARA X Countdown. This is a crucial piece of work that has been needed for many years. I support the reduction in speed limit and fixing any missing cycle crossing connection. Bring it on. Finally.</p> <p>Tuam Street (Madras to Fitzgerald)</p> <p>I [REDACTED] welcome any improvement to cycle/walking infrastructure here. I support removal of car parks and widening of footpaths. I don't support reverting to one-way unless it applies to motor-vehicles only - ie cycleways can be two-way.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p> <p>I support the changes listed in this section of the proposal particularly improved pedestrian crossing at Fitzgerald.</p> <p>Barbadoes Street (Hereford to Tuam)</p> <p>I support the changes in this section of the proposal particularly the widening of the footpath.</p>	Keiran McNabb
49148	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras)</p> <p>I wholeheartedly support Option 1. While this proposal is related to the expected increased in activity due to Te Kaha, it will benefit and provide amenity to all the future central city residents and visitors, especially with all recent residential developments in the East Frame.</p>	Fraser Graham

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	reallocates more space for mixed uses	<p>Madras Street (St Asaph to Latimer Square) Definitely support the speed limit drop to 30km/h. As a cyclist and pedestrian the speed reduction will make it feel safer and less intimidating as a user of that space. Not sold on the way cycle lanes are treated at the Madras/Hereford corner. It's already awkward heading north and having to "detour" around Latimer Square. So perhaps a signalised cycle crossing to get across the intersection?</p> <p>Madras Street (Moorhouse to St Asaph) Fully support the proposed changes. Speed limit dropping to 30km/h is good. It's a race track for cars at times and stressful as a pedestrian and cyclist. When it's busy with car traffic the average speed isn't that fast so 30km/h (must like Montreal Street) should not be too much of a hindrance for motor vehicles. Would like to see more street trees though.</p> <p>Tuam Street (Madras to Fitzgerald) Please don't revert Tuam Street (Barbadoes Street to Fitzgerald Avenue) to a one-way street.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I fully support this proposal (converting this section of Lichfield Street to a two-way street and reducing the speed limit to 30km/h).</p> <p>Barbadoes Street (Hereford to Tuam) I fully support this proposal.</p>	
49150	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Support option one</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Support the plan</p>	Finlay Laird
49152	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Stadiums aren't aesthetically pleasant structures. I support any street improvement plan in the vicinity of Te Kaha to soften the ugliness and make the area more appealing to people in the area, for businesses, residents and visitors alike. Planting and people space will enhance the area; it will enhance the experience for tram patrons. Making room for more trees in our city is essential for our future.</p> <p>Madras Street (St Asaph to Latimer Square) I endorse the slower speed recommendation. I regularly ride a bike along Montreal Street, something that I'd never do when the posted speed was 50kmh. It has a much better feel about it now and doing the same to Madras Street will encourage more people to use this very convenient north south route.</p> <p>Madras Street (Moorhouse to St Asaph) [REDACTED] As above, a slower speed will make Madras Street more appealing to those who wish to bike. Access to Ara is not easy for pedestrians and cyclists; it should not be so. Support 100% a light crossing between Moorhouse and St Asaph Streets.</p> <p>Tuam Street (Madras to Fitzgerald) If the plan is to provide good transport choices for Christchurch in order to reduce carbon emissions, reduce congestion and offer equitable affordable transport to all, then this street improvement is essential. Many people will be encouraged to take the bus to events taking place at Te Kaha. If it is difficult to walk from the Interchange to Te Kaha then there will be problems. Planning for the future is essential; good to see that this is being thought about. Better infrastrucutre for cycling on Tuam Street is required, to compliment the separation built between Antigua Street and High Street.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Fully support, for most of the reasons listed above. . Will there be tree planting here all ? City East is lacking in green space.</p> <p>Barbadoes Street (Hereford to Tuam) I am unable to see what the speed limit is planned to be for Barbadoes St. I believe it needs to be consistent with that of Madras Street, at least, and would like to see all one way streets with a 30kmh speed limit within the four avenues. It is time to decide if we want people to live in the central city or not, and if</p>	Robert Flemming

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		so, it is a matter of courtesy that the city provides for them a safe and pleasant place to move around in, however they choose to do that. 50kmh traffic everywhere does not provide that in my opinion.	
49153	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sam Taylor
49155	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jennifer Shields
49156	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Sara Black
49159	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mohammed Hamid
49164	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rosin Mullan
49169	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Overall I am in strong support of Option 1. Is there any option here for a mobility park or two to make it easier for those that are less physically able to attend these businesses.</p> <p>Madras Street (St Asaph to Latimer Square) Overall I am in strong support of this, especially the 30km speed limit and the allowance for loading zones and mobility parking. I would like to see an additional short term or loading zone park in the block between Cashel and Hereford. As a person who cycles my experience is that delivery drivers will flout parking restrictions unless loading zones are provided very close to the businesses they deliver to and therefore not having these zones makes it more dangerous for cyclists when delivery drivers double park or park in no parking zones.</p> <p>Madras Street (Moorhouse to St Asaph) I strongly support these plans, especially the 30km/h zone and the connection to Ara. I would like to see the parking directly outside Ara removed to enable the widening of the shared pathway here.</p> <p>Tuam Street (Madras to Fitzgerald) I support this part of the plan.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Overall I am in support of this. I would like to see another mobility park and clear sharrows markings along the length of this section in both directions to clearly indicate that this is a shared space for all vehicles.</p> <p>Barbadoes Street (Hereford to Tuam) I am in support of this section of the plan</p>	Geoff Sugden

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49175	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think it's fantastic to see roads being renovated to encourage walking and cycling and to reduce dependency on cars. I'm looking forward to seeing this project come to life, and I think option 1 will be well worth the money.	Rebekah Rox
49176	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I strongly support the full street upgrade as a way of ensuring the area is people- and bike-friendly, attractive, and more welcoming while also keeping costs down in the long term and channelling the flow of traffic. Christchurch has lost significant greenspace and canopy cover and the inclusion of plantings is important. I see the concern about car parks but the disruption by retaining parks and a two way flow seems considerable in the long term compared to the short term convenience offered, and the presence of parks here will only add to traffic volumes and congestion. Right now it's not a particularly pleasant place to sit outside, or even to walk around, and this seems at odds with the area's growing focus on hospitality.</p> <p>Madras Street (St Asaph to Latimer Square) The plan looks attractive, people-friendly and practical. Thank you for considering access to the memorial garden.</p> <p>Madras Street (Moorhouse to St Asaph) I strongly support improved safety / crossing provisions for pedestrians - trying to cross in this area is challenging and not very safe.</p> <p>Tuam Street (Madras to Fitzgerald) I support the increased focus on pedestrian safety. I ask that you consider additional lighting as well for safety and comfort, and consideration of design elements to help with wind. The north aspect is blocked so for significant portions of the year there is not a lot of natural light, and as the easterly really beats down the street it can get really cold (perhaps something to help break the wind up?). The semi-industrial facing on the south side of Tuam street means that at the moment it doesn't always feel very safe there after dark, and the area feels quite bleak.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support the shift to fully one way; the current layout is frustrating when coming from the east and there frequently a bottleneck of traffic heading east to Fitzgerald, which can cause issues with people trying to turn or cross out of Duke Street.</p> <p>Barbadoes Street (Hereford to Tuam) I support the increased focus on pedestrian safety and the addition of plantings. [REDACTED] this is not a fun area to walk around in. I ask that you consider additional lighting as well for safety and comfort, and consideration of design elements (e.g. shelters) to help with the wind coming from the east. The building will block the sun after noon (and even with the current fences it's quite bleak), especially in the shorter months, and there is little natural light. Better crossings and signals would be great.</p>	Erin Harrington
49177	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mark Limber
49179	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Any street tree pits should maximise soil volume to enable trees to grow to maturity and provide benefits that can be provided most effectively by large-statured trees.	Justin Morgenroth
49180	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Love the plans	Johno Tunnell
49183	Option 1 - a full street upgrade that maintains local	Lichfield Street (Manchester to Madras)	Chris Beardsley

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	access for traffic, but reallocates more space for mixed uses	<p>Pedestrians need to feel safer when walking in this area - reduce the number of cars - slow traffic is good ie, 30kms per hour, noise is reduced and I feel much safer as a pedestrian.</p> <p>Madras Street (St Asaph to Latimer Square) Make it a more 'livable and walkable city' it needs more large trees - its more attractive once it gets to Latimer Square - ie large trees, green space to play games, sculpture - thats all good reduce the noise levels for people</p> <p>Madras Street (Moorhouse to St Asaph) Cycling in this area is fraught and scary - this road is wide and because its one way cars go faster than they should Pedestrians need to feel safer when walking in this area - its ugly need more trees in the footpaths - more shade and a more attractive street frontage Make a new train station near where the old one was so that trains can come in for events at the stadium from Rolleston and Rangiora. then not so much wasted space on car parks</p> <p>Tuam Street (Madras to Fitzgerald) again not enough trees and it is rather ugly street scape - more large trees and boost the attractiveness of this street - there is far too much signage - its ugly and a mess - nothing is cohesive</p> <p>Lichfield Street (Barbadoes to Fitzgerald) cars travel too fast - more public transport reduce the noise levels for people Plant trees that will grow large - keeping city cooler as the climate heats up</p> <p>Barbadoes Street (Hereford to Tuam) have a separated cycle lane, not paint on a road especially as it is one of the main entrances to the stadium. I would come there on my bike to the stadium but if its just paint no I would not. It would feel to dangerous when the road was at peak car volume. already I have has some near misses on painted cycle lanes as some motorists drift into the cycling area. If we want to improve the health of citizens we need to do much more to encourage cycling. Improve public transport and dedicated lanes for cars with more than 3 passengers when big events are on</p>	
49185	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	We are in a climate emergency. It is essential to prioritise public transport and active transport (cycling, walking, etc.) over polluting private vehicle use. Car parking is not in the public interest - storing polluting private property on public land at the ratepayer's expense is not a desirable outcome. We must redesign our streets for a sustainable future, not further entrench the unsustainable present.	Katia De Lu
49188	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 makes sense. Maximising liveability and pedestrian friendliness are the key. Access to nearby apartments and pedestrian access to support businesses on the South side are important. I support diagonal access along High Street plus low speed limits and keeping traffic volumes low. There are other options nearby with the one way system. Option 2 is short-sighted - being minimal change from the present and not looking at our city in 10-20 years time.</p> <p>Madras Street (St Asaph to Latimer Square) I support lowering the speed limit here.</p> <p>Madras Street (Moorhouse to St Asaph) The changes all look good. I strongly support the new mid-block crossing and improved pedestrian, public transport access to Ara along with the P120 parking.</p> <p>Tuam Street (Madras to Fitzgerald) Here we really need P60 so that parking supports business rather than event parking. I also support Tuam being fully one-way.</p>	Craoh Bradley

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		<p>Lichfield Street (Barbadoes to Fitzgerald) One way westbound will be a real asset here. A loop going Lichfield - Barbados - Tuam - Fitzgerald would help the whole area to be more pedestrian friendly.</p> <p>Barbadoes Street (Hereford to Tuam) P60 again is important here to support local businesses as it would prevent event parking clogging up this space. A 30km/h speed limit also makes sense as it is around Te Kaha.</p>	
49190	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 looks good. I approve of the reallocation of space away from car towards mixed use. The changes to make the area more welcoming to pedestrians will be good even outside event days given its proximity to the bus exchange.</p> <p>Madras Street (St Asaph to Latimer Square) I approve of the proposed changes. The proposed reduction to 30km/h should improve safety and reduce noise. The additional trees and greenery will be a welcome improvement to the area.</p> <p>Madras Street (Moorhouse to St Asaph) I approve of the improvements for cycling and the reduction in speed. The pedestrian crossing should see lots of use</p> <p>Tuam Street (Madras to Fitzgerald) I support the improvements to pedestrian access. Looking at the Google streetview for the Barbadoes to Fitzgerald section it seems kind of crazy that that section of Tuam would be 2 way while the rest is one way. Reverting it back to 1 way looks good</p>	Daniel Jury
49191	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mark Powney
49197	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kerstin Rupp
49211	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kate Carr
49212	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Rachel Toth
49215	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>General comment: Skilled planning for the future must take precedence over the still current attitude that one should be able to park one's car outside every venue on one's shopping list. The rest of the world has moved on, and some of us have also.</p> <p>Lichfield Street (Manchester to Madras) Widened footpaths, passive rain gardens, one way east traffic at reduced speed, trees (I like titoki), outdoor uses are all good and will create awareness of the tram line extension as pedestrians and cars unfamiliar with the route are frequently confused. Comment by the Business Association that the cold easterly will hinder outdoor use is ignorant as there are people with the appropriate design skills to mitigate the wind. Wind patterns will change with the bulk of the stadium.</p>	Wendy Pilbrow

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		<p>Madras Street (St Asaph to Latimer Square) Loading bays are critical for residents as well as neighbouring businesses. I look forward to more trees</p> <p>Madras Street (Moorhouse to St Asaph) Pedestrians and cyclists will appreciate the new provisions.</p> <p>Tuam Street (Madras to Fitzgerald) Barbadoes Street to Fitzgerald Ave becoming one way east is sensible as its an intuitive road use , good for bus parking.</p> <p>Barbadoes Street (Hereford to Tuam) Good</p>	
49220	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Nic Kyle
49221	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Just get it done, now that you've committed us to the stadium you can't not do this work and it will never get cheaper. The space must suit multi-uses and not just focus on cars and parking.	M Harris
49222	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jayden Muir
49224	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Gerard Wales
49225	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Anna Henderson
49226	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support the preferred option.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support the Council's proposal.</p>	Simon Britten
49233	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kristina Seregina
49234	Option 1 - a full street upgrade that maintains local		Gypsy Owen

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	access for traffic, but reallocates more space for mixed uses		
49235	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Simon Anderson
49237	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Best option for pedestrians should trump desire for more parking when there is already a parking building on lichfield street</p> <p>Madras Street (St Asaph to Latimer Square) Madras street is currently ugly and unpleasant to walk along, these changes would be very welcome. Opportunity to improve cycle access through this area would be great too</p> <p>Madras Street (Moorhouse to St Asaph) Currently the cycleway is dangerous and the footpath ugly, the changes look like a massive improvement</p> <p>Barbadoes Street (Hereford to Tuam) Currently very unpleasant to walk through here, improvement is required and this looks great</p>	Sophia Woodhams
49238	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kenneth Blaas
49240	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support the full street upgrade option to make the street more pleasant for pedestrians and cyclists. Since we have no problem finding extra hundreds of millions to fund the stadium price increases, we should commit to making the area surrounding the stadium as nice as possible, particularly the approach along Lichfield St from the bus exchange and parking buildings to the stadium.</p> <p>Madras Street (St Asaph to Latimer Square), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support the plans for the street upgrade.</p> <p>Madras Street (Moorhouse to St Asaph) I support the plans for the street upgrade, particular the missing cycle connection and the mid-block crossing to link the Ara Campus with Countdown and other businesses.</p>	Chris Owen
49242	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Richard Rowe
49246	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Better off to complete the full upgrades now and future-proof the area	Joshua Dawkins
49250	Option 1 - a full street upgrade that maintains local access for traffic, but	My main concern is the lack of parking near the hospital which should be a priority near a hospital.	Helen Fox

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	reallocates more space for mixed uses		
49255	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	When we all filled out those on-line posit-it notes after the earthquakes we wanted a city that was vibrant and better for pedestrians and street life. Any option that makes it so a vehicle can get through but would be best to go round is a step in the direction of enhanced street life as long as the council then allows businesses to spill out onto the footpath regularly.	Richard Battrick
49263	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mike Packer
49266	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kirsten Ward
49269	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jackson O'Neil
49270	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Christine Sutherland
49271	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jimi Baliza
49272	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Mark Harris
49274	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	There needs to be a plan for the parking that will be removed. What impact will this have on dux, pot sticker and earl etc	Rebekah Scott
49275	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Jordan King
49277	Option 1 - a full street upgrade that maintains local access for traffic, but	I think that it is important to upgrade the area and to make it safe as a mixed use space. Unfortunately, car take up and cost more than their fair share of valuable city space. It would be great to be able the space for outdoor dining and to know that there is somewhere to park my bike.	George Stilwell

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	reallocates more space for mixed uses		
49279	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Fenella Bowater
49285	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 is the best option given the new stadium is in very close proximity. Lichfield Street is no longer a throughfare and vehicles traversing the city are better to use parallel streets.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) I support a reduced speed limit along here</p> <p>Tuam Street (Madras to Fitzgerald) Support conversion to one-way (thus having St Asaph Street the opposite way)</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Support</p>	Alex Fletcher
49287	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Good to see the wider footpath, slower shared space, and various dining/green areas. The proposed option doesn't provide an obvious way for cyclists to travel contra-flow westwards - perhaps like Oxford Tce Promenade this could be provided through suitable signage? Likewise, it would be good for their to be a clear connection between Huanui Lane & Butchers Lane for walking/biking there. I've heard complaints that on-street dining will be impractical here due to the regular easterly wind - but this seems to forget that we're about to build a big stadium at the eastern end of this street!</p> <p>Madras Street (St Asaph to Latimer Square) I support the reduction in speed limit down to 30kmh. Large numbers of people will be coming to and from the stadium from the west here but all of the signalised pedestrian crossings are still normal sized - make them wider... I count a grand total of 15 bike racks on this frontage = 30 bike parks. For a stadium where we are expecting large numbers to often turn up by bike, this is not enough. Consider placing more either along the street (including the west side) and/or within the stadium entrance areas too. It is also not clear how a cyclist using the cycleway on the western side of the street is expected to access the bike parking on the eastern side - consider providing cycleways on both sides or improve the crossing access/egress points when cycling.</p> <p>Madras Street (Moorhouse to St Asaph) Good to have safer options for crossing and also cycling back down this street. There is a similar access problem at the bottom of Barbadoes St, where people coming from Waltham Rd often want to access town and polytech safely by bike but have to use the narrow footpath until they reach the carpark entrance or Coventry St - consider providing a better bike access option here too. I don't support the move to have the cycleway on St Asaph St raised up to footpath level at the Madras intersection - better to leave it at street level and provide suitable crossing/access points for pedestrians and cyclists accessing the campus.</p> <p>Tuam Street (Madras to Fitzgerald) Again, the amount of bike parking along this frontage seems minimal - I count only 14 stands. More please! The pictures show a large amount of open green space outside the stadium - surely that's the place to install more bike parking? As with the other directions, look to make the pedestrian crossings wide enough to cater for the influx of stadium-goers. While I support the shift to a full one-way street,I have a potential issue with the intersection at Fitzgerald Ave. Like the current situation,it would be possible for a right-turning bike heading on to to collide with a through motorist going</p>	Glen Koorey

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		<p>Lichfield Street (Barbadoes to Fitzgerald) Good to have this switched back to 2-way</p> <p>Barbadoes Street (Hereford to Tuam) The same problems rear up: not enough bike parking (14 stands), not wide enough pedestrian crossings. At least the cycleway is on the correct side of the street this time. Good to have 30km/h streets all around the stadium.</p>	
49288	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I strongly support Option 1 for Lichfield Street. Option 1 looks like it takes design cues from some of our best-loved spaces in the central city, including Cashel Mall and the Ōtākaro Avon Promenade. However, can bollards please be used liberally in the final design, to prevent quality hardscaping being used for car storage. Also, can a contraflow west-bound cycle lane please be included - or at least legally permit it.</p> <p>Madras Street (St Asaph to Latimer Square) For Madras Street (Lichfield-Hereford), the cycle lane should be separated. When new kerb and channel is being laid, it's an opportune moment to expand our safe cycling network for limited capex - there's no reason why a ~2.2m wide facility can't be added! This will be a key route for kids, their parents, and anyone else cycling from the southern suburbs, or heading northwards from the stadium.</p> <p>Madras Street (Moorhouse to St Asaph) For Madras Street (Moorhouse-St Asaph), the proposed design has reduced the level of service for those cycling through the St Asaph/Madras intersection. With increasing pedestrian and cycle demands at this intersection, it doesn't make much sense to introduce a new shared path/zone outside Ara - an unnecessary ramp for those continuing west along St Asaph, and a conflict point for those walking. Can this please be kept as-is. Also, can left-turn corner build-outs be added to the Allen and Southwark St intersections please. Even if they were just small islands to sharpen the turn radii for vehicles.</p> <p>Tuam Street (Madras to Fitzgerald) For Tuam Street, the cycle lane should be separated. Even if this is only for the Madras to Barbadoes section, it's an opportune moment to expand our safe cycling network, and make it safer for everyone travelling through here - regardless of whether an event is on. The only conflict to this, the bus stop, could easily be designed out - we have many examples of bus-stop bypasses across the city! Also, separating this facility could remove a long-standing conflict point on the Madras St approach for cyclists, where I've personally fallen off my bike here too.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) For Lichfield Street (Barbadoes-Fitzgerald), can painted cycle lanes please be added, to increase cycling permeability to the stadium. At the very least, could some form of speed controls, such as speed bumps, be added to this section, to discourage rat-running.</p> <p>Barbadoes Street (Hereford to Tuam) For Barbadoes Street, please can the cycle lane be separated. Judging by the width of the painted buffer - and the painted gutter space on the western side - there is more than sufficient space to provide a separated southbound cycleway, whilst still retaining parking on the eastern side. This area of the central city is sorely lacking any north-south cycle connections that are safe to use - it's a great opportunity to address this. I'd like to thank Council staff for progressing with these plans, and for being bold with the proposed 'Option 1' changes to Lichfield Street. The streetscape in the eastern central city needed work regardless of the stadium, so it seems like a great opportunity to tidy it up.</p>	Adam Lines
49290	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) This is key in enabling people to attend events using low carbon emitting modes of transport i.e. walking, biking, PT.</p> <p>Madras Street (St Asaph to Latimer Square) The new 30km/hr speed zone works well in Montreal, I always wondered why Madras did not receive the same treatment.</p> <p>Madras Street (Moorhouse to St Asaph) These safety focused improvements are well overdue. Currently accessing the city from the Gasson St intersection is very unpleasant and intimidating even to experienced bike riders, so make sure you include the actual crossing of Moorhouse Ave e.g. give a bike phase a couple of seconds head start and provide wands to separate cycle lanes at the northern side of that intersection just before the slip turn build out. Also I'm not sure what the story is with P120 on the Ara side of the road, this seems to be longer than what is required for providing load/unload facilities.</p>	David Moorhouse

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		<p>Tuam Street (Madras to Fitzgerald) A counter flow cycle lane to allow west flowing traffic is required, otherwise cyclists are forced to use inconvenient and more dangerous routes to return from businesses/events in the block east of Barbadoes</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Not specifically but I will use this to provide a general statement about the redevelopment of this part of the city. We need to stop pandering to vested interests of the status quo (mainly business and sporting) and keep on with encouraging low emission ways of getting around, primarily walking, biking and PT. Decades of car focused development have distorted patterns of land use and embedded dependence on expensive imported oil. Air pollution from vehicles kills 10 times as many people in NZ as dies from road crashes, so the gains from rebalancing transport away from private motor vehicles is huge. Note that we are better off if we reduce our emissions not because we will change the trajectory of global warming, but because in the foreseeable future, lifestyles that are based on high emissions are going to become less affordable, and livelihoods that are based on high emitting activities are going to be much more disruptive and vulnerable. These plans are a small part of moves in that direction.</p> <p>Barbadoes Street (Hereford to Tuam) Assuming this is a typo "Parking on the western side of the street will be retained" and should be referring to eastern side.</p>	
49291	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please include bike lines	Mikayla Hubert
49292	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Any city that improves pedestrian experience becomes a better experience. Retailers always complain first and benefit afterwards. Having the new stadium with improved infrastructure nearby is short sighted. Christchurch is looking wonderful in areas that have been upgraded. Keep that momentum going.	Karen Colyer
49294	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Good Improvement. It's just sad that there are two large parking structures on Lichfield St (in addition to the Bus exchange) so the Lichfield/Manchester intersection will be a major conflict point at busy times.</p> <p>Madras Street (St Asaph to Latimer Square) The shared path on the south side of Hereford St (outside 214) is a bad idea. Any big event at Te Kaha will result in substantial pedestrian numbers and thus sharing with cyclists would be problematic. The drawing for the Madras/Hereford intersection seems to have less cycle lane than is currently present. What is the expected route cycle north from the stadium? Cycle parking seems to generally be lacking. Yes there are a few stands but it's a 30k seat stadium, we should be designing for 3000+ cycle spaces (10%). Also how do I access the stadium as a cyclist? There should be some kind of turn in and out from Madras St.</p> <p>Madras Street (Moorhouse to St Asaph) Good Improvements. I am concerned about the safety of the double turn lane out of the Countdown.</p> <p>Tuam Street (Madras to Fitzgerald) I'm disappointed that the separated cycleway along Tuam St (west of Nurseyman Ln) is not being continued past the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) It's good to see a dedicated location for Taxi and Ride Share.</p>	Alex Westphal

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		<p>Barbadoes Street (Hereford to Tuam) Cycle parking seems to generally be lacking. Yes there are a few stands but it's a 30k seat stadium, we should be designing for 3000+ cycle spaces (10%). Also how do I access the stadium as a cyclist? There should be some kind of turn in from Barbadoes St.</p>	
49296	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 will make it feasible to close the portion of Lichfield Street for bigger events. This should be designed in from the start, including signage. I would like to see more of cycle parking nearer to Te Kaha. There does not appear to be much other infrastructure specifically for bikes. If the wide path on the south side intended to be shared there is potential for conflict between people on bikes and pedestrians. I would like to see Ash Street and Poplar Street made no-car zones to prevent rat-running in this area. The Manchester Street/Lichfield Street intersection lights needs a cycle option from the shared path on the south across Manchester Street (and for the cyclists coming down High Street) towards the Bus Interchange.</p> <p>Madras Street (St Asaph to Latimer Square) I would like to see speed reduction to 30km/h to support active transport users to get to events safely and comfortably. There needs to be enough space for both pedestrian and people on bikes at the lights. I support the removal of on-street parking on the eastern side in order to widening the footpath. I support left-turn shared lane with sharrows on the approaches to Cashel and Hereford streets. I support the street trees and landscape planting and would like to see bollards to prevent people parking/driving on the landscaped areas. I would like to see bicycle parking stands being added wherever there is space to do so.</p> <p>Madras Street (Moorhouse to St Asaph) I support the signalised pedestrian and cycling crossing between Ara and Countdown I support the reduced speed limit of 30 km/h. I support the proposed short section of shared counterflow path along the east side of Madras Street. I support the changes to car parking time limits. I support the on-road cycle lane on the western side and the wider shared path on the eastern side of Madras St.</p> <p>Tuam Street (Madras to Fitzgerald) I support the conversion of the full length of Tuam Street to one-way traffic with the present separated cycleway included the whole length. I support the widened footpath While I support the retention of an on-road cycle lane on the northern side for confident cyclists it is not ideal unless the 5.8M path was also a shared space. I support the installation of bicycle parking stands wherever there is space. I support street trees and landscaping. I support paved crossings at intersections. I would like to see the speed limit to 30 km/h adjacent to Te Kaha but ideally this would be for the entire CBD, for driver clarity and consistency</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support the proposal to two lane Lichfield Street I support the reduction in speed limit to 30 km/h and the mid-block speed platform. I would like to see the drop off area on the south side only during events. This would reduce the risk of dooring of pedestrians, scooters and cyclists. I would like to see stop signs at Clarkson Avenue and Duke Street. I support the paved area at the intersection with Barbadoes Street I support pedestrian crossing facilities at Fitzgerald Avenue and would like to see this include a cycle option. I would like to see sharrow markings along the full length of this block, not just at the Barbadoes Street approach. I support the right turning lane off Fitzgerald Avenue.</p> <p>Barbadoes Street (Hereford to Tuam) I would like to see more provision for people biking to Te Kaha from residential areas east of Barbadoes Street than just painted cycle lanes. I support widening the footpath, which necessitates the removal of on-street parking on the western side (there is a typo in the printed info). I support pedestrian crossing upgrades at the intersections with Tuam, Lichfield, and Cashel Streets. I support the on-road cycle lane on the eastern side</p>	Meg Christie

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		I support installing cycle parking stands wherever there is space to do so.	
49300	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) My preference for this would be to remove vehicle access along this road altogether, or allow vehicle access only early morning/late night for deliveries. I think this could be made into a fantastic pedestrian approach to the stadium and provide (possible covered from rain) access between the large multi storied car parks in the city and the stadium. This could also provide fantastic area for cafe's, restraunts, and bars for patrons coming from the stadium. perhaps even provisions for food trucks and the like to setup. "Option 1" is a better solution than "Option 2" here but i feel like option 1 doesn't go far enough and would love to see more accommodations for pedestrians here especially going to and from the stadium</p> <p>Madras Street (St Asaph to Latimer Square) It would be great for this road to have its speed limit reduced to 30kph for vehicles and also able to be blocked off to vehicles for events to provide further safety for pedestrians going to and from the stadium. "Option 1" is a better solution than "Option 2" here.</p> <p>Madras Street (Moorhouse to St Asaph) "Option 1" is a fantastic idea, love to see more and better cycle lanes in the city.</p> <p>Tuam Street (Madras to Fitzgerald) "Option 1" is a better solution than "Option 2" here but i feel like option 1 doesn't go far enough and would love to see more accommodations for pedestrians here especially going to and from the stadium. The ability to close to see the section of road between Madras and Barbados to traffic at event time to provide more safety to pedestrians going to and from the stadium. As well as lowering vehicle speeds for both sections of Tuam to 30kph</p> <p>Lichfield Street (Barbadoes to Fitzgerald) "Option 1" sounds like the best idea. "Option 2" would not serve the needs of the stadium very well</p> <p>Barbadoes Street (Hereford to Tuam) I prefer "Option 1" over "Option 2" here although would recommend in addition to the changes in "Option 1" also de-syncing the traffic lights on Barbados street. Currently it is possible to speed down Barbados street and not stop at any of the lights, this is promoting faster driving. to ensure people are safe going to and from the stadium i think timing the lights on Barbados street to accommodate an average driving speed closer to 30kph is a good idea and perhaps relatively cheap to do as the traffic light controls are already in place it is just an update to the timings.</p>	Lachlan Findlater
49302	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Works proposed and that we should endeavour to have as much planting as possible.	Mike Calvert
49305	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) With the drive to increase residency within this area it is important that this is more pedestrian friendly and less vehicular motivated. Support easy access for local businesses for foot traffic. Low speed and low traffic volumes are important with higher numbers of pedestrians. A good opportunity to keep the 'Garden City' appearance up - green spaces and plants are aesthetically pleasing as well as environmentally important. Important to think of future opportunities and growth in this area. To be able to continually adapt we must have options, to be able to service what is currently in progress is important, and we must consider what the aim of the city is. Environmental issues and the future need to be included in all developments.</p> <p>Madras Street (St Asaph to Latimer Square) When hosting events pick up/drop off areas are highly important. Is there planning for this within Te Kaha or in close proximity? (thinking how the pick up/drop off at Christchurch Airport works this can be done!) Lower speed limits is also crucial when high pedestrian numbers are around.</p>	Julie Bradley

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		<p>Madras Street (Moorhouse to St Asaph) The nature of Ara necessitates lower speed, functional public transport, access to shared transport (LIME scooters, bicycles etc) and pedestrian safety. With the removal of some car parks in other areas perhaps increased parking time is workable here.</p> <p>Tuam Street (Madras to Fitzgerald) Diagonal crossing between high pedestrian areas encourages more foot traffic. Also supports the local businesses with more pedestrians. Time restrictions for parking in place discourages the use of long term parking for events, more available parks for retail customers. Wider footpaths make it easier for pedestrian numbers before/after events. Again, pick up / drop off points vital for peak times. One-way systems work well and encourage traffic flow.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Agree with designated area for Uber/Taxis for events, also surrounding areas could be included with this option? One way systems guide traffic through particularly at peak times. Discourage U-turns/ undecided and unnecessary lane changing & bottle necking. Restricted speed limits are good to keep traffic flowing at steady pace, also more compatible with pedestrians.</p> <p>Barbadoes Street (Hereford to Tuam) With the main entrance to Te Kaha here it is important to have room for pedestrians to meet and congregate without traffic and congestion. Speed limit should be in keeping with other areas in the vicinity. Restricted parking will again discourage long term parking / enable short term for retailers and support for local businesses. With expected developments and growth in the area we need to service what is currently there and be able to help and improve the area for the future.</p>	
49306	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Look forward to Lichfield St being more friendly to non motorised users</p> <p>Madras Street (St Asaph to Latimer Square) This are really needs to be slowed down, so 30km/hr is good. Ensure bikes have safe transit.</p> <p>Madras Street (Moorhouse to St Asaph) Looking fwd to better biking facilities</p> <p>Tuam Street (Madras to Fitzgerald) We need a way to be able to safely bike back from businesses in this block, I saw counter flow bike lanes used in other cities to provide this functionality</p>	Letitia Moorhouse
49307	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Donna Robertson
49317	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Laure Boyce
49320	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Barbadoes Street (Hereford to Tuam) More residential parking	Kate Crawshay
49332	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I fully support the upgrade of the area around Te Kaha. It seems crazy to pay all that money for a stadium and not get full benefit by creating vibrant and safe areas around the stadium that encourage people to go to events, and stay and spend. I have seen the alternative in other cities where large public facilities such as stadiums and convention centers become unsafe ghost areas. Te Kaha needs lots of different events to be financially viable and not be a continuous drain on rate payers. These changes have a lot to like in them and will be money well spent on improving this part of town for everyone. I</p>	Anne Scott

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		<p>regularly bike in this area and strongly support these changes to Litchfield street, including the 30km/h speed limit, the wide shared paths and the regreening of the environment. I use Huanui Lane a lot and would appreciate a 90 degree crossing across the road for cyclists and pedestrians at this point to 128 Litchfield to make crossing the tram tracks safer. At the moment everyone picks their own random paths which makes it difficult for the traffic to anticipate where people are going. Cycle parking will be well used. The ones in Poplar Street outside Dux Central are often full and need upgrading. Some additional work is need on Lichfield St to the bus station (where the containers are) creating a similar wide path to handle the numbers. Manchester/Litchfield Street intersection will need a combined pedestrian/cycle sequence going west. Please rename Poplar and Ash Streets as Lanes and make them 10km/h to indicate the type of use expected. The slip lane for the car park building should work well.</p> <p>Madras Street (St Asaph to Latimer Square) I support the proposed changes which are pragmatic for a busy area. The widening of the footpath and the removal of parking will help. Like a lot of cyclists I usually cycle through Latimer Square rather than following Madras around as it is safer and more pleasant. The crossing at Hereford St needs to be wider to encourage this.</p> <p>Madras Street (Moorhouse to St Asaph) I strongly support the changes to this area which has been unsafe for pedestrians and cyclists for a long time. At busy times the road is blocked and the only way across is to wind your way through the stationary vehicles waiting for the lights to change. Close calls happen all the time and I am surprised that someone has not been killed. I strongly support the crossing at Countdown near the bus stop. I also strongly support the shared path on the east to get to Ara more easily</p> <p>Tuam Street (Madras to Fitzgerald) I support the conversion of Tuam Street to one way but only if you extend the separated cycleway (currently stops at Madras) at the same time.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Support the proposed changes. Some landscaping would make this more attractive</p> <p>Barbadoes Street (Hereford to Tuam) Support the proposed changes. There are two things missing from the Proposals, first the provision of large amounts of cycle parking, and second safety considerations in the area such as improved lighting. The more people who use active transport to get to events, including the buses, walking, scooters, and cycling the more manageable the crowds and traffic will be.</p>	
49341	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Natalie Brodie
49342	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Riki Tukaki
49343	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Megan Gregory
49345	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Elaine Wood,

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49346	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I think it looks stunning, modern, and will absolutely be required to direct people to and from the CBD before/after an event. On non event days it would be good to consider other ways to activate this space - a local market etc. Please ensure it does not become a carpark as well.</p> <p>Madras Street (St Asaph to Latimer Square) I believe the cycle lane needs to be separated, it looks like there is space for it and will provide added safety and security for cyclists. Great to see trees and greenery - please have as much of this as possible.</p> <p>Madras Street (Moorhouse to St Asaph) I believe the cycle lane needs to be separated, it looks like there is space for it and will provide added safety and security for cyclists.</p> <p>Tuam Street (Madras to Fitzgerald) Again, i believe the cycle lane needs to be separated here, otherwise I love it. Please keep the trees and greenery</p> <p>Lichfield Street (Barbadoes to Fitzgerald) These changes make sense. Please just keep options for cyclists as safe as possible</p> <p>Barbadoes Street (Hereford to Tuam) A few more trees would be good (to keep in with the plans on the other streets). Also having a separated cycle lane would be great again - because this is a busy road and being one-way just encourages fast traffic.</p>	Michael Campbell
49348	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>This is more general feedback than specific to Lichfield St. I love, love, love the idea of more mixed-use spaces. This would definitely encourage me to get out and about more and visit more shops/cafes and get to events at the stadium. So good not to have to worry about as many cars!</p> <p>This is exactly the kind of future planning Christchurch city needs!!! Let's beautify our city and make it somewhere people want to be!</p>	Faith Burnett
49350	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Support the plan	Rowan Latham
49353	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) It would be great to have this street pedestrian based being so close to the stadium giving bars and restaurants the ability to have large outdoor settings on the street towards the stadium would be a great atmosphere.</p> <p>Madras Street (St Asaph to Latimer Square) Many people do park there for work, so the removal of so many parks (along with the other parks removed in the streets of the surrounding areas) will only push people into using the parking buildings in the surrounding areas which are very expensive for 5 full days a week. While I understand that parking does need to be limited to make way for more pedestrian focused areas due to the high volumes of people and buses/taxis etc potentially lowering the parking costs per day would be a good way to go this balance a little - as public transport is not yet reliable enough for many and not realistic for others with other commitments.</p> <p>Madras Street (Moorhouse to St Asaph) No all reasonable to have crossing for Ara campus</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Fine, same thing as above about parking though - need to lower daily parking costs if more and more on street parks are removed.</p>	Bryce Harwood
49354	Option 1 - a full street upgrade that maintains local access for traffic, but	This is a comment for all sections (a general comments section would have been good) - There is no cross-section. I cannot tell if the width of the proposed cycle lanes are appropriate. They need to be 2m minimum.	Sean Mallory

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	reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Support option 1. This will create the best outcome for the CBD and provides an excellent pedestrian connection to and from the bus exchange. Really disappointed to read comments from a few business people who have benefitted from improved public realm elsewhere in the CBD and now appear to not want other areas to have improved amenity.</p> <p>Tuam Street (Madras to Fitzgerald) The intersection of Tuam and Fitzgerald is a major safety issue for people biking turning right off Tuam on to Fitzgerald and motorists going straight through. If you do not address this known safety issue that is putting the lives of people you cycle at risk you should be held accountable if there is a serious injury or fatality. I recommend banning cars turning left into Tuam (Eastward) off Fitzgerald.</p>	
49356	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) [REDACTED] The proposed changes will make it much safer and more pleasant. There should be a bike crossing at Huanui Lane. I would like to bike through Te Kaha when it is not in use like you can with Te Pae. Needs to be easier to bike down High Street or Litchfield Street towards the bus interchange and get across the Manchester intersection. Currently the crossing is on a strange angle and you get tangled up with pedestrians standing in the road trying to figure out how to get around the containers.</p> <p>Madras Street (St Asaph to Latimer Square) Need to be able to easily get from St Asaph across to Latimer Square to bike through the middle.</p> <p>Madras Street (Moorhouse to St Asaph) Strongly agree with shared path on Ara side and the need for better way to get across street.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Agree with proposal</p>	Jill Scott
49360	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) [REDACTED] It's never too busy so any traffic impacts of the reallocation of street space would be minor. Strongly support the proposal, it'll be great to have a mini Cashel Mall right next to the stadium and connecting the East Frame with High Street.</p> <p>Madras Street (St Asaph to Latimer Square) Support the wider footpaths. Would prefer to see a separated bidirectional cycleway over a cycle lane though - this part of the central city has a big north-south gap in the cycling network and a new cycleway would go a long way to plug that gap. If removing carparks is the price to pay, then it's not much of a choice. Safety should always take priority over a few people's convenience.</p> <p>Madras Street (Moorhouse to St Asaph) As above, there's a missing link in the cycle network here. Shared paths aren't great for anyone - cramming bikes, scooters, and pedestrians into one space makes things less safe for everyone. I'd prefer to see a separated cycleway here, especially given as part of the Brougham Street works a separated cycleway on Gasson Street has been proposed, which would connect up to Madras Street here. Do it once and do it right, put in a cycleway.</p> <p>Tuam Street (Madras to Fitzgerald) Seems fine.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Looks good. No complaints.</p> <p>Barbadoes Street (Hereford to Tuam) Seems good.</p>	Finn Jackson
49362	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Kieran Williamson

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49363	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		James Erskine
49364	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Litchfield Street should have a bi-directional cycleway, even if other vehicle traffic is one-way. A more attractive and safe streetscape will ensure that this block stays active even when there is not an event on at Te Kaha - much like our other popular largely pedestrianised areas like Cashel mall and the terrace. It will also make it a more pleasant/attractive place to live with a large part of East frame housing being completed, and more people living in the city centre than pre-EQs</p> <p>Madras Street (St Asaph to Latimer Square) Intersection treatments along Madras should include raised/platform crossings - this is good for safety, and will help reinforce the speed reduction, with a cobenefit of improving disabled access. The cycle infrastructure should be separated from motor vehicle traffic.</p> <p>Madras Street (Moorhouse to St Asaph) The midblock crossing should be raised/platform - visually Madras from Moorhouse to Latimer square is very straight, wide and flat, it will be difficult to slow speed without additional changes to the streetscape (eg bumpouts, landscaping that narrows it at least visually). Reduce kerb turning radius to side streets to further improve pedestrian/cyclist safety.</p> <p>Tuam Street (Madras to Fitzgerald) Additional landscaping, trees etc could make this a nice green corridor connecting Linwood/philipstown back to Central. Particularly a green barrier between pedestrians and the street (could be planter boxes, benches etc too). Cycleway should be separated from motor vehicle traffic, with a bypass behind the bus stop to use when needed.</p> <p>Barbadoes Street (Hereford to Tuam) Cycleway should be separated from motor vehicle traffic, pedestrian crossing should be raised/platform</p>	Lindsey Conrow
49365	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Lolita Macaballug
49371	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	More outside cafes, alfresco dining, pedestrian foot traffic required - something similar to New Regent Street	Nicole Macaballug
49372	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I support as it is essential that the bigger picture of movement is considered for the stadium. Other roads must be able to compensate for increased traffic volumes.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) I support as it is essential that the whole picture is considered for the stadium to ensure its success, rather than looking at the project in isolation</p>	Angela Brown
49373	Option 1 - a full street upgrade that maintains local access for traffic, but	<p>Lichfield Street (Manchester to Madras) [REDACTED] I'd much prefer a people-friendly street. This will become even more important when Te Kaha is in use - more space for people makes it a much more pleasant area to walk around and spend time in, before and after events. I really like having attractive streets in the city.</p>	Jessica Halliday

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	reallocates more space for mixed uses	<p>The development opportunities in the area will be vastly increased by the Stadium - making the whole neighbourhood more attractive to spend time in will support that development and remove some of the gravel wastelands between Lichfield and Tuam/High Sts. Congratulations on your visionary proposal!</p> <p>Madras Street (St Asaph to Latimer Square) I like the overall plan.</p> <p>Can you please consider how cyclists heading east on Hereford will manage the intersection with Madras, if they want to get off their bikes and go to the Transitional Cathedral and/or Te Kaha? It's currently one of the worst intersections for those on bikes heading to the Transitional Cathedral. Do they cycle up into Latimer and push their bikes across Hereford St and then across Madras? Do they leave Hereford St earlier and cross to Cashel St and then down Madras to the Transitional Cathedral? Getting to Te Kaha on a bike is going to be very popular (due to the ease and not having to find a car park or deal with driving) - so you need to think about how those on bikes will approach from all directions!</p> <p>Madras Street (Moorhouse to St Asaph) Thank you for making it safer for pedestrians to cross Madras in this stretch. Like the widened shared path.</p> <p>Tuam Street (Madras to Fitzgerald) Looks good.</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Makes sense.</p>	
49374	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) I think it's great</p> <p>Madras Street (St Asaph to Latimer Square) Much needed</p> <p>Madras Street (Moorhouse to St Asaph) Really good</p> <p>Tuam Street (Madras to Fitzgerald) Great work</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Awesome</p> <p>Barbadoes Street (Hereford to Tuam) Can stand to lose a few car parks to make way for better pedestrian facilities</p>	Joseph Buckett
49375	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I support Option 1 as by making the area more pedestrian and cycle friendly it will create less congestion during events and a better experience for car drivers - a win/win situation. I don't support Option 2 because it costs more in the long term and it's not fair for business owners and politicians to waste public money on short term expensive bandaids.	Douglas Horrell
49376	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses		Thomas Mils
49378	Option 1 - a full street upgrade that maintains local access for traffic, but	Make all spaces as pedestrian friendly as possible	Niall K

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	reallocates more space for mixed uses		
49379	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Please do this, it will dramatically improve the area. Not having a pedestrian area such as this near a stadium would also be rather myopic.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Remove all parking, and expand the area for pedestrians and cyclists. Honestly not much point in a few parking spaces that are never empty to use. There are plenty of parking buildings for those that absolutely must use them.</p> <p>Tuam Street (Madras to Fitzgerald) This one probably needs the most improvements. Remove all parking, and expand the area for pedestrians and cyclists. At the minimum, make sure cycle lanes are separated by some kind of barrier.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) On-street parking is not a right. Why should our planet warm just because people want to park giant metal boxes outside their destination? Remove parking on one side of the road, and place two-way cycleway. Make the people walk a bit. If a business truly wants parking, it should be on its own land, not everyone's.</p> <p>Barbadoes Street (Hereford to Tuam) Remove the left turning lane, and expand the footpath and cycleway.</p>	Luke Cairns
49381	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Option 1 gives a better overall experience for all users of the area - it very much enhances our city and aligns with a more environmentally sustainable Ōtautahi. Ultimately to give people choice of transport mode like active and micro-mobility, then the solution needs to be appealing for those transport modes. This transport choice brings friendliness and vibrancy to the city, when people enjoy walking, cycling, travelling by wheelchair, and other similar transports they connect - a smile and wave may not seem much, but it helps strengthen and grow communities. People enjoying themselves with spend longer in the city and return on future occasions. We have seen with Cashel Street mall and Oxford Terrace this is a model that is successful. I would like the businesses near Te Kaha to be successful, this is a further reason for supporting Option 1.</p> <p>Madras Street (St Asaph to Latimer Square) Agree with the wider footpaths which makes sense when events are being held. I am assuming these will also function as shared paths to help with safety when biking around town with family. This will also help provide room for e-scooter and bicycle parking. On this note, can we please make sure in any project designs that it is easy to park e-scooters out of the way of pedestrians (we know when they are left lying on footpaths, they are a hazard). For cycle parking, can security be increased by having CCTV having a direct view on to the bike parks. Appreciate the trees and shrubs, it helps remind us Ōtautahi is a garden city (although to be fair we need much more within walking distance anywhere in the city). Let's have the CBD part of that garden.</p> <p>Madras Street (Moorhouse to St Asaph) Agree with the 30km/h limit for Madras Street and the traffic light controlled crossing point near Ara. Having the shared path wider with make it safer to travel south by bike or e-scooter. Can the path be a shared path all the way to Moorhouse on the east side of Madras Street.</p> <p>Tuam Street (Madras to Fitzgerald) For the cycling infrastructure in this area, it needs to be intuitive for people, especially those new to the area. The reason I say this, is people could start cycling east along the Tuam Street cycleway say back at Colombo Street. Riding along the cycleway, they will find it disappears and becomes a painted cycle lane on the road. Before long they are at Fitzgerald Avenue which it quite a busy road. From there they could be looking for guidance to get to the cycleway on Ferry Road or otherwise Worcester Street. I just think there is potential for someone to start off on a protected cycleway and then find themselves amongst motor vehicles. Tuam Street being one-way makes it less easy to return. Maybe wayfinder signage could help.</p>	Allan Taunt

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		<p>Lichfield Street (Barbadoes to Fitzgerald) Agree with 30km/h speed limit and platform to encourage safer speeds. Can we please have sharrows marked regularly along the street. Door zones are a risk, and people biking should be encouraged to stay away from them.</p> <p>Barbadoes Street (Hereford to Tuam) Agree with the wider footpaths, with the large number of people at events safety with people entering and exiting Te Kaha is very important. Again, great to see the trees around this area.</p>	
49382	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	<p>Lichfield Street (Manchester to Madras) Having spent time in both Dunedin and Auckland for stadium events I see the necessity for redesigning Litchfield. The parking around that area to get to the current hospitality is always full though so would like to hear what the plan is for parking which will only be worse once the stadium is in use.</p> <p>Madras Street (St Asaph to Latimer Square) At the moment Madras and Barbadoes being 50kmph is very helpful for flowing the traffic through the city quickly. Especially since Manchester street is a mess with the bus lanes and traffic lights stopping you every block and Montreal getting extremely busy too. What is the plan to reduce the congestion and keep traffic flowing when the stadium is not in use? I like the idea of the wide footpaths.</p> <p>Madras Street (Moorhouse to St Asaph) [REDACTED] At the moment Madras and Barbadoes being 50kmph is very helpful for flowing the traffic through the city quickly. Especially since Manchester street is a mess with the bus lanes and traffic lights stopping you every block and Montreal getting extremely busy too. What is the plan to reduce the congestion and keep traffic flowing when the stadium is not in use?</p> <p>Tuam Street (Madras to Fitzgerald) I like the plan for Tuam as long as there is access to businesses without curbs getting in the way.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Why does the speed decrease have to be permanent? Why not just reduce the speed for events? It's all very well to discourage speeding but it slows trips down and therefore people will use alternative routes that have not got enough lanes to handle extra traffic.</p> <p>Barbadoes Street (Hereford to Tuam) All for pedestrian safety as long as infrastructure can be built in a way that maintains the flow of Barbadoes Street.</p>	Hannah Gregory
47614	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Already a busy stretch, cheaper solution the way to go!!</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph, Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) No, just get on with it</p> <p>Tuam Street (Madras to Fitzgerald) Drop-off zone should be considered for this section, unrestricted movement during non event times.</p>	Peter Murphy
47624	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Too many one way streets, impossible to navigate your way around the city	Steve Keech
47627	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Yet more crap design in the inaccessible city. Your focus on bikes and walking is killing the city.</p> <p>You are designing this part of the city for a few days a year, the rest of the time the city will be dead.</p>	Andrew McKay

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		Madras Street (St Asaph to Latimer Square) Free flow of traffic is needed.	
47628	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) The less cycleway the better and less choking of our roads. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Priority for cars is more important than pretty trees grass and cycle ways.	Nigel Wright
47653	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) What is wrong with the changes made post EQ Madras Street (St Asaph to Latimer Square) Why this seems like a pointless waste of money Madras Street (Moorhouse to St Asaph) Why could have done it as part of blue print years ago Tuam Street (Madras to Fitzgerald) Why Lichfield Street (Barbadoes to Fitzgerald) Not needed Barbadoes Street (Hereford to Tuam) Why please stop pointless rates increases	Tessa Smith
47680	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) I use Lichfield street all the time to leave the lichfield parking going home this is just annoying. Madras Street (St Asaph to Latimer Square) Madras street is a main road going in and out of the city so I think it's important it should stay at 50 kms not 30. Madras Street (Moorhouse to St Asaph) I don't understand why we need more designated cycle ways I find them more dangerous because of the traffic lights which people ignore.	Tim Mangos
47707	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	More "upgrades", no. Just no. Who thought up this latest monstrosity?! It is disruptive and congested enough trying to drive in and out of town now that Cashel and Lichfield streets are permanently closed for the stadium. The only reason I go anywhere inside the 4 aves is because I am studying at Ara, otherwise I would completely avoid the area. The roads are always closing and changing and I have no idea how to even get to where I need to go. "Pedestrianising" is not attracting people into shopping and using facilities in the cbd, it is pushing people out. People will not suddenly start walking because they can't drive down a street any more, they will just drive a different way which creates more congestion, takes longer, and releases even more fossil fuels into the air.	Daniel H
47709	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Ben R
47713	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		

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47805	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Leave it alone. You've already made a bloody mess and a cockup of the redesigned roads in town as it is. Aloy of businesses failing because of the removal of inner city parking.</p> <p>Madras Street (St Asaph to Latimer Square) Leave it alone. Its a main thoroughfare to Cranford st for north bound traffic. Slowing traffic down there will cause permanent congestion all the way up madras and cause congestion at all the surrounding intersections. For God sake, do you have to stick your beak in everywhere and make things worse for this bloody city.</p> <p>Madras Street (Moorhouse to St Asaph) Leave it alone. Its perfect the way it is. How about spending that 33m on the extra cost of the stadium that we need. You lot are useless</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Leave it alone. Once again, you lot are useless</p> <p>Barbadoes Street (Hereford to Tuam) Leave it alone</p>	Daniel White
47877	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Vehicle traffic needs to be given priority for these streets. The streets need to be maintained to be as wide as possible.	Brett Herman
47917	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Given the parking buildings are located in this area minimal changes make sense. On event days easier access to and from car parks is essential. I don't think the option 1 is suitable and to be honest the few events a year aren't going to make a huge increase in business for those in the area to justify increasing footpaths and restricting cars.</p> <p>Madras Street (St Asaph to Latimer Square) Madras is a major thoroughfare and a nightmare at peak times. To make changes again for the few days there are events is ridiculous. All this will do is create frustration to people who are using it</p> <p>Madras Street (Moorhouse to St Asaph) While adding lights might make it safer in theory the constant stopping of traffic it will cause will make madras even more of a nightmare.</p> <p>Tuam Street (Madras to Fitzgerald) These changes affect businesses and removal of car parking can and will damage business. Traffic flow with one way system may seem a small change but has a large impact to daily life</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Making this 2 way will cause extreme congestion especially on game day.</p> <p>Barbadoes Street (Hereford to Tuam) Upgraded lights at the intersections make sense. However again removal of car parking is an issue especially if in future it is expected to diversify.</p>	Jayne Hall
47925	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Barbadoes Street (Hereford to Tuam) It Doesn't make sense to change the parking and layout of Barbadoes if anything remove the yellow lines from the roads that have been removed if anything. I park on Barbados Street next to the stadium, You need to replace the free all day parking, i come and go alot from work and the parking is convenient (right accross from work), getting rid of this all day parking will cost my company time and money as i will have to walk ages to get to my car to zip to the otherside of town and back, and i will fight you guys tooth and nail to retain these free all day parks, it will cost my company money as we come and go alot, if anything you need to add more all day free and remove the 30min and yellow lines outside jim the builder on barbados street as this sits empty all day and doesn't get used, taking stuff away for it to not get used will fire up alot of us businesses adjacent to the stadium, removing parks and putting a patch of grass that won't get used will also anger me. we need convenient parks for people to come and go and not be time restricted as the</p>	John Miller

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		nature of the business means some client spend longer and some are quick in and out. I also commute from Kaiapoi so please stop taking stuff away and making life harder for us, we have already begun to resent the council for the terrible handling of this to begin with don't make it worse.	
47927	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Barbadoes Street (Hereford to Tuam) Do not redesign or do anything to this area, The parking that is here is helpful for everyone who works around here taking it away will cause alot of headaches for the workers. It is already disrupting with all the works and it will get worse, please don't take away the carparking aswell. I am a rugby fan, a rate payer, but i am already over the construction of this stadium and i also have to see it get built every day, Stop making my life miserable and taking stuff away and charging us more on our rates this should've been built by now. Im paying higher rates to lose my carparks? Not on!!	Trent Gurden
47934	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	This comment relates to all components: in the middle of a profound cost of living crisis, it is frankly I by that this council continues to gold plate every project. Please remember that in life sometimes “good enough” is just that. This \$30 million will not change stadium visitation by 1% and I would rather pay for traffic mgmt when needed. If it’s truly a good idea (which should be judged on RoI) then it can be done later.	Peter Houghton
47957	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (St Asaph to Latimer Square) Would like to see 50km/h maintained along this road, as it is a key link running north through the city. Madras Street (Moorhouse to St Asaph) Would like to see 50km/h maintained along this road, as it is a key link running north through the city. I also think parking outside ARA should remain without a time limit. Agree a crossing for ARA students would be helpful, however care would be required to ensure timing for crossing doesn't conflict with existing traffic light phasing. Lichfield Street (Barbadoes to Fitzgerald) Think it looks good, and great to see a two way route, as currently the one route is pointless given the road is blocked west of Barbadoes Street. Will make it easier accessing businesses along this section of road, and at the same time address the unlimited (time) road parking on this street which isn't turned over regularly and is filled with adjacent home owners cars. Barbadoes Street (Hereford to Tuam) Great to see this road is remaining at 50km/h.	Nathan Punton
47975	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	No more cycle ways	Aaron Keogh
47981	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Retaining parking is important to support the existing small local businesses in the area who would risk a huge downturn in terms of money and customers if what has previously been an easy area to find a park in becomes tricky. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) I'm concerned about the existing small businesses who operate near the stadium, for example 12 Bar, Darkroom, and Space Academy on St Asaph Street for whom parking for their staff, customers, and musicians is currently easy to find, and traffic flows freely - and will suddenly find parking become super hard and lots of traffic conjection once there are events happening at the stadium. Tuam Street (Madras to Fitzgerald) This section of Tuam is already hugely congested between 5 and 6pm on a weekday, with traffic backed up the entire block from Fitz to Madras as the two lanes merge to one and traffic waits to get a green light to go through towards Phillipstown or turn in to Fitz in either direction. Anything that will aid in day to day traffic flow is important, not just thinking about the nights there's events on at the stadium. There's also pot holes and lumps on the road through this block that need repair. It's sad the eastern edge of the city (and the whole eastern suburbs) have been so neglected post quake. All cos we aren't as rich as folks on the hill or in Fendalton doesn't mean we should have been left behind. Barbadoes Street (Hereford to Tuam) Barbadoes currently has good traffic flow, the traffic lights are synced nicely that a car doing the speed limit and keeping a consistent pace can get a clear run of greens the whole length from Bealey Ave to Moorhouse. Make sure that sweet light-syncing and multi lane one way system smooth run isn't ruined with any new development.	Emma Shaw

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48000	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) There are lots of uses for the money being lavished on this project. How about a focus on getting the Sewerage and waste water plant back up and running</p> <p>Madras Street (St Asaph to Latimer Square) Why is the speed reduced on an arterial route. The planners complain that noone comes into the CBD, then continues to strangle the arterials. There used to be a time when School kids were trusted to cross roads with 50km speed limits. If its that dangerous, build a pedestrian over pass. Narrowing the road and leaving the carparks is just crazy. Have any of the planners driven down St Asaph Street? Talk about designing in unsafe things.</p> <p>Madras Street (Moorhouse to St Asaph) its an arterial. Needs to be 50km per hour. Why retain the carparks?!</p> <p>Tuam Street (Madras to Fitzgerald) Yes, needs to be one way. But take out all the carparks.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Support the changes except, make it a free turn onto Barbadoes street from Litchfield. 30km per hour makes no sense, given the time the pedestriars will be using this. Leave it at 50 km per hour. Once upon a time this was a safe speed for pedestriars.</p> <p>Barbadoes Street (Hereford to Tuam) Support the intention to keep traffic moving here. A marked contrast to the CCC's proposals for Madras street. I expect the majority of people to come from Madras no BARbadoes. Surely the CCC will be encouraging Public transport and hospitality venues are on that side?</p>	Murray Dickinson
48056	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Calling the area a shard zone while maintaining asphalt surfacing is inappropriate. The asphalt reinforces that cars have right of way. Lower cuba street in Wellington is an example which is similar, that does not function as a shared space despite the signs. Oxford terrace by the hospital in Christchurch has a similar problem cars speed down the asphalt surfacing and park illegally without any penalty.</p> <p>Madras Street (St Asaph to Latimer Square) Cycleway markings with buffer strips are ineffective refer to NZTA research note 6 - 2022 section 4.1.5, please provide some cycle protection. https://www.nzta.govt.nz/resources/research/notes/006/ the design does not reflect the draft Christchurch transport plan action plan page 56 " Prioritise pedestrian and cycle priority in civic spaces, city hubs and main hubs within the four avenues " the left turn into cashel street currently does not exist, what justification or traffic modelling proves this is necessary, the road services three properties for vehicle access, this feels like prioritization of cars over people</p> <p>Madras Street (Moorhouse to St Asaph) the design does not reflect the draft Christchurch transport plan action plan page 56 " Prioritise pedestrian and cycle priority in civic spaces, city hubs and main hubs within the four avenues " Cycleway markings with buffer strips are ineffective refer to NZTA research note 6 - 2022 section 4.1.5, please provide some cycle protection. https://www.nzta.govt.nz/resources/research/notes/006/ Southwark intersection interaction with the cyclepath does not meet Austroads standards required as per the CCC district plan - Infrastructure design standard Cycle way crossing the countdown entrance does not meet the NZTA CDG design guidance for high use driveways</p> <p>Tuam Street (Madras to Fitzgerald) Cycleway markings with buffer strips are ineffective refer to NZTA research note 6 - 2022 section 4.1.5, please provide some cycle protection. https://www.nzta.govt.nz/resources/research/notes/006/ the design does not reflect the draft Christchurch transport plan action plan page 56 " Prioritise pedestrian and cycle priority in civic spaces, city hubs and main hubs within the four avenues "</p>	Tim Allan

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		<p>Lichfield Street (Barbadoes to Fitzgerald) Why does Lichfield Barbados intersection need a full signalized intersection, Could Lichfield street have a left in left out island plus a signalized pedestrian crossing. the design does not reflect the draft Christchurch transport plan action plan page 56 " Prioritise pedestrian and cycle priority in civic spaces, city hubs and main hubs within the four avenues "</p> <p>Barbadoes Street (Hereford to Tuam) Cycleway markings with buffer strips are ineffective refer to NZTA research note 6 - 2022 section 4.1.5, please provide some cycle protection. https://www.nzta.govt.nz/resources/research/notes/006/</p>	
48078	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald) Need to maintain two way vehicle access</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Need to maintain vehicle access</p>	Joanne Nikolaou
48113	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Let's get the stadium built and do major upgrades when we see what it needs. CCC has not had a practical or enduring approach to road/ footpath design. All over the city transport is made more difficult with some very odd and confusing street designs. Some needing redesigning in a short time. This is expensive and not efficient.	Christine McPhail
48116	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Need vehicular access .Lichfield. St is cold . Not everyone can walk.</p>	Jennifer Cooper
48122	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Signage showing the European name for the Arena as most of us don't know Maori.	Ralph Roden
48128	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) The standard of traffic engineering in this city is sub zero</p> <p>Barbadoes Street (Hereford to Tuam) Some of the roads in this town could be made ito dual lane with a can of paint The pretty little fences are dangerous</p>	Chris McDowell
48136	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Overall I don't agree with such major changes to our current road structures which are used everyday to cater for events that happen usually at night or weekends when traffic is lighter in the roads. Reality is chch is a car dependent city. Widening the pedestrian access is not going to encourage people to walk more.	Rebecca Porton-Whitworth
48146	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Outdoor dining in Lichfield Street with that wind? You have to be joking, surely. If you want cheap then leave it alone, it's a busy street. Has anyone from CCC even seen Lichfield Street at 5pm?</p> <p>Madras Street (St Asaph to Latimer Square) If road safety is the real priority, reducing the speed limit is not a real world answer. The same drivers who speed now will continue to speed in the future. This is evidenced in the statistics around recidivist drunk drivers. Some policing wouldn't go astray.</p> <p>Madras Street (Moorhouse to St Asaph) CCC are constantly tinkering with busy, vital roads, They are fast becoming unusable even with the uptake in EVs. ARA students have little parking as it is, taking even more away doesn't benefit anyone.</p>	Chris Gilbert

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		<p>Tuam Street (Madras to Fitzgerald) The predicted large numbers of visitors can be managed as required at the time of the event. CCC is over budget on the stadium already. It makes no sense to waste huge wads of taxpayers money on fanciful 'upgrades' to satisfy council egos. Unfortunately though, I would suggest the the decisions have already been made as in the case of Harewood Road, and this is just a case of ticking the engage-with-the-public box.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Reducing the speed limit and road width has only encouraged pedestrians to take more risks when crossing roads. Durham Street is a prime example.</p> <p>Barbadoes Street (Hereford to Tuam) Developments within the 4 avenues have already reduced workers parking significantly. Central city workers arrive early, take parks in outer areas such as Sydenham, and push others further out. The reduction in parking does not help make the central city attractive, only expensive. Traffic management on the day should take care of any woes. How does CCC proposals help the city when there are no events?</p>	
48161	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Rosemary Dunne-Smith
48162	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Stadium is a waste of ratepayers money as are the cycleway as currently envisaged. . Without a proper integrated 20-year overall strategy that balances practical ways of aligning the transitions necessary. If you cant even fix llam road what hope is there</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) No point in commenting</p>	James Leitch
48163	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Chris Bond
48166	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Minimal design	Kelly Root
48173	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Dont change anything until you know what is practically needed once the stadium opens. Anything you do now is just guessing what is needed and your track record as guessing what is needed is not good to date.	Gwyneth Carson
48176	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>I want the city planners sitting at their CAD screens to stop interfering with our streets. Christchurch does not want, nor need a cycle/bus centric transport system. Please cease forcing these foolish ideas on the city population.</p> <p>I am so angry at driving around our city and outskirts seeing hugely expensive cycle tracks virtually empty all the time. Such a waste of our precious rates, with decisions being driven by a flawed ideology. Let the PEOPLE decide, just for once.</p>	Geoffrey Carston
48176	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Maintain vehicular access and minimal expenditure	Bruce Rule
48179	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) STOP IT! ChCh is NOT WLG - NOR any other dense city - it's more laid out like a W US city... we need and want to be able to get around. Just stop it.</p> <p>Madras Street (St Asaph to Latimer Square) Leave it alone. Stop wasting money we do not have.</p> <p>Madras Street (Moorhouse to St Asaph)</p>	Michael Brantley

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		<p>Stop it. Leave it alone</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>Leave it alone.</p>	
48182	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Stop trying, either deliberately or by incompetence, to destroy business by removing on street parking	Brian Hill
48186	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	NO MORE MONEY TO BE SPENT ASSOCIATED WITH THIS BILLION DOLLER PLAYGROUND.	Barry Hindson
48188	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Proper well designed car parking.	Tony White
48189	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	10 kph is to slow my 2021 vehicle idle in drive is faster than this will have to burn the breaks out to hold it back	Stephen Tubb
48198	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		David Wareing
48199	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Leave as is until we see how the arena affects the area	David Beaumont
48201	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Please please please have some consideration for businesses along these roads. Christchurch is not Amsterdam or Copenhagen. We have a small population, an abysmal public transport system and cars will remain a necessary way of coming to the city to do business. Christchurch had already become a donut city with most economic activity taking place in the suburbs due to accessibility issues for private vehicles. I will not be riding my bike to the city to shop, to go to events at night, to visit health services, to visit. It's not practical and it never will be.	Jenny Turnbull
48222	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras)</p> <p>The fixation with spending millions on cyclists and getting rid of car parks continues. It's a ridiculous waste of money. Have you ever tried opening car doors where vehicle access is already restricted by cycle lanes - its suicide!</p> <p>Madras Street (St Asaph to Latimer Square)</p> <p>Don't restrict car traffic by adding a centre area and restrict car parking areas for however many days a year the stadium will be used. Am sure roads can be easily closed / vehicles restricted for major events. I'm in favour of assisting cbd businesses by providing easy private access. We're not London or anywhere near it and whoever came up with the idea of a congestion tax is nuts.</p> <p>Madras Street (Moorhouse to St Asaph)</p> <p>No need to provide any more cycle or pedestrian access.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald)</p> <p>Ok with that</p> <p>Barbadoes Street (Hereford to Tuam)</p> <p>No room for general comments I can see so have made it here - it's bad enough the stadium being called Te Kaha with no European name but I see we also have a Te Kaharoa Precinct. This is more PC BS and how come we never get consulted on those decisions?</p>	John Perry

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48227	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Keep funds for stadium	Jenny Glasson
48232	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square) Design to consider the cold easterly wind. If outside seating/dining considered this wind will destroy any business.</p> <p>Madras Street (Moorhouse to St Asaph) Leave as it is. Reducing any car parks reduces business. When big events held just ban car parking for a few hours.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Consider the wind for any east west design.</p> <p>Barbadoes Street (Hereford to Tuam) Better traffic flow. Three lanes of traffic, reduce parking on left hand traffic. Replace deep gutters in street.</p>	Graeme Kennedy
48233	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) It is hard enough to park in town now without removing more parking places. I think most of us prefer parking spaces to trees etc.</p> <p>Madras Street (St Asaph to Latimer Square) I object to removing car parks and reducing the speed limit.</p> <p>Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald) I object to reducing the speed limit.</p> <p>Tuam Street (Madras to Fitzgerald), Barbadoes Street (Hereford to Tuam) I object to removing car parks.</p>	Michael Brathwaite
48237	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>The businesses need the parks outside their business 365 days, when Lancaster park was operating, they had 50,000 people there and coped with that, less disruption the better for all the whole area, just get on with it....!!</p> <p>Copy this for all streets on this list.</p>	Malcolm Campbell
48238	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Richard Anderson
48243	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) the city needs all the car parks it can manage. having one way and no parking will have a negative effect on the businesses on the Street as people will choose more accessible places to dine.</p> <p>Madras Street (St Asaph to Latimer Square) Just leave it as it is as again we need more car parks not less. Also practicability needs to come first and should not be trumped by to make it "more attractive" The priorities need to be looked at and listed first. Once you have the most practical option then you can look at how to make it more attractive but not before.</p>	Hamish Gemmill
48245	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Where will the trucks and other vehicles needed to put on large shows and events go?</p> <p>Does anyone at the council even understand the logistics of loading in and packing out shows?</p> <p>Why is this not a major part of this redesign?</p> <p>Who decides to build a large venue in the middle of a city and then gives no consideration to what will be involved in actually making events happen in that venue?</p>	Richard Hook
48248	Option 2 - a minimal redesign maintaining two-way		Owen Connolly

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	vehicular access and some time-restricted parking		
48256	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	If we are having problems paying for te Kaha, would it not be prudent to down grade the redesign.	Anne Morgan
48264	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Stop adding cycle lanes. We need more parking.	Josh Jones
48265	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) It shows how short sighted the Council was with design of Manchester st! Millions has already been spent on Manchester... no need to waste more or the rate payers money!</p> <p>Madras Street (St Asaph to Latimer Square) Ppl are not going to cycle to an event! Why on earth can't you do what other cities do and close streets when events are on! This is another drive by Council staff to get ppl out of cars!</p> <p>Madras Street (Moorhouse to St Asaph) Leave Madras at alone! It's the only St Council haven't murdered with these ridiculous designs.....</p> <p>Tuam Street (Madras to Fitzgerald) No need for a 6m wide footpath!!!! Yes Make it one way</p> <p>Lichfield Street (Barbadoes to Fitzgerald) You need to make this section not just for taxis and uber but also for ppl getting dropped off by private vehicles</p> <p>Barbadoes Street (Hereford to Tuam) Footpaths don't need to be 6m wide.</p>	Susanne Wright
48266	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	My comment on all these plans is that the frequency of large events does not justify the proposed changes. A couple of standard Traffic Management Plans can be formed and used when appropriate.	David Provan
48270	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Paycut for every single employee in the City Council	Jon Richards
48285	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Pete Hay
48309	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Mathew Peat
48310	Option 2 - a minimal redesign maintaining two-way	A another example of closed mind thinking. In the past at Lancaster Park explain how 40,000 odd thousand people walked after parking elsewhere, without the need to modify all the streets and affecting the business in close proximity. Stop the social engineering and listen to the majority of people. Put the	Gavin Kingston

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	vehicular access and some time-restricted parking	money towards the Stadium and forget the "red herring" of traffic management a self-perpetuating business in itself. Try concentrating on repairing our streets to pre earthquake standards for a start.	
48319	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Judith Young
48332	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Doing anything major in anticipation of completion & actual useage of the new stadium is a great example of over thinking a potential problem	Peter Hills
48339	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Too expensive. Over burdened ratepayers. My extortionate rates are reducing ratepayers' standard of living year on year! Rates should always be below the CPI. Too much waste and irresponsible spending by an out of touch council.	A.G. Talbot
48343	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) We don't need anymore cyclist lanes. It's already causing huge delays for traffic. Peak hour (5pm after work traffic) has simply come to a standstill due to the cars having to wait for the cyclist lane lights before even being able to continue on their journey- your making traffic so much worse by adding these cyclist lanes and making the cars wait</p> <p>Madras Street (Moorhouse to St Asaph) We don't need anymore cyclist lanes. It's already causing huge delays for traffic. Peak hour (5pm after work traffic) has simply come to a standstill due to the cars having to wait for the cyclist lane lights before even being able to continue on their journey- your making traffic so much worse by adding these cyclist lanes and making the cars wait. We are never going to be a city that just cycles.. look at any European country and it's all about fast trams (that don't cause any delays to traffic)</p> <p>Tuam Street (Madras to Fitzgerald) Why in the world would you get rid of more car parks!!! Other than the crossing it is becoming more and more impossible to own a car to go anywhere in the central city. There is hardly any parking there as it is</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Yes we need more two ways streets not one way!</p>	Jane Winifred
48345	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Madras Street (St Asaph to Latimer Square) Madras St is one of the only streets you can still park on in the central city, and is also one of the only remaining efficient routes through town. There won't be events on every day at Te Kaha but there are people that want to park there every day, particularly with the build up of inner city apartments. You could make these areas no parking or loading zones during events if need be. Making Madras St narrower for the few times when there are more crowds (usually outside of peak traffic times anyway) would be making it even harder to get around Christchurch than it already is.</p>	Michelle Feyen
48347	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Save the money and use for the stadium	Tim Chapman
48348	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Yes no more cycle lanes please. Most are badly designed, a hazard and are only fit for the minority of our population. If they must be included they to be purpose built off the roadway. The new northern corridor and QELi drive cycle lanes are what the Council shd be aiming for. Lots of trees, grass and plants please.	Chris Hobson
48353	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	The Stadium area needs hundreds of car parks	Charles Morris
48358	Option 2 - a minimal redesign maintaining two-way	<p>Lichfield Street (Manchester to Madras) Leave it as it is</p>	Ian Drew

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	vehicular access and some time-restricted parking	<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Leave it as it is part of one way system</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Leave parking</p>	
48363	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Jasmine Hooker
48365	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Cooper Gallagher
48370	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I support this plan - returning to a 2 way street is over due. Get it done to coincide with the stadium project opening.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Support. Get it done to coincide with the stadium project opening.</p>	Mike Thorley
48373	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Darryl Clarke
48381	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I do not believe that for the 4 evenings a year when a capacity event occurs that the full blown upgrade is necessary, and judging by how the Council maintains the cities landscaping that this will look anything than un loved within 12 months of being completed. If council is serious about making the streetscape pedestrin friendly they should get rid of the Trams which are extremally cycle unfriendly.</p> <p>Madras Street (St Asaph to Latimer Square) Generally supported as it is the front door to the facility. Why is the works to the East side pof the road part of this, should it not be part of the Te Kaha construction contracrct</p> <p>Madras Street (Moorhouse to St Asaph) Why, when minimal foot traffic will be coming from this direction.</p> <p>Tuam Street (Madras to Fitzgerald) Why, the street at the moment is perfectly able to cope with any increase in foot traffic, and again shouldnt the section to the north between Barbadoes and Madras be part of the Te Kaha construction contract.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Why, the site was selected for its proximity to the CBD to the North West not the residential area to the East.</p> <p>Barbadoes Street (Hereford to Tuam) Why both sides of road when foot traffic will generally be coming from the North West, and again why isnt the works on the west side included in the Te Kaha construction contract.</p>	Tim Scott
48384	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) The intention to provide bike and scooter parking, and therefore allowing these modes of transport in this block of Lichfield St, certainly does not make it more 'pedestrian-friendly' — quite the opposite in fact. So there's no good reason to justify the mess of having one block turned into 1-way.</p>	Glenn Boyle

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		<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) You agree that "Madras Street is a main thoroughfare into the central city from the southeast" (and in fact is a main thoroughfare for getting from south to north Chch), but then propose to lower the speed limit to 30km/h. For the relatively small of times the stadium will be in use, this is complete overkill. Madras and Barbadoes Sts are the only two streets in the city area that still work — DO NOT MESS WITH THEM!</p> <p>Tuam Street (Madras to Fitzgerald) Ok</p> <p>Lichfield Street (Barbadoes to Fitzgerald) The conversion of this block to 1-way is well overdue.</p> <p>Barbadoes Street (Hereford to Tuam) What does "planning to upgrade the signalised crossings at the intersections with Tuam, Lichfield and Cashel streets" mean? If it means ruining the light synchronisation on Barbadoes St, DO NOT DO IT!</p> <p>Overall, most of this plan deals with straw man issues. Cars are easy to see and hear, and pose little danger to pedestrians (especially in what's already a 30km/h zone), while the opposite is true of bikes and scooters. Discouraging the former in order to make more room for the latter runs counter to the stated objective of a more pedestrian-friendly precinct.</p>	
48389	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	My biggest and only real concern is what plans are being made for disabled people to access the Te Kaha when it is completed.	Bill McElhinney
48393	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		John Thompson
48402	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Cynthia Ellis
48406	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Leave the streets as they are, there is enough money being spent already and simple traffic management can be used for the number of events that will be staged. Lichfield street will be a wind tunnel and no one will be sitting outside especially in winter, remember it is cold in winter when the major events will take place. There are parking buildings that need access from this street, cutting down access is stupid</p> <p>Madras Street (St Asaph to Latimer Square) You promised to leave the speed limits as they are when you changed Durham and Montreal to 30km to allow for traffic flow, just have temporary speed limit changes in place when events are held</p> <p>Madras Street (Moorhouse to St Asaph) Madras street is a through street, there is pedestrian controls in place now that are sufficient, stop spending money unnecessarily</p> <p>Tuam Street (Madras to Fitzgerald) Agree that Tuam street needs to be made fully one way traffic to prevent bottle necks and better traffic flow</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Minimal spend on the footpaths, that is all that is needed, no change in the speed limit, just use temporary speed limits on event days</p>	Lindsay Sisson

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		Barbadoes Street (Hereford to Tuam) Sound plan	
48409	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	in general, the traffic should not be slowed down, or made one way, and foot paths can be widened, but our door eating is not required, for any of the surrounding streets. While creating the arena, minimal maintenance on the surrounding streets. The arena needs to be created as there has been enough delay when this arena is needed so that hospitality etc have confidence in christchurch getting somewhere.	Robin Wynne-Williams
48412	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Vaughan Kirkland
48426	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Do not spend money Madras Street (St Asaph to Latimer Square) Leave at 50 km per hour except for temporary changes during a night event if necessary. Madras Street (Moorhouse to St Asaph), Barbadoes Street (Hereford to Tuam) Leave at 50km	Bernard Wilkins
48378	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Lynette Abbott
48428	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) The venue will be used only a certain number of times year. Normal life and business continues for at least 80% if not more, of the year. That requires precedence over the venue. Madras Street (St Asaph to Latimer Square) Do not alter the speed limit or change Madras Street at all. People use this route to travel to and from work and for other reasons . If you change it you will negatively affect the lives of many people on a daily basis. Getting through and around Christchurch now is ridiculously difficult for the comparatively small amount of traffic we have compared with similar sized cities. Why ruin one of the few roads that makes it possible to get from A to B in an efficient and fuel saving manner. You tamper with Madras Street at your peril. The whole idea is stupid. Madras Street (Moorhouse to St Asaph) As above. Do not tamper with Madras Street.It is perfect the way it is. The problem is the Sports Stadium . It should not be in the middle of the city Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) The way Tuam Street has been engineered and organised since the earthquakes is not good for pedestrians,cyclists or motorists so anything would have to be better. Barbadoes Street (Hereford to Tuam) Barbadoes Street is excellent the way it is. People are busy and need expeditious ways of getting from A to B. It is used now by many people. If it ain't broke don't fix it. In fact large amounts of money have already been spent fixing it post earthquake. Do not alter the speed limit. Busy people do not have time for slower speed limits. In fact as a rate payer I am very angry that the council is even considering spending yet more money on roads that have already had lots of my money spent on them. The problem is the extremely ill advised siting of the stadium in the middle of town. And you want hundreds of people to live in the city with the noise etc that this will bring?	Catherine van Leuven

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48434	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Susan Hassell
48435	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Peter Fitzgerald
48438	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	An additional \$30M is too much and council needs to be more focussed on pragmatic solutions that are cost effective rather than spending funds needlessly on nice to have items.	Tom King
48445	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) This is a key route for people getting out of the city from Lichfield St Car Park wanting to travel east and north. It is crazy enough as it is When will CCC stop grinding our city to a complete standstill? You are making our city inaccessible.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Opposed to speed reduction. Again this is a key route for people getting in and out of the city. What you are proposing will create more congestion and CO2 emissions.</p>	Euan Gutteridge
48447	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Yes, I agree with the Businesses in the CBD always! Please stick with what's best for the businesses that use this area EVERY DAY rather than what's best for the odd event at Te Kaha. Don't make it difficult for people to come into town on a regular basis to support these businesses either, as the NZ economy and the health of OUR CITY is built on their success. Stop slowly killing our small businesses! just so you can save money on elaborate traffic management costs. It's insane! Please please please look at the big picture and the future of our city rather than naming decisions based on outdated and one-eyed solutions!	Trish Murray
48457	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Jennifer Walker
48477	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Please no more upgrading cycle lanes!</p> <p>Madras Street (St Asaph to Latimer Square), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Keep it as it is</p> <p>Madras Street (Moorhouse to St Asaph), Keep it as it is No more cycle lanes</p>	Zoe Morrison
48488	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	I have really enjoyed the new bike ways and the limited parking has really pushed me to bike more/ use my car less which is much better for me and for my wallet.	Juliana Hodgkinson
48489	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Maurice Burke
48493	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Yes. I prefer Option 2 because:</p> <ul style="list-style-type: none"> • it's more down to earth, • is less expensive in the short term, 	John Clemens

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		<ul style="list-style-type: none"> maintains the basic needs of local businesses and visitors acknowledges that the arena will cause disruptions during events, which is a result of its not being located where these could have been avoided, viz. next to new, major arterials connecting it to the whole of Canterbury has only “some opportunities” and “a few small areas” for outdoor dining (vs Option 1 which has “improved ... dining opportunities”) recognising that we are not a Paris or even a Melbourne; we don't have the scale, climate or history for featuring "outdoor dining". <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam)</p> <p>Keep the signage, road markings, lane colourings etc. to a minimum to avoid some of the visual clutter that characterises other recent city developments.</p>	
48496	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Lillian Glasson
48504	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Don't spend money on something that doesn't need it. I live in eastern Christchurch. Fix our roads and bridges damaged by the earthquakes please.</p> <p>Madras Street (St Asaph to Latimer Square) This is a - currently - quicker way to negotiate the inner city. Don't drop the speed limit when there are NO events at Te Kaha. This will see traffic increasing on Fitzgerald Ave and on Durham St through town.</p> <p>Madras Street (Moorhouse to St Asaph) Don't drop the speed limit when there are NO events at Te Kaha.</p>	Shireen Spaul
48519	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Eastern suburban roads upgrades should be the priority.</p> <p>Madras Street (St Asaph to Latimer Square) Once again Eastern suburban Road upgrades should be the priority over these central city Road plans.</p>	Christine Tichborne
48545	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) As an important link between the Bus Interchange and Te Kaha, I agree it will need to be upgraded, however, it will also have to come with the removal of the eye-sore containers that still front 92 Lichfield Street. As an overall comment of all proposals, the cost is something that needs to be managed closely in light of the other things the City wants to achieve in it's annual planning cycles.</p> <p>Madras Street (St Asaph to Latimer Square) As the main road to the west of Te Kaha, I like the idea of planting more trees and making the street look modern and in keeping with the new stadium.</p> <p>Madras Street (Moorhouse to St Asaph) Agree that better/safer pedestrian and cycle access to Ara is needed but don't forget those cars that park there are often students and if you remove them or restrict parking you'll just move the problem to other streets which already suffer from the same problems in and around Ara. Better and affordable student parking is needed.</p> <p>Tuam Street (Madras to Fitzgerald) Agree with what it proposed.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Agree with changing to two-way traffic.</p> <p>Barbadoes Street (Hereford to Tuam)</p>	Tim Kerr

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		Agree with the plans. I gather it's meant to say "Parking on the eastern side of the street will be retained,.." given the "plan to remove the 29 on-road car-parks on the western side of this section of Barbadoes Street."	
48575	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>A general comment on street upgrades around the proposed Stadium.</p> <p>We are strongly opposed to spending astronomical amounts of ratepayers' money on either of these options before the stadium is nearing completion... there will be 4 years before this happens.</p> <p>It will become more obvious over time as to what is really required for the surrounding streets.</p> <p>Premature spending is wrong and very often results in financial waste.</p> <p>The financial burden will fall on the poor old ratepayers and we feel very strongly that this must kbe costed at a flat rate to all.</p> <p>We are Senior Citizens and our rates are now over \$ 18 ,000.00 annually.</p> <p>We have a family house on a modest section in Merivale the method by which the rates are set is Socialism. We will probably never get to visit the proposed stadium ,but are pleased for Christchurch.</p> <p>We are not happy about unnecessary financial waste.</p> <p>We think any street planning design should include a large parking area for buses immediately outside the stadium . The cost for a bus ticket should be inclusive with the event ticket.</p> <p>Yours sincerely , Jenny Thomson</p>	Jenny Thomson
48581	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Kevin McSweeny
48649	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Andrea McLay
48650	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Stop restrictions to vehicles including speed limits	Amanda White
48654	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Sarah Dunning
48660	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) you don't have enough money to do this at all Stop spending on bike lanes and then maybe you will have enough but until you stop spending on bike lanes that are empty we will not support any of this As an overall comment of all proposals, the cost is something that needs to be managed closely in light of the other things the City wants to achieve in it's annual planning cycles.</p> <p>Madras Street (St Asaph to Latimer Square) STOP SPENDING MONEY STOP ALL FUTURE BIKE LANES NO ONE USES THEM EXCEPT SUPPORTERS OF EX COUNCIL MEMBERS WHO ARE GONE DUE TO THEIR PROFLIGACY</p> <p>Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) STOP SPENDING MONEY</p>	A Dellario
48673	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Peter Wilder

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48676	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Larry Burke
48678	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) With proposal one, people who use the Crossing car parking building and the Lichfield Street car parking buildings are permanently hindered due to the occasional (and a few hourly) event(s) that will occur at the new stadium. If you leave these car parking buildings and live east of the city, the main route out of the city is down Lichfield Street to pick up the one way on Madras. Due to the abysmal lighting layout on Manchester Street, every knowing person avoids this route. If Manchester Street becomes the only route out of the city if heading east, then the traffic congestion will be horrific. People who live east in Christchurch, do not bike into town for a meal out, coffee with friends, or to do their shopping, so they are yet again being further penalised by option 1 as they are car users if visiting the centre of town.</p> <p>Madras Street (St Asaph to Latimer Square) Can't see where the validation of spending \$7.9 million for minimal noticeable change (one lane from Madras into Hereford and again, unused bike lanes).</p> <p>Madras Street (Moorhouse to St Asaph) Why are bike lanes even being considered at this point in time and what is the relevance of tying them into the stadium construction? Are people expected to be biking to the new stadium? Bike lanes should be a separate proposal (as it is not evident what are the current proposed changes for this currently well functioning road at a price of \$5.9). Also do not understand why bike lanes are being used to help students safety cross a road, and feel like it is an excuse to include. Shouldn't council be looking to reduce the exploded cost for this stadium (by itemising out the bike lanes would be of benefit).</p>	B Bostock
48683	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	This project is costing too much on the ratepayers and it should be kept to a minimum. priority should be given to upgrading footpaths and the streets in the suburbs.	Robert Stewart
48684	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Pay cut to all city councillors and city council employees	Victoria Sumaiya
48686	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Keep it low key and not expensive please!	Ashley South
48691	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	As many parking spaces as possible should be maintained. It is far too difficult to park in the city as it is. Any expenditure on roading/street upgrades should be delayed until after final completion of the stadium.	Samuel Brown
48695	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Just get on with it. Stop pissing around and just get on with building the stadium.	Todd Hore
48702	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Don't spend anymore money on city streets. Wait till stadium is completed	Jo Emson
48709	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Greg Urquhart
48712	Option 2 - a minimal redesign maintaining two-way		Stuart Brock

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	vehicular access and some time-restricted parking		
48719	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	In general terms no money should be spent on streets to stadium. The stadium will only be used rarely, so existing street structures will be sufficient. The City council is short of money, so more important projects should be done 1st.	Hans Anderson
48733	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	It is absolute insanity to be blowing 10's of millions on this when we are still trying to find money to pay for the Stadium We don't have the money for this. The Stadium is also years away from completion. This project needs to be postponed. Firstly, it is not urgent, secondly, it is unlikely we will know the true requirements of the surrounding area until the stadium is completed. The current plans are anti business. Businesses in the area do know what's best for them and should be listened to and prioritised. One of the main reasons for support of the stadium was its benefits to the local economy. These may not completely pay for the stadium but still need to be maximised. The way to do this is to make business in the vicinity as attractive as possible to ensure the stadium adds as much value as possible to the city. We are developing a truly world-class city centre and the way to do this is to properly consult local businesses and listen to their needs. PS. I am not associated with any businesses in the surrounding area. I am a young Chch ratepayer and business owner who doesn't want to see his money wasted. Phil Mauger, if you happen to stumble across this. Chch elected you to stop ideological meddling with our city.	Charlie S
48735	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	I find the upgrading a total waste of time and RATEPAYERS money at this point and should be paused until closer to the finish of the stadium. There will obviously be damage caused to roading,etc by stadium construction therefore creating more expense and I think most ratepayers would agree with me,don't WASTE OUR MONEY. These comments apply to the TOTAL project.	Peter Fisher
48740	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) You do not need to spend crazy money to beautify the streets around the new Stadium. When you have functions on then all you need to do is close off the streets around the stadium when needed. Madras Street (St Asaph to Latimer Square) The same as the last question. I am sick of paying increased rates to the council for projects that are not needed. But unfounded councillors don't listen to the very people who lay your wages " the rate payers " Madras Street (Moorhouse to St Asaph) We do not need to touch any of our streets around the stadium. All we need is a good traffic management plan when there are events on at the stadium Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Same as the last question. But can you please lid to your rate payers	Ali Mclauchlan
48745	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (St Asaph to Latimer Square) Just no. No to 30kph. Keep the footpaths wide on the Te Kaha (Christchurch Stadium) side by setting the stadium back because people will congregate there. This isn't needed on the other side. Use game day traffic plans to temporarily reduce speeds and manage traffic flows. Create flush car parking that can be coned off for pedestrian use during events or converted to bus parks. Madras Street (Moorhouse to St Asaph) Just no. No to 30kph. The Ara pedestrian crossing should solve road crossing safety issues. There's no need to remove most car parking or create super wide footpaths in this area. Where are those cyclists coming from? Barbadoes Street (Hereford to Tuam)	M Smeaton

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		Just no. No to 30kph. Like Madras, Barbados is a major city traffic route - do try not to stuff it up permanently. Event day traffic management would solve any traffic issues (temporary 30kph in the evening). Sure - create wider pedestrian refuges on the corners so groups can cross safely.	
48746	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (Moorhouse to St Asaph) Yes I think there should be a crossing on the street that isn't by the corner, one from the ara campus over to the other side - countdown side/eatery side. Without a doubt we are almost getting run over every single day and it's sucks.	Mel Watson
48754	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Vivien Jones
48756	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Stop removing on street car parking. People will still need on street car parking for times when the arena is not in use. The majority of attendees will travel by car and it is extremely narrow minded of the council to not reinstate a council controlled car parking building.</p> <p>Madras Street (St Asaph to Latimer Square) Stop removing on street car parking. People will still need on street car parking for times when the arena is not in use. Retain the current speed limit and stop disrupting traffic flow. The public should be given an option for this section of road as well.</p> <p>Madras Street (Moorhouse to St Asaph) Stop impacting on the traffic flow. Having crossing lights between Moorhouse and St Asaph will disrupt traffic flow down a main traffic route and potentially leading to traffic jams back to Moorhouse. Pedestrians have options of crossing Madras at Moorhouse Ave and St Asaph street. How many pedestrians have been injured or killed crossing Madras street requiring a change in this route? Leave the speed at 50km/h.</p> <p>Tuam Street (Madras to Fitzgerald) Stop removing on street car parking. People will still need on street car parking for times when the arena is not in use. Removing on street car parking impacts on residents and businesses with customers choosing to engage in businesses with ready access and convenient parking.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Stop removing on street car parking. People will still need on street car parking for times when the arena is not in use. Retain 50km/h as the stadium will only be in use at certain times yet speed reduction will have an impact at all other times. Where are all the anticipated pedestrians coming from when moving from the Eastern suburbs? People will park their cars in the suburbs putting more pressure on the suburban streets due to lack of affordable parking options in the CBD.</p> <p>Barbadoes Street (Hereford to Tuam) Stop removing on street car parking. People will still need on street car parking for times when the arena is not in use.</p>	Tina Bailey
48757	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	please do not change the layout - traffic management can be put in place for an event at the time of the event without spending millions on changes which affect the day to day ability for people to travel through the city and be able to find parking within the area	Sally Ryan
48762	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) There is already enough options for other forms of transport . Taking away the last few remaining car park spaces and restricting access is only going to damage businesses in the area . Do what's necessary but leave the rest alone . The fact that empty workers would be required is a good thing . That creates jobs not take them away. It's not like they will be needed 24/7 . Realistically it would be max of 8 times a year if that . Council have made an absolute mess of the city streets . It's no longer user friendly . Especially for people who travel into chch wanting to access the city. They drive larger vehicles and need space . They spend large amounts when they come to town . Do you want to loose all that revenue</p> <p>Madras Street (St Asaph to Latimer Square) Leave it alone . You are going to end up with a dead city. Alot of country folk access the central city they don't bike from methven they drive . If you take away that access they will stop coming . This affects so many businesses</p>	Niki Bruce

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		Madras Street (Moorhouse to St Asaph) Again leave it alone all you are doing is restricting access. The only people who will use these areas will be people who live there in the cbd or within the avenues.	
48767	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Shane Goldfinch
48775	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Your proposals are stupid. You say you are trying to revitalize the central city but this will destroy businesses. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald) I do not support your proposed changes Lichfield Street (Barbadoes to Fitzgerald) It is imperative the current speed limit of 50km is maintained Barbadoes Street (Hereford to Tuam) do not remove parking or widen footpaths this needs to be reconsidered.	Heidi Ireland
48776	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Our submission is that Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign. Madras Street (St Asaph to Latimer Square) Maintain the 50 km/h on Madras Street along with the 28 carparks. Madras Street (Moorhouse to St Asaph) My submission is that the current speed limit of 50km/h on Madras St must be maintained. Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for extra wide footpaths come from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets bordering the stadium. Fully support Tuam Street one-way. Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50km/h is maintained when the street is changed to two-way.	Priscilla Kirkwood
48777	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Maintaining two way traffic is the ONLY viable and sensible option. Madras Street (St Asaph to Latimer Square) leave the speedlimit at 50km and keep the carparking as it is. Madras Street (Moorhouse to St Asaph) Keep the current speed limited Lichfield Street (Barbadoes to Fitzgerald) support this proposal Barbadoes Street (Hereford to Tuam) do not agree with your proposal	Lilly Ball

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48779	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Devon Beechey
48788	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Lichfield Street must remain as two-way (and 50km/h) as it is a key connector into the CBD from Madras Street. It is the most logical route into the carpark buildings along Lichfield Street and the Bus Exchange. The current carparks should be retained and the current footpath widths maintained. There is no requirement to widen the footpaths, as not only is this not suitable for outside dining (the Easterly wind!), there are existing options at The Terrace, outside Riverside, Dux Central, Little High Eatery and numerous Laneways. It is imperative that we ensure the CBD is attractive and vibrant for residents and businesses. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. It will just push shoppers to Malls and/or larger suburban shopping Centres such as Wigram, Riccarton etc that offer easy accessibility and good car-parking. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future.</p> <p>Madras Street (St Asaph to Latimer Square) It is vital that the speed limit remains at 50 km/h. There is no justification for permanently lowering the speed limit. On page 11 of the consultation document it states that events will primarily be evenings and weekends. Events will not generally clash with commuter traffic. The Council needs to consider adjustable speed limits to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts. Existing Traffic lights can equally be altered for large scale events to be used as a form of traffic management. And the carparking should be retained. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians, so there is a clear question over the benefits. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>Madras Street (Moorhouse to St Asaph) It is vital that the speed limit remains at 50 km/h. There is no justification for permanently lowering the speed limit. On page 11 of the consultation document it states that events will primarily be evenings and weekends. Events will not generally clash with commuter traffic. The proposed signalised pedestrian crossing by the Ara Campus is a sensible addition.</p> <p>Tuam Street (Madras to Fitzgerald) Similar to Madras Street there is no need to remove carparks to widen the footpath. The 15 carparks should be retained. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. The proposal to revert the section of Tuam Street (between Barbadoes and Fitzgerald) back to a one-way street intuitively makes sense. I fully support this.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Converting this section of Lichfield Street to two-way is logical, but the current speed limit of 50 km/h should be maintained.</p> <p>Barbadoes Street (Hereford to Tuam) Similar to Madras Street and Tuam Street, there is no need to remove carparks to widen the footpath. The 29 carparks should be retained. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p>	Heather Davidson
48822	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 retains the vital link to be able to drive from Madras Street to access the public car parks at The Crossing and the Lichfield Street Car Park between the police station and City Mall. I live on the Port Hills side of the city and utilise this route when travelling into the central city. Closing that section of Lichfield Street on game-days at the stadium for extra foot traffic would be fine but please keep it open the rest of the time.</p>	Sam Page

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		<p>Madras Street (St Asaph to Latimer Square) Please do not reduce Madras St to 30km/h. It is a very important route through the city when travelling from South to North and reducing it to 30 would be disastrous. Since Montreal St was dropped to 30 a number of years ago it is no longer a viable thoroughfare. If a mid block crossing is to be added between Ara and Countdown this must be synchronised with the other traffic lights on Madras Street. Particularly at peak traffic times this is a very busy block for traffic. It is actually very easy to cross here as a peadestrian at peak times as traffic often comes to a complete stop backed up from the St Asaph St traffic lights anyway.</p> <p>Madras Street (Moorhouse to St Asaph) Please do not reduce Madras St to 30km/h. It is a very important route through the city when travelling from South to North and reducing it to 30 would be disastrous. Since Montreal St was dropped to 30 a number of years ago it is no longer a viable thoroughfare. It appears in the illustration that the traffic lanes have been narrowed from what is currently in place. Please do not do this. When St Asaph St was redesigned to add the cycle lane it was narrowed too much and is not pleasant to drive on now. There is not enough space to be able to safely use the carparks and get in and out of vehicles on this road.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) This seems fine, of minimal impact.</p> <p>Barbadoes Street (Hereford to Tuam) It appears in the illustration that while car parking on the west side has been removed to widen the footpath which is fine, the traffic lanes also look to have been narrowed from what is currently in place. Please do not do this. When St Asaph St was redesigned to add the cycle lane it was narrowed too much and is not pleasant to drive on now. There is not enough space to be able to safely use the carparks and get in and out of vehicles on this road.</p>	
48859	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Brett Painter
48860	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Tracey Painter
48901	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Craig Pickett,
48918	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Lichfield Street is a key route into the CBD from Madras Street. It is the most logical and intuitive street when traveling from the East/South East of the city to access the carpark buildings and Bus Exchange in Lichfield Street. It must remain as two-way. I support Option 2 (in part). And all the existing on-street carparks must be retained. We have endured years of the Council developing narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and the removal of carparks, all under the guise of Climate Change. It is stated that all the proposed changes around the new stadium are to protect pedestrian and traffic users, but it appears to be an entrenched ideology to try and solve climate change by appearing to seek to prohibit or restrict private vehicle use. As noted in the consultation document, events will primarily occur at evenings and weekends (page 11 of the consultation document!). Patrons will invariably be already in the CBD frequenting bars/restaurants and the most logical direction to the stadium is along Cashel Street, not Lichfield Street. Cashel Street is the most logical desire line, is already predominantly a pedestrian mall and patrons will not all be arriving at the same time. They will platoon which means the current traffic lights and footpaths do not need to change. They definitely do not need to change on Lichfield street! The proposals do not support a business-friendly and accessible city. Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future. There appears to be an approach to create something now, that is envisaged in the future and ignoring the current reality.</p> <p>Madras Street (St Asaph to Latimer Square) Madras Street is a key arterial street and the speed limit must be maintained at 50 km/h.</p>	Natasha Davidson

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		<p>There is also no requirement to remove 28 carparks to widen the footpath. The pictures in the consultation document show extensive landscaping beds in the "widened" footpath so this negates any perceived advantage. Plus, the images also show massive areas of landscaping and concourse around the oval shaped stadium. Surely a bit of initiative could be used by the designers and take 2-3 metres from these areas if there is this huge desire to provide overly wide footpaths for events. Which will primarily occur at evenings and weekends (page 11 of the consultation document!)</p> <p>Madras Street (Moorhouse to St Asaph) Madras Street is a key arterial street and the speed limit must be maintained at 50 km/h. The signalised pedestrian crossing near Ara is a great solution. This will give pedestrians another controlled intersection to cross Madras Street along with all the others, so there is absolutely no need to reduce the speed limit below the current 50 km/h.</p> <p>Tuam Street (Madras to Fitzgerald) Like Madras Street (and Barbadoes) is there any need to remove carparks to make extra wide footpaths when there is parts of the concourse that can be utilised and there would be no distinct "boundary"? The massive pedestrian forecourt in front of the Justice precinct is a perfect example of a not well designed or utilised land area. The pedestrian promenade does not need to be as wide as it is when there is dangerously narrow traffic lanes on this part of Lichfield Street. Plus poorly designed kerb extensions that do not make it easy for cars to pull in and out of the carparks. Traffic turning out of carpark buildings etc have to cross over the centre line to turn out safely, but puts them dangerously in the way of opposing traffic. I support making Tuam Street one-way from Barbadoes to Fitzgerald, but do not support the removal of carparks from Tuam Street between Madras and Barbadoes Streets.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support this in part. The change to make this two-way is logical, but like all the other streets, there is no need to reduce the speed below 50 km/h.</p> <p>Barbadoes Street (Hereford to Tuam) I do not support the changes. There is no need to remove carparks to make extra wide footpaths when there are parts of the concourse that can be utilised.</p>	
48922	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I support option 2. Lichfield Street must be maintained as two-way. I do not support the removal of any on-street carparks. There has been far too many carparks removed around the CBD and it is making the central city very inaccessible. I am a trades person and I only very reluctantly do work in the CBD as it is just too difficult to access and find a park.</p> <p>Madras Street (St Asaph to Latimer Square) This is a key road for moving commuter traffic across town and should remain at 50 km/h. As with Lichfield Street, do not takeaway anymore on-street parks. Your document says events will be mostly at evenings and weekends so why do you need to change the speed limit or takeaway carparks when these will not be during busy commuter periods?</p> <p>Madras Street (Moorhouse to St Asaph) This is a key road for moving commuter traffic and should remain at 50 km/h.</p> <p>Tuam Street (Madras to Fitzgerald) Keep the on-street carparks on the section from Madras to Barbadoes. Makes logical sense to make the section from Barbadoes to Fitzgerald one-way.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support making this two-way, but keep the speed limit at 50 km/h. Please keep all the speed limits at 50 km/h!</p> <p>Barbadoes Street (Hereford to Tuam) I do not support the removal of any on-street carparks.</p>	Hayden Davidson
48962	Option 2 - a minimal redesign maintaining two-way	<p>Lichfield Street (Manchester to Madras) More business friendly</p>	John Holland

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	vehicular access and some time-restricted parking		
48967	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is the only viable option between the two options presented. A "status quo" option in regard to on-street carparking should also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Permanently reducing the speed limit will cause congestion. 50km/h Speed Limit must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) Futher removal of car parks needs to be reconsidered</p> <p>Lichfield Street (Barbadoes to Fitzgerald) The current speed limit of 50km/h should be maintained when the street is changed to two-way</p> <p>Barbadoes Street (Hereford to Tuam) The removal of carparks and where the land for extra wide footpaths comes from should be reconsidered</p>	Shane Tonkin
49033	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Stop spending unnecessary money and look at the streets outside of the city centre!!!!	Rebecca Macpherson
49051	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is the only viable and sensible option of the two, but the reduction of car parking is nothing less than absolutely ridiculous</p> <p>Madras Street (St Asaph to Latimer Square) Current speed limit of 50km/h must be maintained, along with the 28 car parks. Do not support the proposed removal of car parking, it completely puts people off coming to the city</p> <p>Madras Street (Moorhouse to St Asaph) Maintain 50km/h speed limit to avoid increasing congestion into the city. Signalised crossing is a sensible addition</p> <p>Tuam Street (Madras to Fitzgerald) Current speed limit of 50km/h should be maintained</p> <p>Lichfield Street (Barbadoes to Fitzgerald) With proper consultation of existing businesses, a sensible change</p> <p>Barbadoes Street (Hereford to Tuam) Do not support the proposed removal of car parking, it completely puts people off coming to the city</p>	Chelsea Burnett
49056	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) We need on street parking to assist the local business access. Even if its a small number of short duration parking, the perception that someone can just swing by quickly is essential. A one way traffic option would also be worth considering in an effort to appease both sides of the changes.</p> <p>Madras Street (St Asaph to Latimer Square) Pedestrian improvements are essential.</p> <p>Madras Street (Moorhouse to St Asaph) Looks great!</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald)</p>	Cory Kilcullen

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		Sounds like a great approach here	
49071	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Greg Scott
49072	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Marg Scott
49101	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign</p> <p>Madras Street (St Asaph to Latimer Square) Current speed limit of 50km/h must be maintained, along with the 28 car parks.</p> <p>Madras Street (Moorhouse to St Asaph) That the current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium. We do support the reversion of Tuam Street back to a one-way street, however consultation with the affected businesses along this section of Tuam street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	Sarah Moore
49103	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) The footpath width is currently sufficient and car parks should not be removed. In general the city should be made more accessible for people to drive in, find appropriate car parking and have ease of access to businesses to support economic recovery, encourage tourists who may stay in accommodation out of the city and rent cars to come into the city centre. Please support the CCBA and our central city businesses by encouraging a busier, more vibrant city. The current proposal will result in fewer people coming into the city.</p> <p>Madras Street (St Asaph to Latimer Square) Maintain the speed limit and retain car parking</p> <p>Madras Street (Moorhouse to St Asaph) Maintain current speed limit - one way streets ensure traffic flow and reducing the speed will only make the city less accessible and more frustrating to drive into.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Maintain the current speed limit</p> <p>Barbadoes Street (Hereford to Tuam)</p>	Josie Baker

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		Current footpaths are sufficient. Car parks should not be removed.	
49112	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	leave it as is - especially for the people who work down lichfield street	Steph Fielding
49113	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras), Tuam Street (Madras to Fitzgerald) Very very very very bad</p> <p>Madras Street (St Asaph to Latimer Square) Very very bad</p> <p>Madras Street (Moorhouse to St Asaph) Very very very bad</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Very very bad bad bad</p>	Via Tapu
49114	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Abby Pickering
49116	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Chloe Taylor
49117	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is the only viable and sensible option. Lichfield Street must remain two-way. The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city. Christchurch’s central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city’s long-term future. We do not want changes inadvertently pushing development and investment back to the fringes of the city. The concerns of the ”donut” CBD immediately after the earthquakes will return. Since the evolution of the “Blueprint” and “An Accessible City” following the earthquakes, Council staff have continued to manipulate the traffic environment to restrict access for private motor vehicles. Most of these proposals seem to support this approach and are not related to supporting the stadium development, as purported. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, cycle lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. This is all being done under the guise of the Governments Emissions Reduction Plan where they plan to put additional focus on transport choices and mode shifts to lower emissions. But the big issue is the process of how you go about achieving this. We all understand the need to lessen our global emissions, no one is denying that, but how does sitting in traffic waiting for non-existent cyclists to go past in the cycle lane contribute to economic and social well-being? How does further restricting Christchurch residents access to the CBD via private motor vehicle help with shifting to other modes? The Council need to know that the approach of forcing people out of cars first, will not make the buses seem more viable. Their focus and investment is in the wrong place. They are using the methodology of a big stick rather than the carrot approach. The Council should be encouraging mode shift with a positive pull to public transport rather than a negative push from private transport. There appears to be an ideology to create something now, that is envisaged in the future and ignoring the current reality. Travelling Westbound on Lichfield Street is the preferred route to the CBD, rather than St Asaph Street, for traffic travelling North along Madras Street. Lichfield Street is a key connector from Madras Street to three carpark buildings (over 1850 carpark capacity) and the Bus Exchange. The proposed change to Lichfield Street, with the permanent closure of Westbound traffic bears little relevance to the development of the stadium and the infrequent nature of maximum capacity events. There have been no traffic safety benefits identified with the closure. The Council’s consultation document states events are “primarily evenings and weekends”. Events will not generally clash with commuter traffic. The Council needs to consider adjustable speed limits to cater</p>	Roger Davidson

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		<p>for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts. There is no plausible reason why people walking to the stadium would use Lichfield Street or for that matter Tuam Street. There is only a very small amount of hospitality venues and no accommodation providers along these streets and visitors to the stadium will all be arriving at different times, which will platoon pedestrian movements through intersections.</p> <p>In contrast, the section of Cashel Street between Madras and Manchester Streets does not carry large volumes of traffic. It is important to understand what the desire line is for patrons walking to the stadium. Transport reports for the stadium anticipated the most frequented pedestrian route would be along Cashel Street. Sold out events will predominantly be Friday and Saturday nights. Patrons will invariably be already in the CBD frequenting bars/restaurants and the most logical direction to the stadium is along Cashel Street, not Lichfield Street. Cashel Street already has wide footpaths.</p> <p>The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that “a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.” Removing on-street carparks makes it difficult for customers to visit close-by businesses. There is no requirement to needlessly remove 49 on street carparks to create wider footpaths. Their own report (Transport Preliminary Design by Abley dated November 2021) stated “the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand”.</p> <p>Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) Madras Street must remain at 50 km/h. Permanently lowering the speed limit will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. And similar to Lichfield Street, there is no need to remove carparking. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is a totally illogical design. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) Madras Street must remain at 50 km/h. This will create all the same issues as outlined previously. There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition. The current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) Tuam Street (Madras to Barbadoes).</p> <p>Do not remove a further 15 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is a totally illogical design. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Tuam Street (Barbadoes to Fitzgerald).</p> <p>The proposal to revert this section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Converting this section of Lichfield Street to two-way, is logical, but not reducing the speed limit to 30 km/h. It is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam)</p>	
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		<p>There is no need to remove a further 29 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is a totally illogical design. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. As does the whole design of the footpaths. It is vital that the Council undertake some of the works along all the streets outlined so it is completed well in advance of the stadium opening. This is primarily renewing/repairing all underground services and resurfacing the surrounding roads and footpaths.</p>	
49151	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Just go ahead with the necessary and future-proof infrastructure required for the new stadium. Any decisions on roading upgrades can be done when the stadium is close to finishing or once the stadium is finished and the public can get a better feel of traffic and pedestrian use around the area.	Brad Wells
49154	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Cheaper in the short term is definitely better, in the current economic situation. Even in option 2 this is a lot of car parks to lose. If people can't easily get their cars into town then they are less likely to come. Areas of the city still seem deserted, and outside of major events, removing parks is not going to help populating the area with foot traffic. In nearby Cashel Street, Manchester to Madras, with no street parking, that area is also deserted - I walk along that street reasonably often, and don't always feel that safe (from a crime point of view) due to the lack of any other people around. If the carparking was restored there, at least there would be people going from and to their vehicles.</p> <p>Madras Street (St Asaph to Latimer Square) Parking on the eastern side from Cashel to Hereford streets should be possible. Elderly people attending services at the Transitional Cathedral need to be able to park close; if necessary those parks could be made unavailable around the times of events. I'm also concerned whether the Transitional Cathedral's own parking area on Madras Street will have access affected - that area is vital for parents delivering and picking up children involved with Cathedral music. The choir draws its members from right across Greater Christchurch, and cars are the only practical means of transport, for children aged 8 to 13, who are there on average 6 times a week. The 30 kph speed limit would certainly be appropriate in that part of Madras Street, considering the number of tourists who move onto or over Hereford Street to get better pictures of the Transitional Cathedral's spectacular window. But I wouldn't think 30 kph is necessary north of Latimer Square.</p> <p>Tuam Street (Madras to Fitzgerald) Good pedestrian crossings over Fitzgerald Ave would be sensible, but hopefully done in a way that doesn't interrupt the flow of vehicle traffic on Fitzgerald Ave outside of event times.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Good that parking is retained outside of events. Is a speed bump really necessary? It increases the fuel / energy consumption of every car that crosses it, as well as wear on brake pads (and the associated pollution from them.)</p> <p>Barbadoes Street (Hereford to Tuam) Again, please really try and minimise the loss of car parks, and consider the possibility of parking on the western side by the stadium allowed outside of event times. An illuminated sign could advise of when parking would not be allowed, eg. "No Parking Today 5pm to 11pm - Rugby Match" and the extra footpath area built to be usable as footpath or carpark.</p>	Steephen Coulthard
49158	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Pete Glasson
49160	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) I do not support the idea of reducing it to one lane and one way, reducing the speed limit to 10 km/h, placing outdoor seating more bike stands</p> <p>Tuam Street (Madras to Fitzgerald)</p>	Kyle Haskell

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		I believe that Taum St should be made two-way. What that means that those who have parked at the Innovation carpark would be able to clear the area more quickly	
49178	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment]</p> <p>Lichfield Street (Manchester to Madras) The Council's initial option (1) was to make this section of Lichfield Street 10km/h and one-way east- bound. This quite rightly caused outrage from local retailers and investors and the Central City Business Association (CCBA). Lichfield Street is a key connector from Madras Street to three carpark buildings (over 1850 carpark capacity) and the Bus Exchange. A second option has now been added in response to criticism from local retailers, investors and the CCBA. This is to maintain two-way traffic, but still needlessly remove 49 on street carparks to create wider footpaths. Their own report (Transport Preliminary Design by Abley dated November 2021) stated "the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand". My submission is that Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) The Council want to permanently reduce the speed limit on this main arterial route to 30 km/h. This will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. It is also proposed to remove a further 28 carparks to widen the footpaths. My submission is that the current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) The Council want to permanently reduce the speed limit to 30 km/h on this section of Madras Street. This will create all the same issues as above. There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition. My submission is that the current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium. We do support the reversion of Tuam Street back to a one-way street, however consultation with the affected businesses along this section of Tuam street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) It is proposed to remove a further 15 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. I do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. I do not support the proposed changes. My submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Barbadoes Street (Hereford to Tuam) The removal of a further 29 carparks to widen the footpaths. I do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	Graeme McDonald
49181	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I am in favour of minimal changes.</p> <p>Madras Street (St Asaph to Latimer Square) I am in favour of minimal changes. This is a major traffic route which must be maintained when events are not on at Te Kaha. When events are on there should be minimal disruption. The Te Kaha site should have plenty of room for people to disperse as it appears to be a very big site. The streets around should not have there practically compromised because of a limited number of events per year.</p>	Martin Robertson

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		Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) No changes should be made. We cannot afford them and they are not needed.	
49186	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) The one way streets are supposed to be for getting traffic quickly from one side of the city to the other. The council has already buggered St Asaph, Montreal and Durham. Please don't bugger Madras. Keep it 50km/h. Tuam Street (Madras to Fitzgerald) Glad to see the council wants to fix the one way anomaly. Lichfield Street (Barbadoes to Fitzgerald) Need to fix the one way Fitzgerald to Barbadoes. Why is this section not two way already? Keep it 50km/h. Barbadoes Street (Hereford to Tuam) When you put a taxi/uber drop off in make sure it's not one and a half cars wide like some idiot put in at the front of the town hall!	Wayne Boyd
49199	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Only Complete necessary underground work	Mike Blair
49200	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign. Madras Street (St Asaph to Latimer Square) We do not support the proposal. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks. Madras Street (Moorhouse to St Asaph) We do not support the proposal. The current speed limit of 50 km/h on Madras Street must be maintained. Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium. We do support the reversion of Tuam street back to a one-way street however consultation should be undertaken before the change is instigated. Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way. Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.	Heather Brown
49207	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign. Madras Street (St Asaph to Latimer Square) We do not support the proposal. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks. Madras Street (Moorhouse to St Asaph)	Neville Brown

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		<p>We do not support the proposal. The current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	
49214	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) on-street parking must be maintained</p> <p>Madras Street (St Asaph to Latimer Square) the traffic is already slow enough as it is, especially with the increasing number of people interacting with the city centre. The proposed new limit is out of touch with reality and the current speed limit must be maintained.</p> <p>Madras Street (Moorhouse to St Asaph) Again, the proposed new limit is out of touch with reality and the current speed limit must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) Being a business owner in the city centre, I can tell you that the carparks are always being utilised. I do not support this and the option needs to be reconsidered.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) converting this to two way is a good idea BUT reducing the speed is not so great.</p> <p>Barbadoes Street (Hereford to Tuam) removing carparks is very bad idea. This needs to be reconsidered.</p>	Yasir Malik
49218	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Rebecca Woodhouse
49223	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Too much of nothing really, with not enough outside parking because of units being but with no parking so the tenants use all off street parking</p> <p>Madras Street (St Asaph to Latimer Square) Why the constant need for changing our roads to suit a stadium most people wont use</p> <p>Madras Street (Moorhouse to St Asaph) Should not be happening</p> <p>Tuam Street (Madras to Fitzgerald) Should not be happening, wasting time and money on the derelict cbd.. Fix up these buildings or demolish them</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Leave them alone</p>	Laurina Driscoll

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		Barbadoes Street (Hereford to Tuam) Basically fix the suburbs as they need decent roading	
49228	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Barbadoes Street (Hereford to Tuam) CCC have encouraged the likes of Williams Corp to build new flats all over this area with no parking , the whole area is now just a mess with people from these flats trying to park their cars all over the place and now your removing these parks in street upgrades to make even more of a mess.	Neville Jackson
49229	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (St Asaph to Latimer Square) This is really unreasonable for those of us who work in the city and have a minimal amount of time to get to our children for daycare/school pick up - making this route 30km means there is no way to get across the city at a speed that isn't far too slow. I'm going to have to consider leaving my job when this comes into play.	Laura Jenkinson,
49230	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Stupid - this will really affect my time getting to work, more money down the drain by the council. Not all of us can bike or walk to work - will also affect access to my carpark at work	Bridget Gardner
49231	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Option 2 is the only viable and sensible option. Lichfield Street must remain two-way. The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city. Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future. We do not want changes inadvertently pushing development and investment back to the fringes of the city. The concerns of the "donut" CBD immediately after the earthquakes will return. Since the evolution of the "Blueprint" and "An Accessible City" following the earthquakes, Council staff have continued to manipulate the traffic environment to restrict access for private motor vehicles. Most of these proposals seem to support this approach and are not related to supporting the stadium development, as purported. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, cycle lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. This is all being done under the guise of the Governments Emissions Reduction Plan where they plan to put additional focus on transport choices and mode shifts to lower emissions. But the big issue is the process of how you go about achieving this. We all understand the need to lessen our global emissions, no one is denying that, but how does sitting in traffic waiting for non-existent cyclists to go past in the cycle lane contribute to economic and social well-being? How does further restricting Christchurch residents access to the CBD via private motor vehicle help with shifting to other modes? What about catering for all the people with jobs in the CBD that may live on the outskirts of the city or beyond? The Council need to know that the approach of forcing people out of cars first, will not make the buses seem more viable. Their focus and investment is in the wrong place. They are using the methodology of a big stick rather than the carrot approach. The Council should be encouraging mode shift with a positive pull to public transport rather than a negative push from private transport. There appears to be an ideology to create something now, that is envisaged in the future and ignoring the current reality. Travelling Westbound on Lichfield Street is the preferred route to the CBD, rather than St Asaph Street, for traffic travelling North along Madras Street. Lichfield Street is a key connector from Madras Street to three carpark buildings (over 1850 carpark capacity) and the Bus Exchange. The proposed change to Lichfield Street, with the permanent closure of Westbound traffic bears little relevance to the development of the stadium and the infrequent nature of maximum capacity events. There have been no traffic safety benefits identified with the closure. The Council's consultation document states events are "primarily evenings and weekends". Events will not generally clash with commuter traffic (which is happening the majority of the time, so should be catered for, for the majority of the time). The Council needs to consider adjustable speed limits (to 10 or 20 km/hr) to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. This should not be costly to implement either. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts. There is no plausible reason why people walking to the stadium would use Lichfield Street or for that matter Tuam Street. There is only a very small amount of hospitality venues and no accommodation providers along these streets and visitors to the stadium will all be arriving at different times, which will platoon pedestrian movements through intersections. In contrast, the section of Cashel Street between Madras and Manchester Streets does not carry large volumes of traffic. It is important to understand what the desire line is for patrons walking to the stadium. Transport reports for the stadium anticipated the most frequented pedestrian route would be along	Bruce Van Duyn

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		<p>Cashel Street. Sold out events will predominantly be Friday and Saturday nights. Patrons will invariably be already in the CBD frequenting bars/restaurants and the most logical direction to the stadium is along Cashel Street, not Lichfield Street. Cashel Street already has wide footpaths.</p> <p>The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that “a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.”</p> <p>Removing on-street carparks makes it difficult for customers to visit close-by businesses. There is no requirement to needlessly remove 49 on street carparks to create wider footpaths. Their own report (Transport Preliminary Design by Abley dated November 2021) stated “the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand”.</p> <p>Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square)</p> <p>Madras Street must remain at 50 km/h. Permanently lowering the speed limit will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. Madras needs to be maintained as a 'main distributor' road. If take out Madras as a 50 km/hr distributor road, you are essentially trying to push traffic all the way out to Fitzgerald (to be able to travel North with any efficiency, East of Colombo Street).</p> <p>And similar to Lichfield Street, there is no need to remove carparking. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is a totally illogical design. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>I do consider (like for Lichfield Street), that adjustable speeds for this section would be applicable for the large stadium events (like dropping it to 20 to 30 km/hr). This should be inexpensive to apply (just put signage over the existing ones), and won't be for that many yearly events.</p> <p>Madras Street (Moorhouse to St Asaph)</p> <p>Madras Street must remain at 50 km/h. This will create all the same issues as outlined previously. There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition.</p> <p>The current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Again, adjustable speed limits (like 30 km/hr) could be applied, but there likely won't be as much pedestrians along this section, so I also believe 50 km/hr should be the normal for everyday and then lower at St. Asaph down to 20-30 km/hr, for large stadium events.</p> <p>Tuam Street (Madras to Fitzgerald)</p> <p>Do not remove a further 15 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is a totally illogical design. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>For Tuam Street from Barbadoes to Fitzgerald, the proposal to revert this section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald)</p> <p>Converting this section of Lichfield Street to two-way, is logical, but not reducing the speed limit to 30 km/h.</p> <p>It is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Again adjustable speed limits during large stadium events could be the norm and have it on permanent signage.</p> <p>Barbadoes Street (Hereford to Tuam)</p> <p>There is no need to remove a further 29 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is a totally illogical design. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. As does the whole design of the footpaths.</p>	
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		Overall -- It is vital that the Council undertake some of the works along all the streets outlined so they are completed well in advance of the stadium opening. This is primarily renewing/repairing all underground services and resurfacing the surrounding roads and footpaths.	
49236	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) NZ has an ageing population, the number of people over 65 will outnumber the younger members. There seems to be a complete unacceptance of the fact that to get around, many elders, if they cannot drive somewhere they will not go. The proposed reduction in speed plus the rearrangement of the road layout, will be another reason to avoid the city centre. Also, we actually cannot afford luxuries such as this, we are being told that in order to make ends meet rates may need to go up by double digits. Far more important to focus on essentials, such as water and roading infrastructure.</p> <p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) This is a main thoroughfare across town, which I have taken to using since Montreal Street has become such a bottle neck with speed reductions. The proposed reduction in speed will be another reason to avoid the city centre. Also, we actually cannot afford luxuries such as this, we are being told that in order to make ends meet rates may need to go up by double digits. Far more important to focus on essentials, such as water and reading infrastructure.</p> <p>Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) If you want to confuse drivers and put them off from coming into town, this is a great way to do it. Why would we be spending money rearranging streets for events which may not happen, when the rates already aren't sufficient to cover the basics.</p> <p>Barbadoes Street (Hereford to Tuam) This is a main thoroughfare across town, which I have taken to using since Durham Street has become such a bottle neck with speed restrictions. The proposed reduction in speed will be another reason to avoid the city centre.</p>	S Sheperd
49239	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Scott Woodhouse
49241	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Stop spending money on prettyfying stuff Need to encourage pedestrians to head into town</p>	Sue Honeybone
49243	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Symon Holmes
49244	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Would prefer traffic management deals with events as they arise as Dunedin does when they have big events at the stadium. Leave the streets as normal the rest of the time and keep car parks so that local businesses are not impacted. Don't need additional outdoor dining - save our ratepayers money being spent on unnecessary things.</p> <p>Madras Street (St Asaph to Latimer Square) Stop building cycleway and spending rate payers money.</p> <p>Madras Street (Moorhouse to St Asaph) Keep the car parking and roads as they are.</p> <p>Tuam Street (Madras to Fitzgerald) Pedestrians don't need special access ways. We are all quite capable of crossing roads safely to get places. Keep it as two lanes.</p>	Monique O'Sullivan
49245	Option 2 - a minimal redesign maintaining two-way	<p>Lichfield Street (Manchester to Madras) Keeping the streets as they are is helpful for everyday traffic. Widening the path and lowing the speed achieves not very much and possibly adding digital speed signs for events would be a cheap more economical design. Losing all street parking is a bad idea we have very limited options during the day as it is.</p>	David Webster

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	vehicular access and some time-restricted parking	<p>All the local businesses would suffer. Manchester as it stands takes 45mins to travel down with all the messed up traffic lights that give no time for traffic to flow at all.</p> <p>Madras Street (St Asaph to Latimer Square) Add digital signage to reduce speed for events. Then everyday uses and tradies can keep moving and not have to find new ways to get across town</p> <p>Madras Street (Moorhouse to St Asaph) Please no more cycle lanes, I dont see them in use and I see constantly bikes using the roads rather than there fancy little lanes. Unless you were planning in have a bike stand for all participates in the arena?</p> <p>Tuam Street (Madras to Fitzgerald) Please do not remove carparks bussiness in the area are already suffering and you want them to suffer more, a few coffee shops have already gone due to delays over this structure. So dont remove carparks</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Digital signage to reduce speed during events would be a great idea. As it wont be used everyday but the streets are</p> <p>Barbadoes Street (Hereford to Tuam) I do like pick up and drop off lanes for taxis and ubers. Possible buses and just having an area for drop off and pick ups is very helpful.</p>	
49247	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Keep it simple. Traffic flows well currently. No evidence given on accident rate or if this will improve it. Changes only will benefit on match day which won't be that often. Eden park has a normal road outside and rarely an issue on match day. Parking is already too expensive to come into the city with a poor public transport infrastructure.</p> <p>Madras Street (St Asaph to Latimer Square) Keep it simple. Traffic flows well currently. No evidence given on accident rate or if this will improve it. Changes only will benefit on match day which won't be that often. Eden park has a normal road outside and rarely an issue on match day. Traffic flow well managed there and Road kept as is at 50km/h otherwise.</p> <p>Madras Street (Moorhouse to St Asaph) Keep at 50km/h. Traffic flows well. No evidence presented on accident rate and how this will improve it</p> <p>Tuam Street (Madras to Fitzgerald) Keep it as it is. Changes will only reduce traffic flow, increase congestion</p> <p>Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Keep it as it is. Changes will only reduce traffic flow, increase congestion. Public transport not setup to get people out of cars. Not sufficient uptake of cycleways to warrant increasing congestion.</p>	Patrick O'Kane
49248	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>As a general comment: Traffic flow into and around the city centre needs to be maintained. We want a vibrant, accessible and active city centre - which takes people. As cars are CURRENTLY the primary transport solution for most people in Christchurch the centre needs to remain accessible to them. If we had a well developed, accessible and reliable public transport system, then this could justify restricting cars. Until we do, these proposed changes only make it harder for the majority of the public to come to the city centre.</p> <p>Lichfield Street (Manchester to Madras) Lichfield Street provides access to 3 x large carparking buildings and the bus exchange. Due to the current restricted width it regularly gets clogged. Reducing this further is going to make the carparking buildings inaccessible and deter people from coming into the city. People need to be encouraged to come into the city in order to create a vibrant and sustainable city centre.</p>	Stuart Hay

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		<p>Madras Street (St Asaph to Latimer Square) Deleting the the carparks and installing planting beds is only going to create vehicle congestion on Madras Street. The planting beds are going to get trampled by people crossing them to get to the stadium. Drop off bays need to be provided, not more planting. Why is the wider pedestrian circualation not incorporated into the concourse of the stadium - rather than pushing out into the street?</p> <p>Tuam Street (Madras to Fitzgerald) Why is the wider pedestrian circualation not incorporated into the concourse of the stadium - rather than pushing out into the street? The planting beds are going to get trampled by people crossing them to get to the stadium. Drop off bays need to be provided, not more planting. Converting the eastern portion of the Street between Barbadoes to Fitzgerald makes sense</p> <p>Barbadoes Street (Hereford to Tuam) Why is the wider pedestrian circualation not incorporated into the concourse of the stadium - rather than pushing out into the street? Then the existing traffic flow and parking can be maintained.</p>	
49249	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>No need for beautification, widening footpaths, limiting parking or cycle friendly. If there's an event on, close the roads like other venues. Stop overthinking and making things overcomplicated. There isn't going to be events every day or weekend, come on guys.</p>	Elizabeth Vincent
49251	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Gary Radburnd
49252	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Madras Street is supposed to be a through route, avoiding the city with all its speed reductions and restrictions. You must not mess up the entire road for a stadium that may be used 15 or 20 times a year. WHICH ROAD WILL BE A THROUGH ROUTE NORTH on the Eastern side IF YOU MESS IT UP?????</p> <p>Barbadoes Street (Hereford to Tuam) Barbadoes Street is supposed to be a through route, avoiding the city with all its speed reductions and restrictions. You must not mess up the entire road for a stadium that may be used 15 or 20 times a year. WHICH ROAD WILL BE A THROUGH ROUTE SOUTH on the Eastern side IF YOU MESS IT UP?????</p>	Beverley Nelson
49254	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>[Attachment] With all the work done on Cashel St , it has made no difference to people . In fact if you look at this street. it is empty. and you want to change Lichfield St.</p> <p>Please wait and see if the work is needed, You can always temporary close the street to cars when events are on. As you can see in the photos, No People on Cashel St BUT people on Lichfield St.</p>	Shane Morgan
49257	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Andrew O'Sullivan
49261	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Grant Dean

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49264	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		R Taylor
49265	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Willis Helen
49267	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.</p> <p>Madras Street (St Asaph to Latimer Square) The plan to reduce the speed limit on this main arterial route to 30 km/h will cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. It is also proposed to remove a further 28 carparks to widen the footpaths. Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks. Christchurch weather and lack of public transport means reducing cars is not an option as the alternatives available overseas are not here.</p> <p>Madras Street (Moorhouse to St Asaph) There is a proposed signalised pedestrian crossing by the Ara campus is a sensible addition but the current speed limit of 50 km/h on Madras Street must be maintained.</p> <p>Tuam Street (Madras to Fitzgerald) Between madras to Barbados It is proposed to remove a further 15 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium. The proposal to revert the Barbados to Fitzgerald section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated. This part from Barbados to Fitzgerald on Tuan street is fully supported.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) It is proposed to convert this section of Lichfield Street to two-way, which is logical, but reduce the speed limit to 30 km/h. We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.</p> <p>Barbadoes Street (Hereford to Tuam) We do not support the proposed changes to remove a further 29 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.</p>	Brett Tingay
49273	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Wish there is option 3. One way system could work, but not share zones so the speed is kept at 30 kms. Please include some short term parking or taxi only parking along the one side of the street as well as some landscaping between the car park. This will be one of the main route to get to the closest stadium's parking building and maintaining the vehicles accessibility is crucial. We have way too many subpar residential developments around there. We urgently need new commercial developments to invigorate the city. Then when the stadium is built, we have all the necessary access to serve the bars and restaurants.</p> <p>Madras Street (St Asaph to Latimer Square)</p>	Tony Chanttley

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		<p>Please don't drop the speed ahead of the upgrade. Our CBD has enough traffic lights to slow the traffic and therefore safe. Implement the 30kms CBD zone when the stadium is close to completion or when there is something actually going on near that area.</p> <p>Madras Street (Moorhouse to St Asaph) Again not sure how many more accidents are happening on Madras Street compared to other 30 kms zones, but I'm confident to say not much differences as the traffic lights alone is keeping the flow of the traffic safe. We can progress to 30kms zone when the stadium is built or when there's more stuff going on rather than Wilson car parks.</p> <p>Tuam Street (Madras to Fitzgerald) Looks good, 30kms zone after stadium is built</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Looks good</p> <p>Barbadoes Street (Hereford to Tuam) Hope it doesn't drop to 30kms zone.</p>	
49278	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Tuam Street (Madras to Fitzgerald) Makes sense to make it one way!</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Overall, not stoked with how many car parks are being lost. Even though we are turning into a cycle focused city (which I love) there are always people who have to drive cars for their job (sales reps dropping off stock etc) and it gets so frustrating when the car parks just keep disappearing!!</p> <p>Barbadoes Street (Hereford to Tuam) I really like this, not too much disruption for such a key route.</p>	Lucy Johnson
49283	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Spend the money fixing other areas of Chch before implementing any of this. Chch is still a vehicle city and it's not changing anytime soon. I'm a biker, but still think your money is better spent elsewhere. You are making it harder and harder for a young family to come into the city.	Kim Cowles
49284	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Complete lunacy! Leave the roads as they are, and wait until the stadium is built and see what is needed then if anything. No one wants this.</p> <p>Madras Street (Moorhouse to St Asaph) As a cyclist the proposal is fine, but so is the existing structure of the road. Just leave it as is just now and stop wasting money on vanity projects for over paid under worked staff!</p>	Ewen Robertson
49293	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Stephen Hughes
49295	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Looks nice and connects with the Brazilian strip running parallel with Manchester St. But will drunks ruin the gardens on their way to and from the stadium?</p> <p>Madras Street (St Asaph to Latimer Square) Too much money for dealing with something that is only happening 1-2 a week a most.</p> <p>Madras Street (Moorhouse to St Asaph) Too much money. Leave it as is.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Agree with plan in this instance.</p>	Simon King

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49299	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Louise Kett
49303	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking		Rowan Cleary
49311	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is the only viable option.</p> <p>The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city. Christchurch’s central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city’s long-term future. We do not want changes inadvertently pushing development and investment back to the fringes of the city. The concerns of the ”donut” CBD immediately after the earthquakes will return.</p> <p>Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside Market and in the laneways around Dux Central and Strange’s Lane. And numerous pedestrian friendly areas along Cashel Mall, High Street, Oxford Terrace, New Regent Street and Cathedral Square. It is a matter of balance and Christchurch has developed as planned by CERA and Christchurch residents are returning to the CBD and now enjoying these elements. Developers, businesspeople and retailers have spent millions of dollars working to get the Christchurch CBD up and running again after the earthquakes and then Covid, these latest plans will undermine this investment.</p> <p>The “Blueprint” and the “An Accessible City” documents developed after the earthquakes identified the stadium location, which remains unchanged, and all the planned changes to the CBD roading network. The potential closure of a section of Lichfield Street was never included in any documentation relating to transportation. Private developers have invested in the CBD on the premise of these publications and any changes will further undermine confidence and surety in the planning environment.</p> <p>Since the evolution of these documents (the Blueprint and An Accessible City) following the earthquakes, Council staff have continued to manipulate the traffic environment to restrict access for private motor vehicles. Most of these proposals seem to support this approach and are not related to supporting the stadium development, as claimed. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, cycle lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. This will choke the CBD and make it even harder for shoppers, workers, tourists and central city residents to access and move around the central city. Undoing all the good work that has been achieved so far. Car access and parking is the life blood of the CBD and to restrict it further will kill the central city, just when it is getting momentum and recovering from the earthquakes.</p> <p>How does further restricting Christchurch residents access to the CBD via private motor vehicle help with shifting to other modes? The Council need to know that the approach of forcing people out of cars first, will not make the buses seem more viable. Their focus and investment is in the wrong place. They are using the methodology of a big stick rather than the carrot approach. The Council should be encouraging mode shift with a positive pull to public transport rather than a negative push from private transport. There appears to be an ideology to create something now, that is envisaged in the future and ignoring the current reality. Cars carry pedestrians! The trend towards EV's is being ignored. They travel on roads and park in carparks.!</p> <p>Travelling Westbound on Lichfield Street is the preferred route to the CBD, rather than St Asaph Street, for traffic travelling North along Madras Street. Lichfield Street is a key connector from Madras Street to three carpark buildings (over 1850 carpark capacity) and the Bus Exchange. The proposed change to Lichfield Street, with the permanent closure of Westbound traffic bears little relevance to the development of the stadium and the infrequent nature of maximum capacity events. There have been no traffic safety benefits identified with the closure. The Council’s consultation document states events are “primarily evenings and weekends”. Events will not generally clash with commuter traffic. There is no plausible reason why people walking to the stadium would use Lichfield Street or for that matter Tuam Street. There is only a very small amount of hospitality venues and no accommodation providers along these streets and visitors to the stadium will all be arriving at different times, which will platoon pedestrian movements through intersections. The Council has ignored the Opex costs for the ongoing maintenance of the outdoor dining areas they have proposed under Option 1. These will be significant and</p>	Philip Carter

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		<p>occur continuously and far outweigh traffic management costs for large events. Opex has a larger impact on rates than capital expenditure. This should be quantified and highlighted by Council staff so that all available information is provided for the decision makers to consider.</p> <p>It is important to understand what the desire line is for patrons walking to the stadium. Transport reports for the stadium anticipated the most frequented pedestrian route would be along Cashel Street. Sold out events will predominantly be Friday and Saturday nights. Patrons will invariably be already in the CBD frequenting bars/restaurants and the most logical direction to the stadium is along Cashel Street, not Lichfield Street. Cashel Street already has wide footpaths.</p> <p>The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that “a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.” Removing on-street carparks makes it difficult for customers to visit close-by businesses. There is no requirement to needlessly remove 49 on street carparks to create wider footpaths. Their own report (Transport Preliminary Design by Abley dated November 2021) stated “the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand”.</p> <p>It is vital that the Council undertake some of the works along all the streets outlined so they are completed well in advance of the stadium opening. This is primarily renewing/repairing all underground services and resurfacing the surrounding roads and footpaths. This will ensure that elements of the NZTA funding is captured.</p> <p>Option 2 (maintaining two-way traffic) is the only option. Plus, the status quo in on-street carparking must also be maintained with minimal redesign. The 49 carparks should be retained.</p> <p>Madras Street (St Asaph to Latimer Square) Madras Street must remain at 50 km/h. Permanently lowering the speed limit will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. And similar to Lichfield Street, there is no need to remove carparking. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is badly designed. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) Madras Street must remain at 50 km/h. This will create all the same issues as outlined previously.</p> <p>I acknowledge the proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition.</p> <p>Tuam Street (Madras to Fitzgerald) Do not remove a further 15 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. Almost 50% of the new "wide footpaths is landscaping. This is badly designed. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium. The proposal to revert this section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Converting this section of Lichfield Street to two-way, is logical, but not reducing the speed limit to 30 km/h. The speed limit should be maintained at 50 km/h.</p> <p>Barbadoes Street (Hereford to Tuam)</p>	
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		There is no need to remove a further 29 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is badly designed. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.	
49313	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	I think its ridiculous that there is a continuous push for cycle lanes and reduced car access to residences and businesses in the area. Very few cycle, while almost everyone drives, so why are we pouring excessive funds into what is essentially a council vanity project. Chch is already struggling with terrible planning, poor access to the cbd and over inflated/over engineered road upgrades. Keep it simple and let us keep our roads accessible to vehicles.	Hana Kelly
49314	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) I'm sure you will make it impossible to drive a car through the city and make the traffic flow worse than it already is. People don't cycle so why is so much money spent in this useless way. Also isn't 3 rivers being fought against as nobody is happy about it being forced through. Therefore why is this mentioned in the upcoming improvements.</p> <p>Barbadoes Street (Hereford to Tuam) It's ridiculous to remove car parks there aren't enough of them as it is. Don't forget people drive into the city daily from far away suburbs to go to work. Most people do not cycle and walk to work. The car park buildings are over priced and already full.</p>	Paula Walsh
49316	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is the only viable option.</p> <p>The main objective of Council and private developers has been to revitalise the CBD and make it attractive for shoppers, workers, tourists and central city residents. Continual changes to the confirmed planning /transport framework will erode this confidence. Car access and parking is the life blood of the CBD and to restrict it further will kill the central city, just when it is getting momentum and recovering from the earthquakes. This proposal would appear to be seeking to prohibit or restrict private vehicle use to support public transport use. There could be unintended consequences ie: congestion, impacts on the wider roading network. There needs to be a viable public transport option in place to encourage people to mode shift. The Council approach of restricting current movements without undertaking the upfront investment in public transport services, will just lead to frustration and angst.</p> <p>There appears to be an ideology to create something now, that is envisaged in the future and ignoring the current reality. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, cycle lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. This will choke the CBD and make it even harder for shoppers, workers, tourists and central city residents to access and move around the central city. Undoing all the good work that has been achieved so far. Car access and parking is the life blood of the CBD and to restrict it further will kill the central city, just when it is getting momentum and recovering from the earthquakes.</p> <p>How does further restricting Christchurch residents access to the CBD via private motor vehicle help with shifting to other modes? The Council need to know that the approach of forcing people out of cars first, will not make the buses seem more viable.</p> <p>Proposals and documents from Council (and to that extent NZTA) have continually used overseas examples to justify their desire for changes. These examples have referenced large population centres such as New York, San Francisco, London, Melbourne and bizarrely at one stage, Bogota in Colombia. These large population centres have high density living and extensive public transport offerings due primarily to economies of scale. Some of these cities could draw parallels to Auckland, but we struggle to see how they are relevant to other New Zealand towns or cities? They have very little relevance to Christchurch, with a population of 350,000. Even Copenhagen, which is continually referenced and almost idolised by factions within Council, has a population of 1.36m, four times that of Christchurch. Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside Market and in the laneways around Dux Central and Strange's Lane. And numerous pedestrian friendly areas along Cashel Mall, High Street, Oxford Terrace, New Regent Street and Cathedral Square. It is a matter of balance and it is important that Christchurch's population is equated to comparable sized cities. It may emerge that what has been achieved since the earthquakes is a leading global example of a well planned CBD for a city of Christchurch's size!</p> <p>The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city. Christchurch's central business district must remain vibrant to encouraging</p>	Tim Carter

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		<p>future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future. We do not want changes inadvertently pushing development and investment back to the fringes of the city.</p> <p>Most of these proposals seem not to be related to supporting the stadium development, as claimed. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, cycle lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. This will choke the CBD and make it even harder for shoppers, workers, tourists and central city residents to access and move around the central city. Undoing all the good work that has been achieved so far. Car access and parking is the life blood of the CBD and to restrict it further will kill the central city, just when it is getting momentum and recovering from the earthquakes.</p> <p>Travelling Westbound on Lichfield Street is the preferred route to the CBD, rather than St Asaph Street, for traffic travelling North along Madras Street. Lichfield Street is a key connector from Madras Street to three carpark buildings (over 1850 carpark capacity) and the Bus Exchange. The proposed change to Lichfield Street, with the permanent closure of Westbound traffic bears little relevance to the development of the stadium and the infrequent nature of maximum capacity events. There have been no traffic safety benefits identified with the closure. The Council's consultation document states events are "primarily evenings and weekends". Events will not generally clash with commuter traffic. There is no plausible reason why people walking to the stadium would use Lichfield Street or for that matter Tuam Street.</p> <p>It is important to understand what the desire line is for patrons walking to the stadium. Transport reports for the stadium anticipated the most frequented pedestrian route would be along Cashel Street.</p> <p>The proposal seems to have a very poor understanding of the needs of business. There is no requirement to needlessly remove 49 on street carparks to create wider footpaths. The Council has ignored the Opex costs for the ongoing maintenance of the outdoor dining areas they have proposed under Option 1. These will be significant and occur continuously and far outweigh traffic management costs for large events. Opex has a larger impact on rates than capital expenditure. This should be quantified and highlighted by Council staff so that all available information is provided for the decision makers to consider.</p> <p>It is vital that the Council undertake some of the works along all the streets outlined so they are completed well in advance of the stadium opening. This is primarily renewing/repairing all underground services and resurfacing the surrounding roads and footpaths. This will ensure that elements of the NZTA funding is captured.</p> <p>Option 2 (maintaining two-way traffic) is the only option. Plus, the status quo in on-street carparking must also be maintained with minimal redesign. The 49 carparks should be retained.</p> <p>Madras Street (St Asaph to Latimer Square) Madras Street must remain at 50 km/h. Permanently lowering the speed limit will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. And similar to Lichfield Street, there is no need to remove carparking. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is badly designed. The new "wide" footpaths do not add any benefit, with the extensive landscaping restricting customer flow? There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p> <p>The current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.</p> <p>Madras Street (Moorhouse to St Asaph) Madras Street must remain at 50 km/h. This will create all the same issues as outlined previously. There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition for students to safely cross during weekday hours.</p> <p>The current speed limit of 50 km/h on Madras Street must be maintained.</p>	
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		<p>Tuam Street (Madras to Fitzgerald) Do not remove a further 15 carparks to widen the footpaths. The removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is badly designed. The new "wide" footpaths do not add any benefit, with the extensive landscaping restricting customer flow?</p> <p>There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.</p> <p>The proposal to revert this section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) Converting this section of Lichfield Street to two-way, is logical, but not reducing the speed limit to 30 km/h. It is imperative that the current speed limit of 50 km/h is maintained.</p> <p>Barbadoes Street (Hereford to Tuam) There is no need to remove a further 29 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. This is badly designed. The new "wide" footpaths do not add any benefit, with the extensive landscaping restricting customer flow? There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.</p>	
49318	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Do the minimum work you can get away with and don't waste my rates on your vanity projects	Neil Kelly
49334	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>If this is to be the pedestrian gateway for access to the arena then the last thing we need is to have it cluttered up with outdoor eating spaces, bike stands, scooters etc. Most of the time Christchurch is not suited for outdoor dining. From what I have seen around town a lot of the outdoor eating spaces are heated with gas outdoor heaters, contributing to overall greenhouse gas emissions.</p> <p>Any upgrades to streets and footpaths need to be completed before the arena opens. Christchurch would become a laughing stock if after the arena opens the surrounding streets are taken over by road works and people needed to negotiate construction sites to get to events at the arena.</p>	Graham Muir
49339	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	<p>Lichfield Street (Manchester to Madras) Option 2 is much better than option one, but needs to be redesigned to retain more of the current car parks</p> <p>Madras Street (St Asaph to Latimer Square) I do not think the speed limit needs to be reduced permanently on this stretch. The carparks also need to be retained. This is vital for the accessibility of this area to be retained.</p> <p>Madras Street (Moorhouse to St Asaph) This is a more sensible speed reduction than the other stretch of Madras Street, however I would still say that 50kph should be retained. The new pedestrian crossing is excellent.</p> <p>Tuam Street (Madras to Fitzgerald) Again there appears to be an unnecessary removal of carparks which could be solved through integration of footpaths and the stadium concourse. I think this needs to be redesigned to retain the majority of the carparks.</p> <p>Lichfield Street (Barbadoes to Fitzgerald) I support the change to two-way traffic but do not support a reduction to 30kph</p>	James Harris

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		Barbadoes Street (Hereford to Tuam) I do not support the removal of the carpark along this stretch. This needs to be redesigned to retain the carparking.	
49347	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Please keep streets open to traffic and don't take away parking Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Please leave as is as much as possible. Don't want reduced speeds, reduced parking or cycleways	Yumiko Kelly
49349	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Leave the roads how they are now . Already enough financial burden on the Ratepayer. Everybody will make it ok to the Arena.	Brett Hales
49351	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Leave it as it is or there's going to be a tonne of more backed up traffic than usual! You want more green but having cars, trucks etc stuck in traffic, moving barely a meter at a time, is not being very green...people are not moving from cars to bikes, it's not happening, it's going to happen so stop pushing your agenda on us vehicle users. We are the ones who pay for the road after all. Maybe fix the cruddy roads we already have instead of screwing up a system that actually works!!	Nicole Carwood
49355	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) We don't have events on all the time so Option 2 is better	Stephen Deed
49361	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Please don't remove any unpaid parking and think of the untimed Residential parking which is already at a premium. There are so many developments going on around Latimer square and each apartment brings at least 2 cars with maximum of 1 parking space. Parking is terrible and it is impossible to have guests visit. Friends avoid going out in their cars on the weekend because of not being able to get a park on return	Cameron Melville
49367	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Madras Street (St Asaph to Latimer Square) There is minimal street parking for residents at Latimer Square. Please do not remove our crucial parks.	Eleisha Foon
49369	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras) Council should be minimizing costs to ratepayers so least possible amount. With projected rate costs of 9% hike announced today council should be focusing on basics. Madras Street (St Asaph to Latimer Square) Council should be minimizing costs. Madras Street (Moorhouse to St Asaph), Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) Minimal costs	Patricia Claypoole
49370	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Lichfield Street (Manchester to Madras), Madras Street (St Asaph to Latimer Square) Keep traffic as is now...	Rob Battersby
48160		Where are you proposing to finance the upgrade from?	John Mathewson
48241		Madras Street (Moorhouse to St Asaph) Having a cycle path across the entrance and exit to the Ara car park is a death trap. If you observe drivers exiting they only look left, for oncoming traffic. Bikes coming down the path from st Asaph will be in real danger.	Mark Marshall
48280		Lichfield Street (Manchester to Madras) STOP MONEY WASTING FIX FOOT PATHS IN THE SUBURBS	Murray Briggs

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		Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph), Lichfield Street (Barbadoes to Fitzgerald), Barbadoes Street (Hereford to Tuam) STOP MONEY WASTING	
48383		Before spending any money on any upgrades fix the roads and bridges in the East of Christchurch and also any other roads where there are potholes and poor surface (such as badly repaired potholes)	Chris Sheppard
48404		Madras Street (St Asaph to Latimer Square), why are you not permanantly closing Madras street between st asaph and hereford street thus making it firmly a pedestrian only precinct. This will facilitate entry and egress from Te kaha.	Grant Laffey
48510		These comments apply to all proposals. Work on the plan should be put on hold until the new council can consider its priorities. The first priority is funding the Stadium and any necessary road changes developed and not OVER ENGINEERED reducing more parking impacting on business. Why my age, gender and ethnicity is required is anathema to me	John Cumberpatch
48511		Don't do it. What a waste of money being spent on an eyesore of a building. It's disgusting. It should never have been where you have put it. Tuam street proves how little all these roads you are altering are actually used.	Barbara White
48530		Lichfield Street (Manchester to Madras), Leave the alone and focus on road that need serious fixing Madras Street (St Asaph to Latimer Square) Leave them alone focus on what needs doing first east side Madras Street (Moorhouse to St Asaph) Leave them alone and focu on what need doing! Eastside roads need fixing NOW	Reene R
48531		Lichfield Street (Manchester to Madras) Yes, do nothing, put the exorbitant amount to funding the stadium CCC needs to stop pre-empting consultation decisions by excluding a 3rd option of alternative/other/nothing in their questionnaires. Madras Street (St Asaph to Latimer Square), Madras Street (Moorhouse to St Asaph) Yes, do nothing, put the exorbitant amount to funding the stadium Madras St is a feeder/distributor route from the 4 avenues , so leave it to do that function! Tuam Street (Madras to Fitzgerald), Lichfield Street (Barbadoes to Fitzgerald) Yes, do nothing, put the exorbitant amount to funding the stadium Barbadoes Street (Hereford to Tuam) Yes, do nothing, put the exorbitant amount to funding the stadium Barbadoes st is a feeder/distributor route from the 4 avenues , so leave it to do that function!	Jeff S
48699		Who cares, no matter what Christchurch residents want some ██████ in government will block up streets, corners & intersections so traffic will not flow, backed up traffic sitting at red arrows at intersections. I hope it's not the same ██████ designing this as the ██████ who made the central city a "Avoid At All Costs" area that is going to die a slow death. They should be chained up & dragged behind a car, they should be named & shamed, has nobody told them there is a climate crisis on & smarter thinking required, central city is now a disaster area that this WILL make worse. . . We can do better, were smarter than that instead of treating motorists as incompetent. Also a disgrace it will only ever be a minor stadium & not one the city can be proud of, an upgrade on the old, instead of a down grade. It will be called Christchurch Arena & no other name will do	Mike Quinn
48708		At this point, it does not make sense to complete major road design/work when the stadium is still 4 years from opening. Any reading works should be placed on hold /deferred until the stadium is closer to completed construction to prevent damage to new roads/footpaths etc. There are greater road work priorities within CHCH at present. Most obviously, the roads and footpaths on the east of Christchurch.	Toni Hawkyard
48724		Waste of our rate payers money under present financial circumstances. Especially when you're now charging for excess use of water.	Suzanne MacKenzie

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48730		Don't do anything to the streets and surrounding areas until the Arena is nearly completed. Why have hundreds of trucks and other service vehicles damage the new infrastructure over the four plus years the Arena will take to build. It just does not make sense to do this work so early in the build..	Mike Egan
48751		Again, My submission is not to choose one of your two options. Please make sure my request is thought about. I am not a town planner or an engineer but i only wish the barest minimum is spent to do what is only necessary for the underground infrastructure and then get on to the stadium build. I am only happy to look at all the above ground pretty pictures once i see the stadium near completion. That is how any other project in the commercial world works. I do not want wide pedestrian and outdoor seating etc.at this stage. I would prefer a simple road closure system developed as we had at Jade stadium for events. . I	Chris O'Donnell
48843		Lichfield Street (Barbadoes to Fitzgerald) Leave all day parking there except for when events are on	Jeremy Burke
49047		Carry out work based upon public and business community submissions one year prior to Stadium opening, NOT NOW	Richard Cleave
49325		Madras Street (St Asaph to Latimer Square) Note lots of residential properties that dont have on site parking and have to use street parking	Tanya Meikle
49359		I don't support redesigning the streets around Te Kaha prior to construction. I believe the money should be saved at this point and spent on immediate needs, with upgrades to streets later after Te Kaha is finished and we have time to see how the area is actually going to be used. There needs to be parking in the central city preserved to enable access for residents.	Jessica Adams





Property Council New Zealand

Submission on

Te Kaha surrounding streets consultation

2 November 2022

For more information and further queries, please contact
Sandamali Gunawardena <div></div>

Te Kaha surrounding streets consultation

1. Summary

- 1.1 Property Council New Zealand South Island Region Branch ("Property Council") welcomes the opportunity to provide feedback on the Te Kaha surrounding streets consultation.

2. Recommendations

- 2.1 At a high level, we recommend that Christchurch City Council ("the Council"):
- Implement Option 2 in the upgrades to Lichfield Street west (Manchester to Madras);
 - Maintain the current speed limits on Madras Street;
 - Impose adjustable speed limits on Lichfield Street (Barbadoes to Fitzgerald);
 - Implement Option 1 in the upgrades to High Street South; and
 - Offer viable alternatives to private vehicle use, particularly in public transport, to encourage people to mode shift.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand's most significant industry, property. Our organisational purpose is, "Together, shaping cities where communities thrive".
- 3.2. The property sector shapes New Zealand's social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property is the largest industry in Canterbury. There are around \$160.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.7 billion (14 percent) and employment for 31,380 Canterbury residents.
- 3.4. We connect property professionals and represent the interests of 146 Christchurch based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Council's feedback on the [Te Kaha surrounding streets consultation](#). Comments and recommendations are provided on issues relevant to Property Council's members.

4. Lichfield Street west (Manchester to Madras)

- 4.1. The Council has proposed two options in regard to upgrading Lichfield Street:
- Option 1: A full street upgrade that maintains local access for traffic, but relocates more space for mixed uses. This involves part of Lichfield Street becoming one-way east-bound.
 - Option 2: A minimal redesign maintaining two-way vehicular access and some time-restricted parking.
- 4.2. Property Council supports Option 2 as the only viable option. We congratulate the Council for undertaking early engagement with the Central City Business Association and because of this,

developed a second option in its plans to upgrade Lichfield Street. Meaningful engagement is critical for all who may be affected by these changes, and it allows the Council to make better informed decisions.

- 4.3. Maintaining two-way traffic and retaining as many carparks as possible is critical to properties and businesses in this part of Lichfield Street. Lichfield Street is a key connector to 3 carpark buildings (over 1850 carpark capacity) and the Bus Exchange and it is imperative that two-way, free-flowing traffic is maintained along this corridor. In order to bring vitality to the CBD, and customer consistency outside of when people go to Te Kaha Arena, this area needs to be attractive and accessible for shoppers, workers, tourists and central city residents.
- 4.4. We recommend that maintaining the status quo with minimal redesign, is the best way to reduce disruption and encourage a vibrant area.

5. Speed limit changes

Madras Street

- 5.1. Property Council does not support changes along Madras Street to 30km/hr. This is an arterial route and is the main thoroughfare into the central city from the south-east. While we understand it is important to address safety concerns for pedestrians who cross this street, this change will lead to many unintended consequences such as congestion and have a negative impact on the wider roading network.
- 5.2. We recommend that the Council maintain the current speed limits on Madras Street.

Lichfield Street (Barbadoes to Fitzgerald)

- 5.3. We do not support reducing the speed limit on this part of Lichfield Street to 30 km/hr. The Council has proposed this option as a safety measure for eventgoers arriving and leaving from the stadium.
- 5.4. It is unlikely that there will be events running all year round at Te Kaha and it therefore important to ensure that speed limits are appropriate for the situation at the time. We recommend that the Council impose adjustable speed limits to cater for events and pedestrian safety, but then revert back to the usual speed limit when Te Kaha is not in use. Adjustable speed limits are common practice in New Zealand, particularly around major events, sports or concerts.

6. High Street South

- 6.1. The Council has proposed two options regarding High Street South:
 - Option 1: Include a paved right-turning lane onto St. Asaph Street in the design.
 - Option 2: Remove the right-turning lane onto St. Asaph Street.
- 6.2. Property Council supports Option 1. We also recommend that the Council retain all existing carparks and reconsider the widening of the footpath as this is not a high pedestrian area to justify the proposed upgrade.

7. General comments on private vehicle use in the CBD

- 7.1. While this consultation focuses on upgrading streets around Te Kaha, it also brings other issues to light such as the Council's efforts to restrict private vehicle access in the CBD. Following the earthquakes, the private sector invested heavily to revitalise the CBD. However, the removal of 150 on-street car parks and reducing a one-way arterial road to 30km/hr not only undermines this investment, but has the potential to cause significant economic loss to the city. Restricting private vehicle use also directly contradicts the Government's commitment towards increasing access to EVs in the Emissions Reduction Plan.
- 7.2. There needs to be a balance struck. If this approach continues, there will be an unintended consequence, which is the rapid decline of the CBD as an attractive place to come and enjoy, shop and do business. We recommend that the Council look to implement viable alternatives to private vehicle use, particularly in public transport, to encourage people to mode shift. It is important to ensure that there are choices in place and operating, before implementing planned roading changes.

8. Conclusion

- 8.1. Ensuring Christchurch remains a vibrant city is crucial to encouraging future investment. We strongly urge the Council to reconsider some of the road changes proposed to better support freight movement, the vibrancy of local businesses and the greater Christchurch areas.
- 8.2. Property Council members invest, own, and develop property in Christchurch. We wish to thank Christchurch City Council for the opportunity to submit on the Te Kaha surrounding streets consultation as this gives our members a chance to have their say in the future of our city. We also wish to be heard in support of this submission and in any future Te Kaha surrounding streets consultations.
- 8.3. Any further enquires do not hesitate to contact Sandamali Gunawardena, Advocacy Advisor, via [REDACTED]

Yours Sincerely,



James Riddoch
South Island Committee Chair
Property Council New Zealand

Getting ready for Te Kaha submission – Simon KINGHAM

General Comments

I was delighted this work came out for public consultation and was horrified it has been delayed.

The idea that you can build a stadium without any plan for how you can get people there without relying on them using a car, is at best unbelievably naïve, and at worst plain dumb. One city councillor has celebrated the pause stating *“we need to see how the public choose to access the stadium and then we should facilitate that movement as efficiently as possible rather than trying to force people into behaviours that make no sense and there for fail. We need to stop removing car parks in the city”*. This is 1970s/80s thinking. This is **not based** on any current evidence. People make travel choices based on the options provided. If you provide only good roads and car parks of course people drive. You need to provide good alternatives e.g. walking, cycling and PT and people will change their behaviour. This is clearly what the evidence says. We must have the streets around Te Kaha *“safer and more pedestrian friendly so that they’re ready for the increased activity this area is going to experience”*. We cannot wait till after the stadium is built. Imagine the outcry if the stadium were built and then the area around the stadium was dug up.

Specific comments

- **Lichfield Street West (Manchester to Madras)**

I support Option 1 - a full street upgrade

- **Madras Street north (St Asaph to Latimer Square)**

I support the proposal

- **Madras Street south (Moorhouse to St Asaph)**

I support the proposal

- **Tuam Street (Madras to Fitzgerald)**

I support the proposal

- **Lichfield Street east (Barbadoes to Fitzgerald)**

I support the proposal

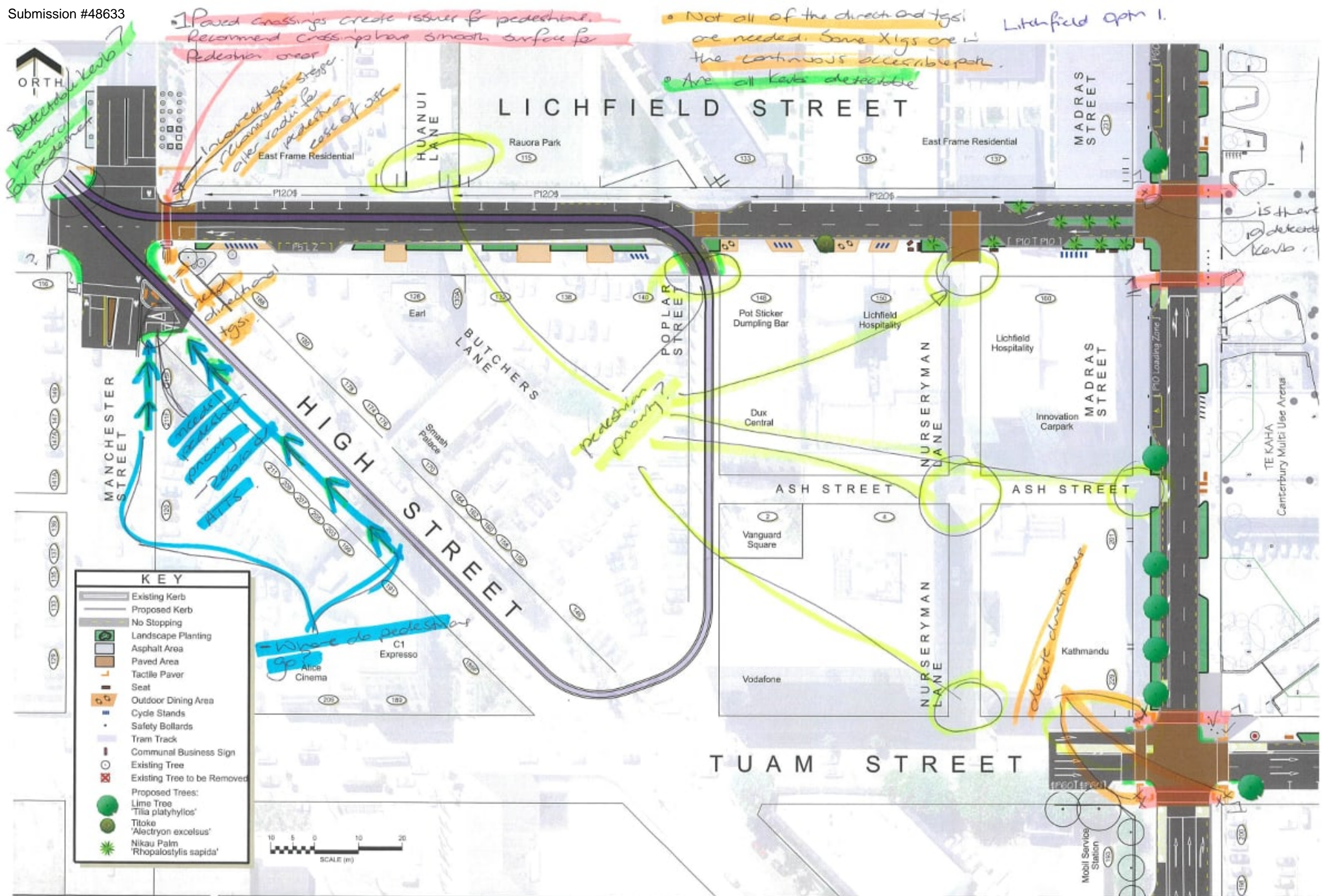
- **Barbadoes Street (Hereford to Tuam)**

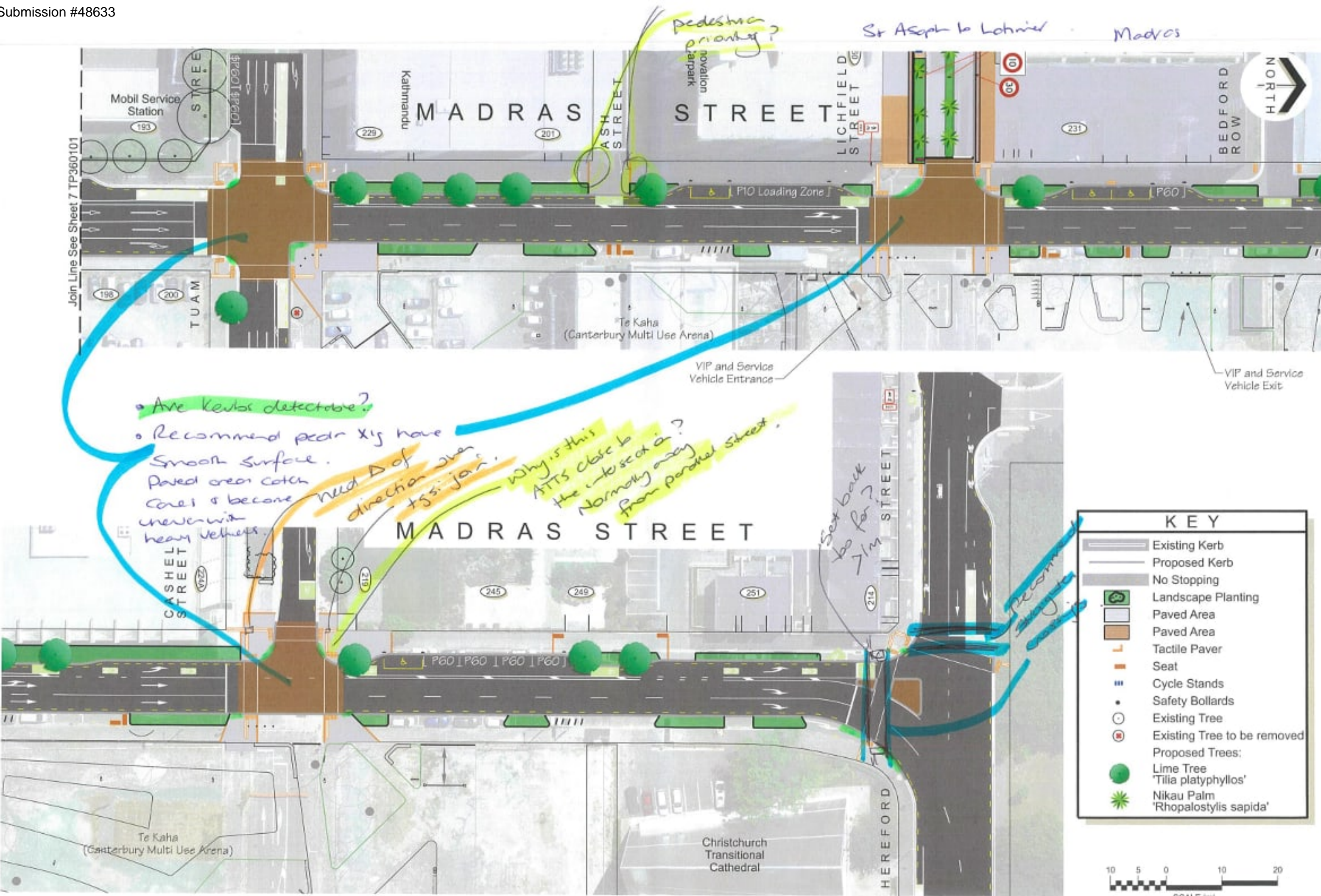
I support the proposal

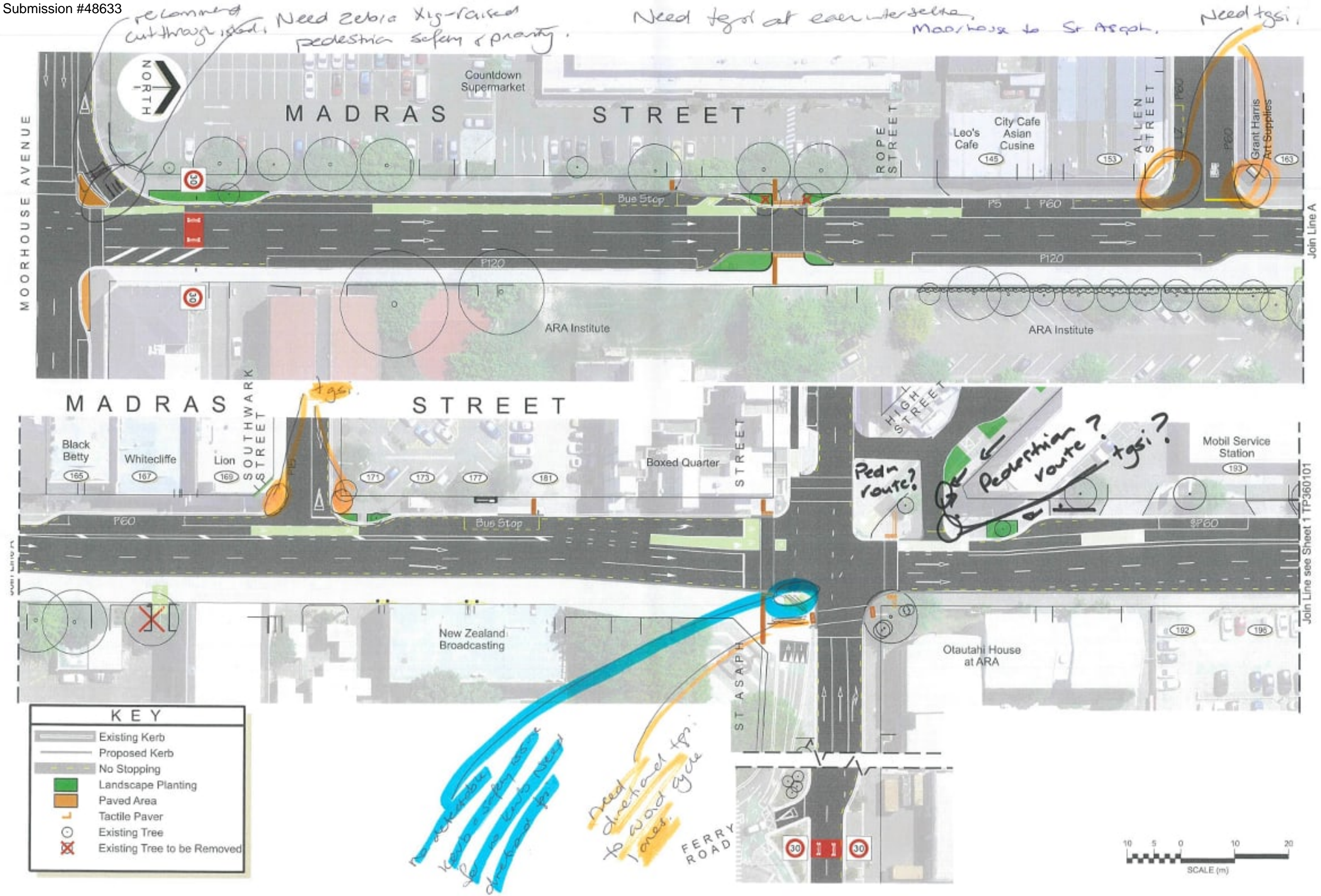
- **High Street south**

I **do not support** the preferred option of including a paved right-turning lane onto St. Asaph Street in the design. It is clearly far worse for cyclists by requiring cyclists to give way to traffic. Why do we keep doing this? **Please go with the alternative that involves removing the right-turning** lane onto St. Asaph Street, and create a clearway for cyclists heading north to Tuam Street and provides room for bike parking. We can't keep compromising the cycling environment for a few non-evidence based submissions from a few businesses.

Simon Kingham, 3rd November 2022







Join Line see Sheet 1 TP360101





la Ara Aotearoa Transporting New Zealand Incorporated

submission to

**Christchurch City Council on
Te Kaha surrounding streets**

Email: engagement@ccc.govt.nz

la Ara Aotearoa Transporting New Zealand

November 2022



Ia Ara Aotearoa Transporting New Zealand submission to Christchurch City Council consultation document on: Te Kaha surrounding streets

1. Representation

- 1.1 Ia Ara Aotearoa Transporting New Zealand Incorporated (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (1.2% of the workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP¹.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand.

2. Introduction

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
 - The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
 - The impacts of transport on our environment
 - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand welcomes the opportunity to comment on the Te Kaha surrounding streets plan proposed to better manage the increased activity this area is likely to experience as a result of the new stadium in Christchurch city.
- 2.3 When Canterbury's new multi-use stadium, Te Kaha, opens in 2026 Christchurch City Council (CCC) expect it will frequently host events attracting 15,000 to 20,000 people.
- 2.4 CCC has requested feedback on its proposals to change the streets surrounding Te Kaha to enable the community to live and utilise the new multi-use arena.

¹ [Transport factsheet \(mbie.govt.nz\)](https://www.mbie.govt.nz/transport-factsheet)

- 2.5 In brief the proposals include:
- in various cases reducing vehicle speed limits to 10km/h and/or 30 km/h
 - changing some one way streets to two way streets
 - designing and constructing of better facilities for other road users, in particular pedestrians and cyclists
- 2.6 The locations and areas being considered for the proposed changes are:
- Lichfield Street (Manchester to Madras) Options 1 or 2
 - Madras Street (St Asaph to Latimer Square)
 - Madras Street (Moorhouse to St Asaph)
 - Tuam Street (Madras to Fitzgerald)
 - Lichfield Street (Barbadoes to Fitzgerald)
 - Barbadoes Street (Hereford to Tuam)
- 2.7 CCC's intention is that its designs will reduce the need for expensive area-wide event traffic management plans at each event.

3. Submission

- 3.1 In principle Transporting New Zealand supports the upgrade of the surrounding streets so that they are prepared for the increased activity anticipated. We believe this also links into Government's broader Road to Zero strategy. The roads are the workplace for many of our members. No transport operator wants to send their staff out to work each day and have any of them not come back, or end up in hospital with serious injuries, and nor do they want to injure any third party.
- 3.2 As a consequence of the increased public activity there will be increased exposure to risk and we agree it is important to manage that. As a general comment, we urge CCC to genuinely focus on developing an overall safer system, and implicit in that is taking a systems approach. Underpinning our plea is our growing concern that too many roading authorities have a strategy that is predominantly based on posting lower speed limits, and that in itself is not a good means of changing driver behaviour and achieving better outcomes.
- 3.3 Lichfield Street (Manchester to Madras): It appears there is a significant difference between the options, being either a full street upgrade or a minimal redesign. In our view, to enable submitters to make a reasonably informed decision CCC should have included quantitative information in its "Pros and cons" comparison. As a result of that information not being available we cannot offer a meaningful opinion on which is the better option.
- 3.4 Madras Steet: We are supportive of the designated over-dimensional route for (heavy traffic with oversized loads) not being compromised in any manner.
- 3.5 Tuam Street: We believe the impact, particularly on business owners, associated with the lost car parks on the Madras Street to Barbadoes Street node needs to be fully considered and quantified, or at very least the alternatives for parking

stated. We also consider that changing the node between Barbadoes and Fitzgerald Avenue from a one way to a two way street is a not insignificant change that deserves much more commentary than the several sentences that CCC has provided.

- 3.6 Lichfield Street (Barbadoes to Fitzgerald): We also consider that changing this road from a one way to a two way street is another reasonably substantive change that deserves much more commentary than the two short sentences that CCC has provided. We acknowledge that a 30 km/h speed limit may be appropriate when this node is heavily trafficked by pedestrians however, there does not appear to be any evidence to support that lower speed being appropriate for the other times which will be by far the vast majority of the time. In our view CCC needs to provide a much better case to explain the change and impacts. Furthermore, it is our view that the build environment should influence and provide helpful cues for drivers to operate their vehicles that the appropriate speed. A speed table installed mid-block is not good traffic engineering.
- 3.7 High Street South: We appreciate there has been separate and on-going consultation with the affected business owners, residents and community on this change. In our view the paved right turn lane onto St. Asaph Street creates a risk that pedestrians will not recognise and appreciate that it is a road which in turn could lead to a pedestrian/s and/or cyclist/s colliding with a vehicle. In addition, depending on traffic volumes on St Asaph, queued traffic will tail back down High Street which may create considerable delays and congestion. It appears that the risk of congestion and safety could be better managed if all the traffic passed through the signalised intersection. We believe CCC should undertake and share some traffic engineering modelling and risk analysis before further progressing this proposal.
- 3.8 Transporting New Zealand is concerned that across the national network there is a high degree of inconsistency between posted limits and the respective road environment. There is little discernible change in the road environment and it is often difficult for drivers to ascertain the appropriate limits and there is high dependency on the posted signs. As a consequence, compliance is inherently problematic. In the interests of fairness to road users and to help with enforcement we ask:
 - Te Kaha should be surrounded by “self-explaining roads”. The design and construction should provide natural cues to drivers to operate their vehicles at a safe and appropriate speed.
 - CCC should pay attention to road maintenance and ensure the signs are clearly visible and road user sight lines are not unnecessarily obstructed by objects like roadside vegetation.
 - CCC work closely with telematic providers so any changes are widely publicised and drivers get a fair and reasonable chance to adapt to the changes.
 - There should be a considerable amnesty period when changes to speed occur, and enforcement does not occur within several hundred metres of the boundary where the speed limit is reduced.

- There should be appropriate freight delivery access and zones available to ensure transport companies can efficiently operate.

4. Concluding comments

- 4.1 In principle Transporting New Zealand supports CCC's intent to prepare for the increased activity anticipated with Te Kaha. However, we do not believe CCC has completed or provided sufficient information to enable meaningful consultation. In particular, CCC should undertake quantitative modelling and impact and risk assessment that enables better understanding of the options. That analysis should include the impacts of the proposed changes on road users as well as economic impacts on businesses in the affected vicinities. The analysis should also include the environmental impacts, particularly on climate change.
- 4.2 Transporting New Zealand appreciate that Ta Kaha and its events will bring many benefits to the community and around those times we agree there will be relatively high densities of pedestrians and vehicle traffic. However, that busy environment will not be the norm and for the vast majority of the time these streets will function as typical inner-city streets. We are concerned at what appears to be a rather myopic focus by CCC on designing for the exception rather than the norm and by not giving full consideration to the impacts, it is creating significant risk of perverse outcomes.
- 4.3 We urge CCC to give fuller consideration to all the impacts and share that information with the public so better decisions can be made.

END

28 October 2022

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Environment Canterbury submission on Te Kaha surrounding streets

Thank you for the opportunity to provide feedback on the Christchurch City Council's Te Kaha surrounding streets upgrades. Environment Canterbury is the main public transport provider in the Canterbury region. Our network in Greater Christchurch consists of urban buses, school buses and a ferry service. Please find our comments below.

- Environment Canterbury is supportive of upgrading the streets surrounding Te Kaha to improve pedestrian safety, however, would like to note some key considerations.
- Environment Canterbury would like to note that Manchester Street is designated as the main north/south public transport route through the central city and is key for the public transport network and need to be considered as part of the detailed design.
- Frequency uplifts on core services has led to more bus movements through the interchange and there is a growing need to make the left turn from Lichfield onto Manchester more bus friendly.
- With Environment Canterbury's growing bus fleet exiting and entering the interchange surrounding streets need to be as clear as possible ensuring good accessibility for buses, including good accessibility for buses to turn left from Lichfield Street onto Manchester Street.
- Environment Canterbury encourages the use of public transport to service Te Kaha users. The interchange and Manchester Street super stops are both two blocks away from Te Kaha with multiple buses using these stops all day and will service the arena well.
- We request that Environment Canterbury's public transport planner and operations manager are included in the project team working on the detailed design.

- We also request that Environment Canterbury's public transport operations team is notified of any temporary traffic management in advance of implementation to ensure impacts to customers is minimised.

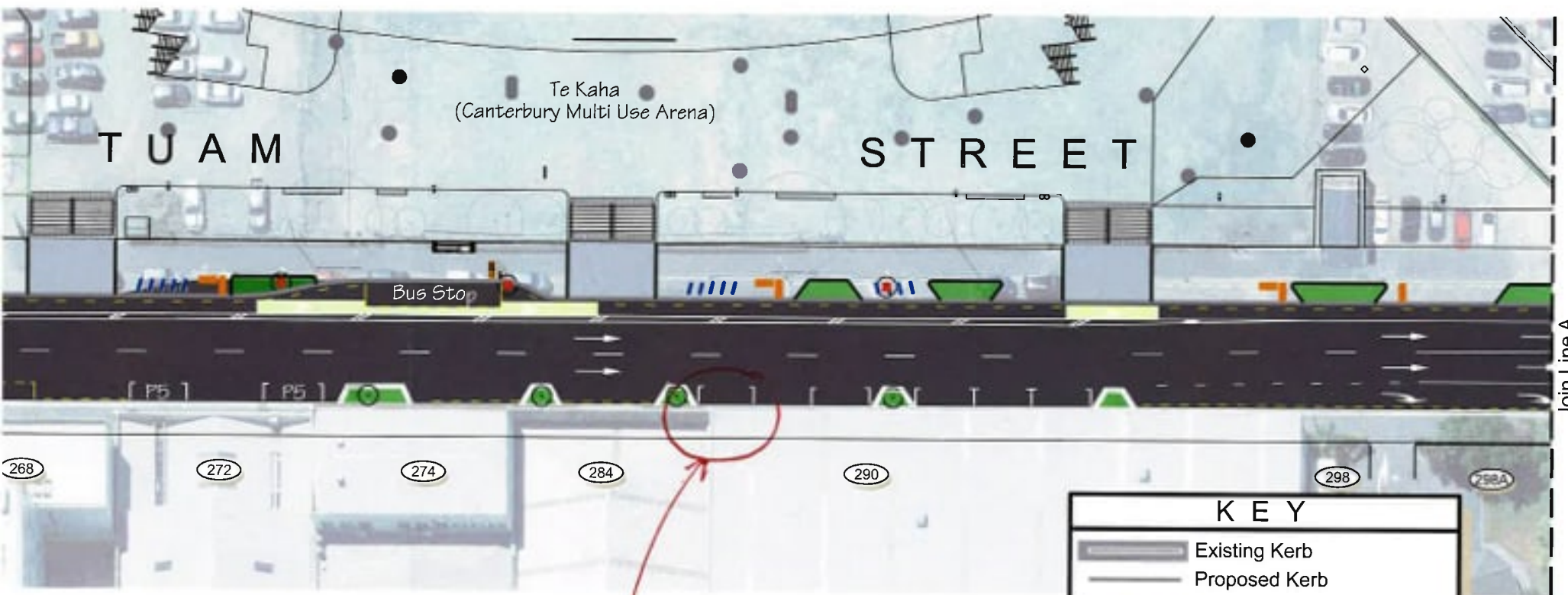
Thank you for the opportunity to provide this submission. For any clarification on points within this submission please contact me on [REDACTED]

Yours faithfully,

Jess Stevens

Environment Canterbury

Public Transport Operations Planner



DISABLED PARK.

KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Landscape Planting
	Paved Area
	Paved Area
	Tactile Paver
	Seat
	Safety Bollards
	Cycle Stands
	Existing Tree
	Existing Tree to be Removed
Proposed Trees:	
	Lime Tree 'Tilia platyphyllos'



Submission on Te Kaha surrounding streets consultation

General issues with the proposed Te Kaha surrounding streets proposal

- The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city. The purposed changes are to accommodate pedestrians into the Stadium for the major events which may be once a month, which in the Council's consultation document states are "*primarily evenings and weekends*". These changes will severely impact access into and out of the city as well as the business in these areas for the rest of the time that events are not on. A more sensible option would be to put traffic management in place during Major events only.
- Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future.
- Events will not generally clash with commuter traffic. The Council needs to consider adjustable speed limits to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports, or concerts.
- Since the evolution of the "Blueprint" and "An Accessible City" following the earthquakes, the city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and removal of carparks. Reducing on-street parking, introducing speed limits, and narrowing streets makes the central city more inaccessible.
- Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside and in the laneways around Dux Central. Further, outdoor dining areas and areas where pedestrians are given priority are not required. Hereford St was recently upgraded with seating areas on the footpath similar to the proposal on Lichfield ST and these are only used by "Streeties"
- Te Kaha is such a positive step for the for the city however making the purposed changes will turn the stadium into a negative.
- Some of these proposals would appear to be seeking to prohibit or restrict private vehicle use to support public transport use and not solely related to supporting the stadium

Te Kaha surrounding streets

Submission made on behalf of Bedford Row Body Corporate (543905) to Christchurch City Council

Chairperson: Steve Christensen [REDACTED]

Submission date: 27 November 2022

Overall Comments from Bedford Row Body Corporate:

- We are strongly supportive of a full upgrade of the streets surrounding Te Kaha present.
- We are strongly supportive of work being completed in parallel with the stadium works such that disturbance to our residences is minimised to the shortest possible periods.
- We recommend that sections of road are partially closed during the street works to eliminate night works adjacent to our residences.
- We are strongly supportive of options that minimise street disturbances following events at the stadium, with minimal EMTP. We note that this is the lower operational cost option.
- We insist that we have access to Bedford Row at all times for vehicular access. This could be either from the current Madras Street intersection, or via temporary/permanent access to Huanui Lane/Rauora Park. An exit at the western end of Bedford Row would significantly reduce the number of impacts on the Body Corporate and reduce Councils future costs.
- Many of the pavements and drainage channels around Te Kaha are a significant trip hazard for pedestrian movement and require improvement.
- We are in support of appropriate CCTV being installed to help prevent crime prevention in the area.
- We are in support of increased street lighting to improve safety in the area. However, we ask that it is designed to eliminate light spill onto our windows.

There has been some comment in the media from a defiant group of wealthy business owners regarding the work on Lichfield Street and elsewhere (*"A who's who of Christchurch property and business owners have joined forces to fight a \$33 million revamp of central city streets,.."*). Primarily their complaint appears to be regarding loss of parking spaces on Lichfield Street and elsewhere. Mostly this group of wealthy business owners have already greatly benefited from similar proposals where their developments have surrounding space that has been pedestrianised. Pedestrianisation of areas surrounding areas such as The Terrace (Gough), The Crossing (Carter), High Street (Stockman), City Mall (Turley) and Tim Hunt (BNZ Centre) has already benefited the group. It would appear that their opposition is in aid of their own financial gain, and not related to the benefit of the City, nor the stadium development. The Bedford Row Body Corporate note that there are two car parking buildings directly adjacent to Lichfield Street at Huadu's development and at Nurseryman Lane, neither of which is full at any time.

Bedford Row Body Corporate is a group of 95 owners, and many more residents, who wish to have a voice in this matter. We do not wish to be dictated to by business owners across town who seek their own benefits. Furthermore, the East Frame development is designed to create a thriving inner city living environment where the car does not dominate. The vast number of the residences built, or soon to be constructed, do not have car parks, or are limited, to encourage walking and micro-mobility solutions in the city. It is the sustainable future that we strive for.

Provided below are some detailed comments on the streets directly adjacent to Bedford Row Body Corporate.

Lichfield Street (between Madras and Manchester Streets):

- We support a wider pedestrian corridor along Lichfield Street. Narrow pavement areas will result in either pedestrians walking on the street and/or increase pressure on our own facilities. We wish to eliminate overcrowded areas that spill into our facilities, which will inevitably cause damage to our buildings, infrastructure, and garden spaces.
- We are strongly supportive of a design that minimises disruption on the street after the events. We don't want traffic management and street sweepers working later into the night, making noise and throwing their signage into their trucks. Whatever can be done to move event traffic management off the roads as soon as practicable is preferred. For this reason, we strongly oppose Option 2. As noted by Council, the more temporary traffic management required, the more expensive it is hold events.
- There is a third option that should be considered for the eastern end of Lichfield (outside Dominos and Slate Room – 160 Lichfield). This would allow elimination of the slip road. Both of the alternative options have this section of road as being two way, in order to preserve access to Nurseryman Lane. In order to gain access / egress from the car parking building, cars presently travel both north and south along Nurseryman Lane. Nurseryman Lane is designated as a one lane road from North to South. If this designation was reverted back to two way, then the two way section of road on Lichfield Street (slip road) could be eliminated. The elimination of the westward section of Lichfield Street would provide an opportunity for angled parking on Lichfield street alleviating some of the concerns for business in the area. This change would both formalise how Nurseryman Land is used, and provide a benefit to businesses, as well as eliminating the short unsafe two-way section of road on Lichfield Street. It would add a further twelve car parks to Option 1.
- Option 1:
 - We strongly support Option 1, with the addendum noted above for Nurseryman Lane above.
 - This option has a strong urban planning aspect to it and will help create a people friendly environment, rather than one designed for cars.
 - We support the increased use of rain gardens and trees in this option.
- Option 2:
 - We oppose this option as it creates a noisier post event environment for our residents while the temporary traffic management is removed (we acknowledge that some insignificant management may also be required for Option 1).
 - This option has a offset centreline to allow for the tram, which will create a traffic hazard outside of poplar Street where the alignment changes. This will encourage cars to cross the centreline on a narrow street creating a greater hazard for pedestrians.

- If option 2 is progressed, we presume that footpath on the northern side of Lichfield would be upgraded in a similar manner to Option 1
- Consideration should be made as to what traffic is allowed to drive on Ash Street, presently this area is uncontrolled, and some concrete blocks moved.

231 Madras Street:

- We are in support of the planted areas. At times this will be a high pedestrian use zone and we presume that the garden areas would be raised to reduce the attractiveness of pedestrians walking through them. If the gardens are not protected from pedestrian movement, then they will likely not survive and become a mud pit. Raised gardens similar to those being installed in George Street in Dunedin would seem suitable and provide additional seating options.
- Plants at the entrance to Bedford Row should be low in order that line of sight is not compromised for exiting vehicles.
- We presume that the disabled parking will be restricted to P120, which we are supportive of.
- It is unclear what the pedestrian crossing at Lichfield Street will consist of? Will it be barn-dance controlled (preferred)?
- Seats are installed on the eastern side of the street; the seating should be orientated to face away from our building at 231 Madras Street.
- The Player's Bus Drop Off Route (VIP and Service) has an exit to the stadium precinct at the Lichfield lights, are there controls such that bus drop off movements are controlled while pedestrians are crossing the road?
- What controls are there to be put in place for Player Bus Drop Off exiting the Te Kaha and pulling out on to Madras Street. Buses will need to pull across both lanes, and the cycleway, to exit and this may also interfere with vehicles leaving Bedford Row.
- We ask that a curved kerb is incorporated into the design for vehicles turning from Madras Street into Bedford Row. This will allow safer entry across the cycle lane when a car is waiting to exit Bedford Row. Likewise, a larger radius curve on the exit from Bedford Row would be safer.
- We are in support of the cycle lane along Madras Street.

End of submission.

I would like to know what you guys are smoking as I would like some. Your objective of creating a desirable pedestrian gateway to the arena by making the footpath wider, passive rain gardens. Those people that are attending whatever event that is on is going to be bothered about what the street looks like, there objective is to get the stadium.

You also claim that in option one the cost would be less that what it would cost in option 2. Can you back up this claim?

Reducing Lichfield St to one lane would be the biggest mistake that the council would make not only that reducing the speed limit to 10 km/h. You have mentioned the cost of traffic management, yet Christchurch city council have created a problem Lichfield and Taum Streets are one way east. Madras Street is one way also, it not until they get to Hereford St Where they are able to make a right hand turn. With everyone leaving the stadium and those trying to leave the Innovation carpark is going to be a nightmare because they can only travel one way. It would be better to have Lichfield and Taum St two way which would enable people to clear the area. CCC has too much emphasis on cycling, I have seen on High st that there is a bike stand and I travel through that area on a regular bases and I have never seen a bike their and yet the council has stopped motorist from making a right hand turn, instead you

have to make three left hand turns to get back onto St Asaph St. That is not surprising considering that the council at the time was Labour lead.

There is no need to reduce Lichfield St to one lane, putting in bike stands, scooters, and outdoor seating. Doing this is causing congestion we have seen this with Durham and St Asaph St. The traffic volume remains the same and to compound the problem the speed limit is reduced.

What I find amusing that only a few of the plans were able to be opened to view. I have been on this site a number of times and had the same problem. It gives me the impression that Christchurch city council is hiding things.

Just recap I am not in favour of Lichfield St being reduced to one lane having the speed limit reduced to 10 km/h, placing outdoor seating and having spaces taken up with cycle stands

Further information and advice to the Te Kaha Surrounding Streets Consultation

I am an Eastern Suburbs resident, work in the University of Canterbury and cross the city twice most days, usually by bike. I am a co-convenor of OraTaiao: NZ Climate and Health Council, and as such advocate for a healthy transport system, which in urban areas implies space, consideration and safe infrastructure to be provided for active transport users and public transport users in the first instance and as a guiding principle. I frequently use the streets that will be included in the upgrade.

Overall, I am supportive of the measures suggested (including Option 1 for Lichfield Street), particularly around intersection upgrades. Some specific suggestions I would make are below:

- I would recommend a blanket 30km/h speed limit to all streets, with the exception of slow-speed zones like Lichfield St, where 10km/h is recommended.
- Speed limits are best enforced with road design and light synchronisation rather than relying on motorist goodwill. As a current example- the 30km/h speed on Tuam St, St Asaph St, Durham St S and Montreal Street in the CBD is wonderfully maintained with proper light synchronisation which makes speed limit breaking pointless for motorists. This can be contrasted with the 30km/h zones in Woolston which partially successful due to road furniture, and in Sumner which is routinely broken by motorists, and leads to extreme danger for pedestrians at the pedestrian crossing as a result (a major crash is an inevitability at this crossing with the current design)
- The Tuam St eastbound/Madras St intersection is a current dangerous pinch point for people cycling as they exist the protected cycleway and conflict with motorists turning left onto Madras St. Close attention must be given to improving the safety at this intersection in particular.
- I strongly support these road-improvement measures before and (indeed irrespective of) the building of the stadium. They will improve the safety and accessibility for vulnerable road-users and should be implemented for these benefits alone.

Dermot Coffey

28/11/2022

Submission on Te Kaha surrounding streets consultation

General issues with the proposed Te Kaha surrounding streets proposal

- The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city.
- Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future.
- Council is proposing to permanently change the roading environment surrounding the new stadium. The changes are not temporary changes solely for events, which in the Council's consultation document states are "*primarily evenings and weekends*".
- Events will not generally clash with commuter traffic. The Council needs to consider adjustable speed limits to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts. Existing Traffic lights can equally be altered for large scale events to be used as a form of traffic management.
- Since the evolution of the "Blueprint" and "An Accessible City" following the earthquakes, the city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. Pushing shoppers to Malls and or larger suburban shopping Centres such as Wigram that offer easy accessibility and good car-parking.
- The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that "*a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.*" The Te Kaha surrounding streets consultation wants to remove 116 car parks. Removing on-street carparks makes it difficult for customers to visit close-by businesses.
- Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside and in the laneways that have been purposely created as part of the blueprint around Dux Central and Little High Eatery Stranges Lane The Crossing Further, outdoor dining areas and areas where pedestrians are given priority are not required, and is further not practical given that Lichfield Street is heavily effected by the Easterly wind! In addition the Earl Restaurant at 130 Lichfield Street is more finer dining and the building is set up the way with no out-door flow to the footpath, to note other food outlets in the Street are set up and consented as takeaway food outlets other than Pot Sticker which utilises the Lane it abuts as the building has been repurposed for this reason.
- Some of these proposals would appear to be seeking to prohibit or restrict private vehicle use to support public transport use and not solely related to supporting the stadium development.

Specific issues with the proposed Te Kaha surrounding streets proposal

Lichfield Street west (Manchester to Madras).

The Council's initial option (1) was to make this section of Lichfield Street 10km/h and one-way east-bound. This quite rightly caused outrage from local retailers and investors and the Central City Business Association (CCBA). Lichfield Street is a key connector from Madras Street to three carpark buildings (*over 1850 carpark capacity*) and the Bus Exchange.

A second option has now been added in response to criticism from local retailers, investors and the CCBA. This is to maintain two-way traffic, but still needlessly remove 49 on street carparks to create wider footpaths. Their own report (*Transport Preliminary Design by Abley dated November 2021*) stated "*the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand*". ***Our submission is that Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.***

Madras Street (St Asaph to Latimer Square).

The Council want to permanently reduce the speed limit on this main arterial route to 30 km/h. This will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. It is also proposed to remove a further 28 carparks to widen the footpaths.

Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.

Madras Street (Moorhouse to St Asaph).

The Council want to permanently reduce the speed limit to 30 km/h on this section of Madras Street. This will create all the same issues as above. There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition.

Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained.

Tuam Street (Madras to Barbadoes).

It is proposed to remove a further 15 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.

We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.

Tuam Street (Barbadoes to Fitzgerald).

The proposal to revert this section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.

This proposal is fully supported.

Lichfield Street (Barbadoes to Fitzgerald).

It is proposed to convert this section of Lichfield Street to two-way, which is logical, but reduce the speed limit to 30 km/h.

We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.

Barbadoes Street (Hereford to Tuam).

The removal of a further 29 carparks to widen the footpaths.

We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.

Lower High Street

The Road corridor is only 3.2 metres wide which albeit the Councils in-house consultant's Abbleys has done an Audit on and deemed it safe, I don't believe it is.

The cycle Lane could easily go down the Polytech side of the Street which would be safer for everyone and make the space on the warmer side of the Street a lot more useful.

There is an option in this proposal to have a right turn onto St Asaph at the end which I feel is a must.

We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.

Click on this link to make a submission: <https://ccc.govt.nz/the-council/haveyoursay/show/549>

Submission on Te Kaha surrounding streets consultation

General issues with the proposed Te Kaha surrounding streets proposal

- The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city.
- Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future.
- Council is proposing to permanently change the roading environment surrounding the new stadium. The changes are not temporary changes solely for events, which in the Council's consultation document states are "*primarily evenings and weekends*".
- Events will not generally clash with commuter traffic. The Council needs to consider adjustable speed limits to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts.
- Since the evolution of the "Blueprint" and "An Accessible City" following the earthquakes, the city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible.
- The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that "*a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.*" The Te Kaha surrounding streets consultation wants to remove 116 car parks. Removing on-street carparks makes it difficult for customers to visit close-by businesses.
- Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside and in the laneways around Dux Central. Further, outdoor dining areas and areas where pedestrians are given priority are not required.
- Some of these proposals would appear to be seeking to prohibit or restrict private vehicle use to support public transport use and not solely related to supporting the stadium development.

VENUES ŌTAUTAHĪ

To	Christchurch City Council
From	Caroline Harvie-Teare, Chief Executive, Venues Ōtautahi
Date	28 November 2022
Subject	Venues Ōtautahi Submission Christchurch City Council Te Kaha Surrounding Streets Proposal

1. Purpose

The purpose of this paper is, from a Venues Ōtautahi perspective, to provide the rationale for the Company's support for those changes proposed by Christchurch City Council in upgrading the surrounding streets of Te Kaha, the new Canterbury Multi Use Arena that assure:

- Safe and easy access for all members of the community and visitors to Te Kaha
- An enhanced and activated surrounds that connects Te Kaha with the central city and makes for a warm and welcoming environment broader than the venue and precinct alone
- Minimisation of ongoing operational costs, particularly those associated with traffic management

2. Venues Ōtautahi Background

Venues Ōtautahi is the Christchurch City Council (Council) owned venues and event management company. Venues Ōtautahi venues attract and host a wide range of events in Christchurch and manage a diverse and iconic portfolio of community venues.

Venues Ōtautahi own and manage Christchurch Town Hall and Christchurch Arena and manage Orangetheory Stadium, Hagley Oval, the Air Force Museum of NZ and Te Kaha, the new Canterbury Multi Use Arena due to open in April 2026.

3. Te Kaha

Te Kaha will host around 200 event per year, many regularly welcoming between 15,000 to 20,000 people. Te Kaha will also host larger, less frequent events, such as international sports fixtures and major concerts requiring significant event overlay.

It is also the goal to activate Te Kaha on non-event days so that all members of the community can use and enjoy Te Kaha and the Te Kaharoa precinct.

Te Kaha's central city location in this regard is both an opportunity and a challenge. The opportunity to enhance and activate this part of the city is a wonderful opportunity. As is the opportunity to connect the central city to the west of Te Kaha and create a pathway for hospitality and retail growth in this area.

With limited parking and the congestion of central city roadways, including two main arterial routes, does however pose a challenge with large volumes of pedestrian and vehicle movements associated with large events.

The improvements proposed to the Te Kaha surrounding streets seek to address these areas and, on this basis, Venues Ōtautahi are supportive of their implementation.

It is important to note however, Venues Ōtautahi are aware of the financial constraints currently facing the Council so albeit, the full suite of initiatives planned would be advantageous and support a long term strategy to enhance this area of the city, Venues Ōtautahi have focused on those initiatives assuring the safety and accessibility of all members of the community coming to and using the venue and also, those initiatives minimising long term operational costs associated with traffic management.

It is on this basis, Venues Ōtautahi have not commented on proposed changes to street directions and/or changes to one- and two-way traffic flows.

VENUES ŌTAUTAHĪ

It is also important to note, the timing of implementation of Te Kaha surrounding street upgrades supported by Venues Ōtautahi, is critical with upgrades, if progressed, needing to be complete by the time the new venue opens.

This is a complex project to plan and deliver so moving forward with some urgency will be fundamental to delivering this project in concurrence with the construction of Te Kaha itself.

4. Safety and Accessibility

The safety of all members of the community and of all visitors to Te Kaha is paramount. Safety as a design fundamental for the new venue is not restricted to the venue and precinct alone but should extend to the journey to and from.

The Te Kaha design is also underpinned by the design fundamental that seeks to assure access to the same experience to all members of the community, again, this design fundamental should not be isolated to just the venue and precinct but for the journey to and from.

With the exception of 40 accessible car parks, there is no car parking on site at Te Kaha and on this basis, walking will be a primary mode of transport to and from the venue.

Based on Venues Ōtautahi assumptions for events attracting over 5,000 guests, around 20% will walk, with many (around 5%) also scootering or taking an e-bike for example.

The proposed Council Te Kaha surrounding street upgrades, particularly associated with wider footpaths and smooth gradients assure pedestrians safe and accessible access and with the large volumes of pedestrians being distanced from increased central city traffic associated with event day activity.

It is on this basis, Venues Ōtautahi are supportive of the proposed Te Kaha surrounding street upgrades proposed that assure safe access to and from the venue and that enable the same experience for all members of the community with enhanced accessibility around the precinct.

5. Enhanced and Activated Surrounds

Te Kaha will provide much needed activation in this part of the city but Te Kaha can't do this alone.

Enhancing the street scape will not only create a more desirable and safer area noting that good placemaking results in more desirable neighborhoods and stable housing prices it will provide a wonderful platform to build increased levels of retail and hospitality in the area and a walkable pathway to and from the central city to the west of Te Kaha.

Walkable urban places enjoy higher residential and commercial property values with Melbourne Cricket and Sydney Cricket Grounds great examples of this done well, both cities experiencing increased retail and hospitality spends in their surrounding streets.

6. Operational Cost Implications

The Te Kaha surrounding street upgrades have been designed to minimise the requirement for temporary traffic management infrastructure for design events (those events attracting around 15,000-20,000 guests and below) with not only temporary traffic management in central city locations disruptive to main arterial routes but also with traffic management plans costly to develop and execute.

Based on the forecast event schedule, if the proposed Council surrounding street upgrades were not to progress, Venues Ōtautahi estimate around \$480k per annum in traffic management costs*. This is versus the \$100k per annual estimated traffic management costs forecast for large concerts and sporting events with over 20,000 - 25,000 guests expected under the assumption surrounding street upgrades were to be implemented.

Over the 25-year life of the asset, this equates to around \$12m in traffic management costs, a \$9.5m increase versus the \$2.5m originally forecast and is a material deviation from the current Investment Case analysis as at developed design.

VENUES ŌTAUTAHĪ

** Estimates based on information provided by Council traffic planning team and escalation of current Orangetheory Stadium and Hagley Oval TMP costs noting the central city location*

7. Summary

Based on the aforementioned rationale (noting the targeted feedback and exclusions from commentary), from a Venues Ōtautahi perspective, we are in strong support for those changes proposed by Christchurch City Council in upgrading the surrounding streets of Te Kaha, the new Canterbury Multi Use Arena that assure:

- Safe and easy access for all members of the community and visitors to Te Kaha
- An enhanced and activated surrounds that connects Te Kaha with the central city and makes for a warm and welcoming environment broader than the venue and precinct alone
- Minimisation of ongoing operational costs, particularly those associated with traffic management

**CHRISTCHURCH ♠♥♦♠
BRIDGE CLUB INC.**

Date: 10th November, 2022

Proposal: Christchurch Circular Bus Service within the CBD

Submitted by: Christchurch Bridge Club

To whom it may concern,

In response to your request regarding the streets surrounding the Te Kaha – Canterbury’s Multi-Use Arena, we looked at the wider area round the CBD. Attached is how we see a bus service could be run.

The benefits we perceive are as follows:

1. Reduce congestion from cars within the CBD, The public could either use their normal bus service and hop off at a stop close to one of the circular buses stop points or if they drive, park outside the CBD and catch the circular bus.
2. Reduce the number of transfers and distance to walk.
3. Hop on/Hop off service facilitate easier access to venues/tourist spots for tourists, easier access to medical / hospital facilities/ sports facilities.
4. Easier access for the elderly.
5. Less stressful to find a car park.
6. It would have better route coverage of the CBD in conjunction with the existing bus routes.

From our personal prospective:

We are a club of approximately 850 members, a large proportion of retired people. A number of them do take the bus but have to walk quite away to get to the club, more would use the service but their mobility restricts them walking long distances. The Club is regularly hired out for meetings, Oranga Tamariki, CDHB, Life Links just to name a few and also to community groups.

See attached a proposal where the route the bus could go and below what facilities/venues etc which would be available on route.

Yours sincerely,

Susan Edwards
Club Manager

Bealey Ave:

- AfterHours Surgery
- Motels
- Southern Cross Hospital
- Pacific Radiology
- Other medical facilities/Dentist/Audiology

Barbadoes Street:

- Christchurch Bridge Club
- Canterbury Multi Use Arena
- Motels/Hotels
- Piko’s

- Radius Health
- Christchurch School of Music

St Asaph Street

- Ara
- South City
- Restaurants

Antigua Street

- Hospital
- Boat Sheds
- Hagley Park
- Parakiora Recreation and Sports Centra

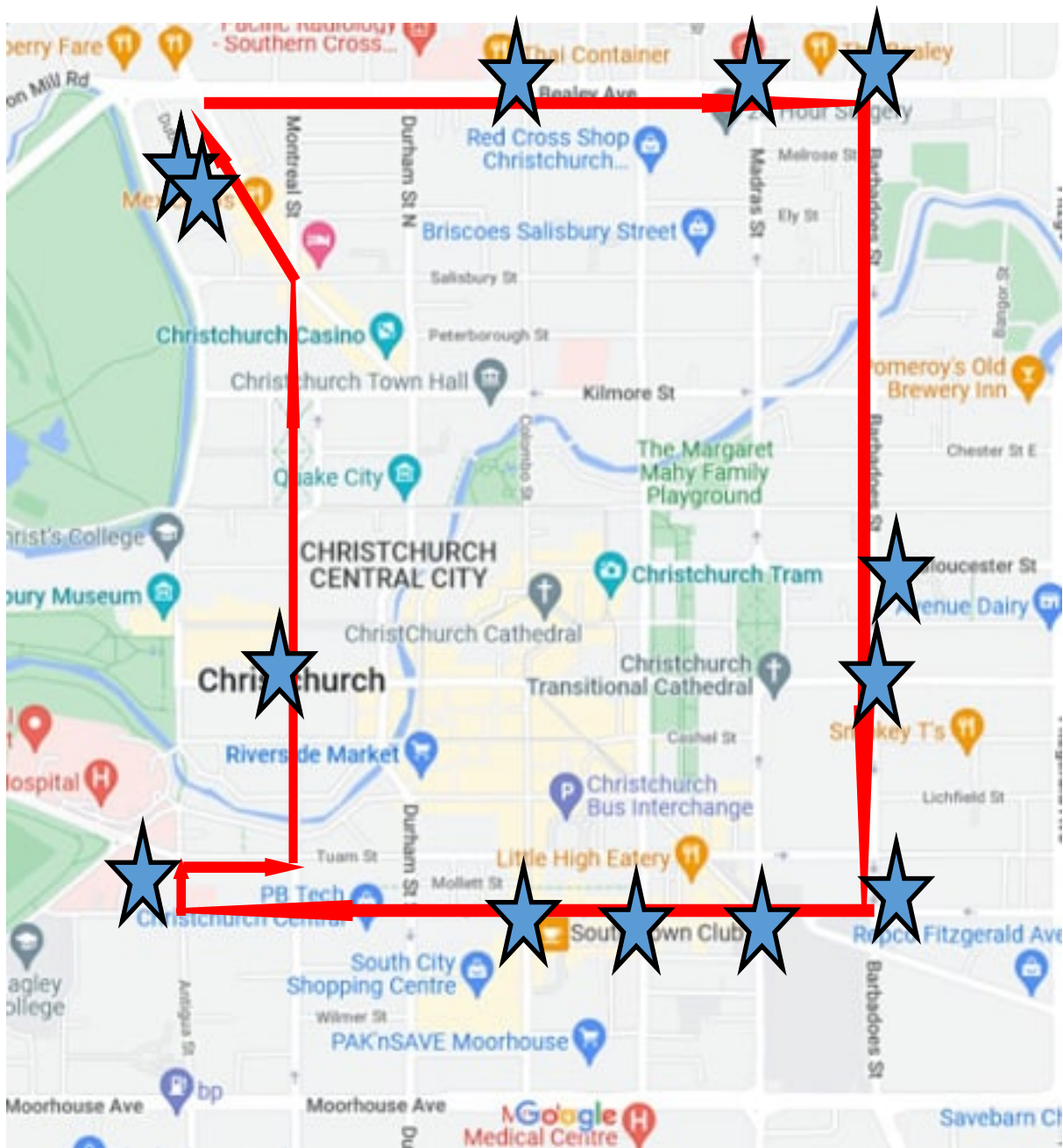
Tuam Street

Montreal Street

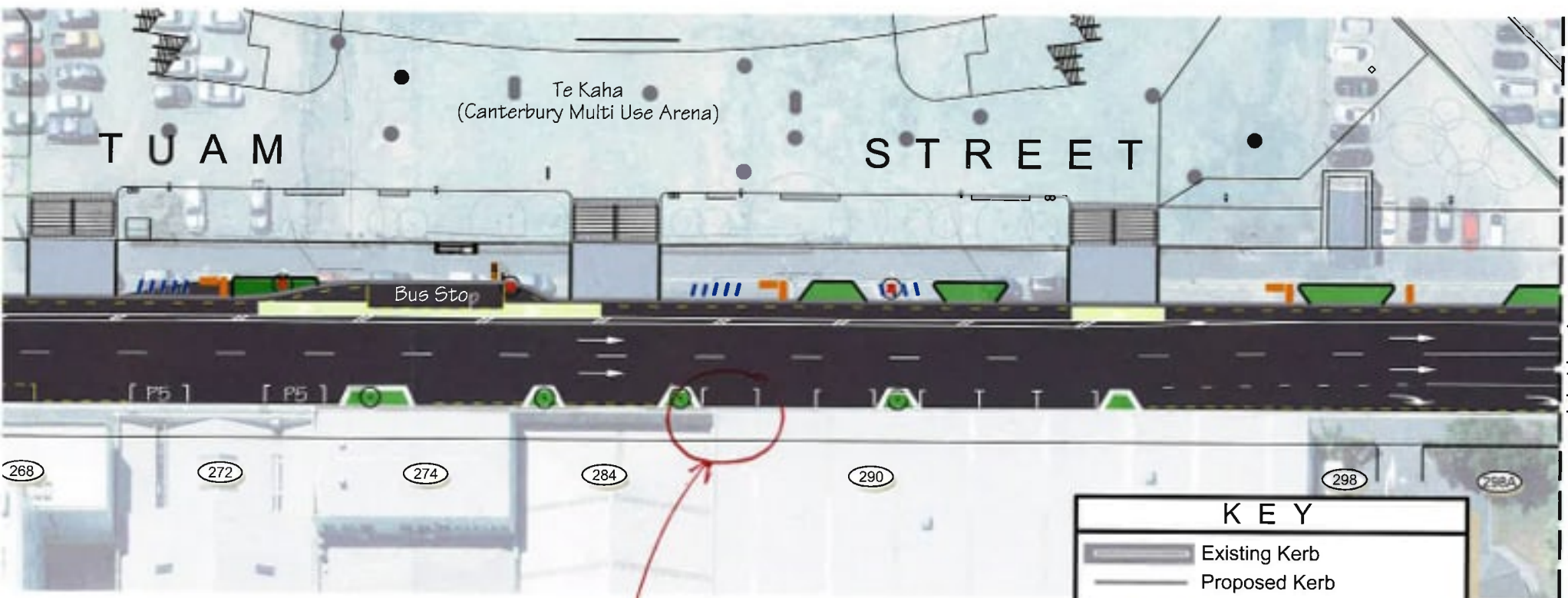
- City centre
- Riverside Market
- CCC offices
- Art centre
- Museum
- Art Galley

Victoria Street

- Restaurants
- Christchurch Town Hall



Bus routes intersecting with circular bus



Join Line A

DISABLED PARK.

K E Y

- Existing Kerb
- Proposed Kerb
- No Stopping
- Landscape Planting
- Paved Area
- Paved Area
- Tactile Paver
- Seat
- Safety Bollards
- Cycle Stands
- Existing Tree
- Existing Tree to be Removed
- Proposed Trees:
 - Lime Tree
 - 'Tilia platyphyllos'



29 October 2022

Christchurch City Council
PO Box 73012
Christchurch 8154

Tēnā koutou,

Submission on Te Kaha Surrounding Streets Consultation

1. Thank you for the opportunity to submit on Te Kaha surrounding streets consultation.
This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission responds to the specific questions provided in the proposal.
3. This submission sets out particular matters of interest and concern to Te Mana Ora.

General Comments

4. We welcome the opportunity to comment on Te Kaha surrounding streets consultation.
The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively to address the determinants of health.
5. Transport is an important determinant of health. The mechanisms of this relationship are numerous. Road safety, air quality and emissions, physical activity levels and accessibility are some of the many factors associated with transport that have a profound impact on population health and wellbeing¹.

¹ Shaw C, Randal E, Keall M, Woodward A. Health consequences of transport patterns in New Zealand's largest cities. N Z Med J. 2018;131(1472):64–72. Epub 2018/03/23. pmid:2956593

6. When transport and land use planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs.²

Other comments

7. Te Mana Ora is supportive of the overall aims of Te Kaha surrounding streets proposal. Our rationale for this position is outlined below.
8. Transport and urban design have particular influences on the health and wellbeing of New Zealanders, as they can influence people's everyday behaviours and experiences.
9. Enabling and supporting active transport in urban design can, for example, increase individual's physical activity, and reduce air pollution, both of which have significant implications for population health³.
10. Additionally, recent research by Waka Kotahi NZ has highlighted the strong relationship between wellbeing and mental health and transport, noting that transport modes and choices have an impact on mood, transport satisfaction, life satisfaction, subjective wellbeing, and psychological distress⁴. Increased car traffic and high traffic speeds have a negative impact on social cohesion and connectedness; whereas active transport has been shown to increase levels of social connectedness and daily social contact, which are critical for wellbeing and positive mental health⁵.
11. Further, there is consistent and growing evidence that increasing walking and cycling levels in the population achieves substantial economic return over the long term⁶. Outcomes most often considered are savings from reductions in health care costs, absenteeism, air pollution, congestion, and greenhouse gases, as well as gains in fuel savings. Direct economic benefits have also been reported for retail and other

² Mizdrak A, Blakely T, Cleghorn CL, Cobiack LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. PLoS ONE 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>

³ Harrison, G., Grant-Muller, S. M., & Hodgson, F. C. (2022). Understanding the influence of new and emerging data forms on mobility behaviours and related health outcomes. Journal of Transport & Health, 24, 101335.

⁴ Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

⁵ Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

⁶ Community and Public Health. 2012. Review of studies that have quantified the economic benefits of intervention to increase walking and cycling for transport. <http://www.cph.co.nz/Files/QuantEconBenefitPhysicalActive.pdf>

businesses from investing in walkable communities with high amenity values and proximity to frequently used destinations such as shops, eating places, schools, and parks⁷.

12. Te Mana Ora recommends that the Christchurch City Council consider applying the Healthy Streets Indicators (see below) to the streets surrounding Te Kaha and any future street improvements and developments⁸. Street improvements including those proposed for Te Kaha surrounding streets, represent an opportunity to assess other aspects of the street and consider ways to further enable and support healthy outcomes for communities.



13. While urban design is key to effective transport and traffic management, there are further mechanisms which can also support large-scale behaviour change to active and

⁷ Community and Public Health. 2012. Review of studies that have quantified the economic benefits of intervention to increase walking and cycling for transport. Accessed from: <http://www.cph.co.nz/Files/QuantEconBenefitPhysicalActive.pdf>

⁸ Healthy Streets. 2022. Introduction: What is Healthy Streets? Accessed from: <https://www.healthystreets.com/what-is-healthy-streets>

sustainable transport modes. Several operational aspects need to be considered to enable accessible and efficient public transport to and from events, such as additional buses, bus route changes and bus driver availability. To further support the use of public transport, Te Mana Ora suggests that event tickets at Te Kaha include a public transport ticket, such as a bus fare. This arrangement has been trialled in Finland, to encourage the use of public transport for travel to and from events such as concerts⁹. Increased use of public transport for events reduces traffic congestion, resulting in a better experience for both people attending the event as well as residents in the area.

Specific Comments

14. While Te Mana Ora is supportive of the overall aims of Te Kaha surrounding streets proposal, we have several specific comments and recommendations in relation to each section of street, which are outlined below.

Lichfield Street (Manchester to Madras)

15. Te Mana Ora prefers option 1 from the proposed changes to Lichfield Street (Manchester to Madras). Te Mana Ora supports the reallocation of street space for people walking, cycling and scooting.

Madras street (St Asaph to Latimer Square)

16. Te Mana Ora supports the proposed changes to Madras street (St Asaph to Latimer Square). We support the proposal to install signalised crossings at the intersections of Tuam, Lichfield and Cashel streets and reduce the Madras Street speed limit to 30km/h, to improve safety for all road users.

Madras Street (Moorhouse to St Asaph)

17. Te Mana Ora supports the proposed plans for Madras Street (Moorhouse to St Asaph). We support the proposed safety improvements of installing a signalised crossing

⁹ HSL Helsinki Region Transport. 2022. HSL and the Finnish event industry tighten their cooperation – free public transport tickets for concertgoers. Accessed from: <https://www.hsl.fi/en/hsl/news/news/2022/09/hsl-and-the-finnish-event-industry-tighten-their-cooperation-free-public-transport-tickets-for-concertgoers>

between Countdown and Ara, and the reduction in speed limit to 30km/h. In addition, we support the plans to improve bus shelters and surrounding footpath areas.

18. Te Mana Ora recommends that the cycle lane on the western side of Madras street be moved to the eastern side as either an on-road cycle lane or Danish cycle track to connect to the cycleway on St Asaph Street. Te Mana Ora recommends that this connection is made as clear and easy to navigate as possible.

Tuam Street (Madras to Fitzgerald)

19. Te Mana Ora supports the proposed plans for Tuam Street (Madras to Fitzgerald), specifically, we support the improvements to the Tuam Street and Fitzgerald Avenue crossing. Te Mana Ora recommends that additional bus embayments/bus lay-bys be considered for Tuam St to support public transport use for accessing Te Kaha.

Lichfield Street (Barbadoes to Fitzgerald)

20. Te Mana Ora supports the changes proposed for Lichfield Street (Barbadoes to Fitzgerald), in particular we support the plan to reduce the speed limit to 30km/h.

Barbadoes Street (Hereford to Tuam)

21. Te Mana Ora supports the improvements to Barbadoes Street (Hereford to Tuam). We support the proposal to upgrade the signalised crossings and accommodate a wider footpath to make it safer for people walking.

Overall comments

22. Te Mana Ora recommends considering the impact of environmental noise on people and communities from events at Te Kaha, as well as associated activities including service vehicles. Noise treatment options can include bund buffering, vegetation buffering and strict controls about access times and on-site activities including rubbish collection and disposal. Adverse effects of environmental noise include interference with speech communication, disturbance of rest and sleep, psycho-physiological, mental

health and performance, effects on residential behaviour and annoyance, and interference with activities¹⁰.

23. Te Mana Ora recommends that the amount and location of disability carparking is carefully considered in the area. The current proposal accommodates several disability parks on the western side of Madras street (opposite side to Te Kaha). It may be difficult for disabled people to navigate across the street to access Te Kaha from these carparks. Therefore, Te Mana Ora recommends placing additional disability parking and ensuring it is on the same side of the street as the arena.

24. Adequate cycle parking is critical to enable people to cycle to the arena. As discussed in the research report by Austroads, people are more likely to cycle to destinations that have adequate bike parking facilities that are user friendly and well-designed¹¹. Additionally, the NZ Transport Agency notes that bike parking needs to be designed for different types of cycles including electric and cargo bikes and located in safe, convenient, and accessible locations¹². Te Mana Ora has several recommendations for the provision of cycle parking facilities at Te Kaha:

- a) The cycle parking facilities should be located as close as possible to and no more than 30 metres from at least one main pedestrian public entrance to the arena
- b) The cycle parking facilities should be weather proof, secure and have no steps leading to it
- c) Staple bike racks should be utilized as these serve the widest range of bikes. Hanging cycle parks should be avoided as these are difficult for people to use, particularly if they have an electric bike or cargo bike.

Conclusion

25. Te Mana Ora does not wish to be heard in support of this submission.

¹⁰ Community and Public Health. 2022. Environmental noise can affect your health. Accessed on: <https://www.cph.co.nz/your-health/noise/>

¹¹ Barber, H., Arnold, T., Blackett, A., & van den Dool, D. (2016). *Bicycle parking facilities: guidelines for design and installation* (No. AP-R527-16).

¹² NZ Transport Agency (2019). *Cycle Parking Planning and Design: Cycling Network Guidance technical note*. New Zealand Government: <https://www.nzta.govt.nz/assets/resources/cycle-parking-planning-and-design/cycle-parking-planning-and-design.pdf>

26. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

27. Thank you for the opportunity to submit on Te Kaha surrounding streets consultation.

Ngā mihi



Vince Barry
Regional Director Public Health Te Waipounamu
National Public Health Service

DRAFT

Submission on the development of the streets and spaces around Te Kaha

November 24th 2022

Background

- ChristchurchNZ is submitting in support of the development of people-focused public spaces and streets around Te Kaha as it touches most areas of our expertise: Urban Development, Major Events, Economic Development, Marketing and Branding, and Investment and Business Attraction.
- ChristchurchNZ is the city's sustainable economic development agency. Our purpose is to stimulate sustainable economic growth for a more prosperous Christchurch. Our core priorities are to grow jobs, improve the economic, social and environmental competitiveness of Christchurch businesses, and promote Christchurch nationally and globally to people who want to do business, invest, study and live in our incredible city. We also enable and deliver urban development projects and activities that support the economic prosperity of Christchurch.

Commentary

- Te Kaha is one of the final anchor projects to be completed in the central city and it is a critical piece in delivering a key vision of the Central City Recovery Plan: To be an exciting and sustainable central city that attracts permanent residents to live, work and play in an environment that is safe, accessible to everyone and responsive to future changes.
- The enhancement of the streets and public spaces around Te Kaha are a critical component of the development of the arena, not separate from it. This investment will ensure that our anchor projects and destinations are well integrated, are easy and safe to get to, and provide a great experience and opportunities for business development and growth.
- The streets and public spaces around Te Kaha must provide a people-focused, safe and welcoming environment and foster development of the surrounding area as a successful mixed-use area.
- To maximise the City's significant investment in Te Kaha, the City needs to create the right conditions for a thriving, mixed-use neighbourhood to grow around the arena. Unless the City makes a focused effort to create a neighbourhood that is accessible and safe for pedestrians, we will lose the opportunity to attract both residents and visitors before events and to invite them to remain in the area afterwards.
- Bringing sports and events into the central city has been a key part of the recovery planning for the central city to efficiently build upon — and further grow — the investment in the hospitality, accommodation, retail sectors that has been developing in the past few years.
- This investment is key to developing our identity as the country's best sporting city with a comfortable, and welcoming 15–20 minute walk between Te Kaha, Parakiore (Metro Sports) and Hagley Oval, connecting with accommodation, hospitality and retail areas in-between.
- The transformation of streets and spaces around other anchor projects (such as Te Pae) and key destinations (such as Riverside Market) into people-focused spaces has generated the highest levels of foot traffic in the city and is setting Christchurch apart as the best place to live, work and play in New Zealand, and an unrivalled visitor destination in the southern hemisphere.

ChristchurchNZ

- The existing people-focused streets and spaces in the city, such as Cashel Mall and Oxford Terrace have been developed over time and are some of the highest-value real estate in the city, providing significant rate revenue for the City and offering significant benefits for the businesses leveraging off it.
- The development of people-focused streets and spaces in the area will ensure comfortable, safer connections between the residential development of the East Frame, Retail Precinct, High Street and SALT District.
- The pedestrian experience in this part of the central city is currently patchy compared with the areas to the west and the Te Kaha project being planned where it is in the recovery planning is meant to be a catalyst to transform the district around the arena into a people-focused, thriving mixed-use area.
- The development of attractive, people-focused streets and spaces is backed up by international examples in providing a platform for business growth and development, particularly in the hospitality sector.
- We know from other recent stadium and arena developments in central city sites (such as the Adelaide Oval redevelopment) that the streets and public spaces around the facility need to be planned as people-focused spaces and integrated at the same time as the facility development. This is to provide the biggest economic benefit and ensure events are continually attracted to the city, the area around the facility thrives all of the time, private investment is catalysed, and any disruption from surrounding infrastructure works is minimised once facilities are open.
- Delaying the creation of people-focused spaces surrounding Te Kaha would impact on future potential revenue for the city and would miss the opportunity to maximise design and construction efficiencies by completing the works at the same time (such as integration of floor and footpath levels).
- The development of the streets also provides significant opportunity to improve the connection of Ara to the rest of the central city. Having a strong education presence provides the opportunity for further attraction of students into the city and grow our profile as a great, vibrant place to study.
- Well-designed and people-focused streets will provide much stronger connections to public transport and car-parking buildings in the central city. They will also provide investor certainty that the stadium is not going to be an isolated piece of infrastructure but is well integrated and seamlessly connected into the wider central city.

Elements to consider in the design of the streets and spaces around Te Kaha

- The investment in the area needs to ensure it is of a quality that:
 - optimises the experience of the people using Te Kaha to ensure return visits of events and attendees,
 - future-proofs it in terms of both size for a growing city and minimises disruption beyond the build phase,
 - attracts and accommodates a wide range of events and activities from the use of space by businesses to event day activity,
 - and enables it to evolve and provides strong connections to the rest of the central city to realise wider benefits to businesses, public transport use, hospitality areas (such as the Terraces, SALT District and New Regent Street) and accommodation.

ChristchurchNZ

- The design should provide people-focused flexible spaces – not over-filled, but an area that works day-to-day as a key mixed-use district with outdoor dining etc, but also caters for the people movements around large events.
- The design needs to allow smooth and safe flow of cars and people to and from the car parking buildings to the west (The Crossing and Lichfield St) taking in the wider network effects and ensuring clear routes into and out of the central city. The proposal to one-way part of Lichfield Street west of Te Kaha may not support this flow and should be reviewed in the wider context of central city traffic movements to car parking destinations.
- The design and development should integrate the opportunity for other potential projects such as the emerging Walk of Champions project, which ChristchurchNZ is a partner to, along with leaders from the private and the sporting sectors. This project has the potential to be significant attraction for the city and provide a unique way-finding opportunity that showcase local sporting heroes to the world, but it needs to be part of the initial design intent around Te Kaha.
- The overall development of Te Kaha and the area around it needs to be much more cohesive to ensure we realise the significant value from it with all partners and with clear thought of developing a successful place.
 - The City needs to have an integrated action plan to maximize the benefits and coordination of effort and activity — blending Te Kaha with surrounding hospitality, retail, residential and a clear focus on day-to-day operations within and around the area, walking routes, public transport, car parking facilities, cycling, and activation.
 - Environment Canterbury needs to be a key partner in this coordinated work as integrated ticketing with public transport for events and sports matches is a critical component of delivering a second to none experience at Te Kaha, and for the wider city.
- Thank you for the opportunity to provide our submission and we are excited about the potential of Te Kaha as a significant catalyst for further economic development in the city and in its role as a social and cultural hub for Christchurch. We are keen to work with partner agencies to ensure that its development is integrated and provide the leadership we think is necessary to maximise the benefits from it.

Submission on Te Kaha surrounding streets consultation

General issues with the proposed Te Kaha surrounding streets proposal

- The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city.
- Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future.
- Council is proposing to permanently change the roading environment surrounding the new stadium. The changes are not temporary changes solely for events, which in the Council's consultation document states are "*primarily evenings and weekends*".
- Events will not generally clash with commuter traffic. The Council needs to consider adjustable speed limits to cater for events and pedestrian safety, but then revert to the usual speed limits when the stadium is not in use. Adjustable speed limits are common practice at stadiums all around the world, particularly around major events, sports or concerts. Existing Traffic lights can equally be altered for large scale events to be used as a form of traffic management.
- Since the evolution of the "Blueprint" and "An Accessible City" following the earthquakes, the city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. Pushing shoppers to Malls and or larger suburban shopping Centres such as Wigram that offer easy accessibility and good car-parking.
- The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that "*a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.*" The Te Kaha surrounding streets consultation wants to remove 116 car parks. Removing on-street carparks makes it difficult for customers to visit close-by businesses.
- Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside and in the laneways that have been purposely created as part of the blueprint around Dux Central and Little High Eatery Stranges Lane The Crossing Further, outdoor dining areas and areas where pedestrians are given priority are not required, and is further not practical given that Lichfield Street is heavily affected by the Easterly wind! (THE Stadium wont stop/block it) In addition, the Earl Restaurant at 130 Lichfield Street is more finer dining and the building is set up the way with no out-door flow to the footpath, to note other food outlets in the Street are set up and consented as takeaway food outlets other than Pot Sticker which utilises the Lane it abuts as the building has been repurposed for this reason.
- Some of these proposals would appear to be seeking to prohibit or restrict private vehicle use to support public transport use and not solely related to supporting the stadium development.

Specific issues with the proposed Te Kaha surrounding streets proposal

Lichfield Street west (Manchester to Madras).

The Council's initial option (1) was to make this section of Lichfield Street 10km/h and one-way east-bound. This quite rightly caused outrage from local retailers and investors and the Central City Business Association (CCBA). Lichfield Street is a key connector from Madras Street to three carpark buildings (*over 1850 carpark capacity*) and the Bus Exchange.

A second option has now been added in response to criticism from local retailers, investors and the CCBA. This is to maintain two-way traffic, but still needlessly remove 49 on street carparks to create wider footpaths. Their own report (*Transport Preliminary Design by Abley dated November 2021*) stated "*the footpath width along Lichfield Street is sufficient to meet the estimated CMUA demand*". ***Our submission is that Option 2 (maintaining two-way traffic) is the only viable and sensible option, but the status quo in on-street carparking must also be maintained with minimal redesign.***

Madras Street (St Asaph to Latimer Square).

The Council want to permanently reduce the speed limit on this main arterial route to 30 km/h. This will needlessly cause congestion and increase the carbon burn from idling vehicles and will also have a negative impact on the wider roading network. It is also proposed to remove a further 28 carparks to widen the footpaths.

Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained, along with the 28 carparks.

Madras Street (Moorhouse to St Asaph).

The Council want to permanently reduce the speed limit to 30 km/h on this section of Madras Street. This will create all the same issues as above. There is a proposed signalised pedestrian crossing by the Ara campus, which is a sensible addition.

Our submission is that the current speed limit of 50 km/h on Madras Street must be maintained.

Tuam Street (Madras to Barbadoes).

It is proposed to remove a further 15 carparks to widen the footpaths. The new wide footpath design proposed includes extensive landscape plots that cannot be utilised by pedestrians. There is an elaborate concourse area, incorporating large pedestrian and landscape areas around the oval stadium that could quite easily provide the extra 2-3 metres to widen the footpaths. We do not want the carparks removed as they are used by business customers outside of the proposed busy periods for events.

We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered. This same consideration is needed on Madras and Barbadoes Streets, bordering the stadium.

Tuam Street (Barbadoes to Fitzgerald).

The proposal to revert this section of Tuam Street back to a one-way street intuitively makes sense. However, considerable dialogue with affected businesses along this section of Tuam Street should be undertaken before the change is instigated.

This proposal is fully supported.

Lichfield Street (Barbadoes to Fitzgerald).

It is proposed to convert this section of Lichfield Street to two-way, which is logical, but reduce the speed limit to 30 km/h.

We do not support the proposed changes. Our submission is that it is imperative that the current speed limit of 50 km/h is maintained when the street is changed to two-way.

Barbadoes Street (Hereford to Tuam).

The removal of a further 29 carparks to widen the footpaths.

We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.

Lower High Street

The Road corridor is only 3.2 metres wide which albeit the Councils in-house consultant's Abbleys has done an Audit on and deemed it safe, I don't believe it is.

The cycle Lane could easily go down the Polytech side of the Street which would be safer for everyone and make the space on the warmer side of the Street a lot more useful.

There is an option in this proposal to have a right turn onto St Asaph at the end which I feel is a must.

We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.



Submission on Te Kaha surrounding streets consultation

General issues with the proposed Te Kaha surrounding streets proposal

- The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city.
- Christchurch's central business district must remain vibrant to encouraging future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future.
- Council is proposing to permanently change the roading environment surrounding the new stadium. The changes are not temporary changes solely for events, which in the Council's consultation document states are "*primarily evenings and weekends*".
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- The proposal seems to have a very poor understanding of the needs of business. The 2012 Transport Plan recognised the importance of parking. It stated that "*a good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.*" The Te Kaha surrounding streets consultation wants to remove 116 car parks. Removing on-street carparks makes it difficult for customers to visit close-by businesses.
- Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside and in the laneways around Dux Central. Further, outdoor dining areas and areas where pedestrians are given priority are not required.
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We do not support the proposed changes. Our submission is that the removal of carparks and where the land for the extra wide footpaths comes from needs to be reconsidered.





Submission on traffic around Te Kaha

From: Richard Ball, 201/36A Welles Street, Christchurch 8011.

Date: 29 November 2022

Summary:

- Option 1 (the full upgrade) is the only sensible option. A total no-brainer. It provides much more attractive spaces for visitors to stadium, it enhances safety (for everyone, including car drivers) and in the long term it is cheaper. It balances up the massive underinvestment in this area compared with the western and northern parts of the CBD. If you want to have more people living in the central city and enjoying their visits to Christchurch, then do it once and do it properly, invest in the future of our city.
- Option 1 also recognises the importance of existing arterial streets, such as Madras, Barbados and Tuam, which are main through routes outside of events (ie most of the time). It gets the balance right, providing for traffic and recognising the importance of having people friendly spaces around the stadium.
- When undertaking this work, review the speed limits on the smaller streets between the main arterials. Currently, these are 50km/hr despite being narrower having lots more parking (ie vehicles stopping and manoeuvring) than the main arterials in the CBD. Examples include Southwark, Allen, Welles, Dundas and Bath Streets. Ideally this would be complemented by other physical works to enhance the amenity but as an immediate step, make them 30km/hr rather than 50. Retaining 50 was an oversight of the CERA developed Central City Transport Plan, which should be fixed while doing this major redevelopment.

Some specific comments have been made on individual components using the on-line form.

I commend the Council for the excellent planning around the stadium and look forward to it being implemented. It would be very disappointing if the Council adopts the half-arsed, do-minimum option.

Property Council New Zealand

Submission on

Te Kaha surrounding streets consultation

2 November 2022

For more information and further queries, please contact

Sandamali Gunawardena



Te Kaha surrounding streets consultation

1. Summary

- 1.1 Property Council New Zealand South Island Region Branch (“Property Council”) welcomes the opportunity to provide feedback on the Te Kaha surrounding streets consultation.

2. Recommendations

- 2.1 At a high level, we recommend that Christchurch City Council (“the Council”):
- Implement Option 2 in the upgrades to Lichfield Street west (Manchester to Madras);
 - Maintain the current speed limits on Madras Street;
 - Impose adjustable speed limits on Lichfield Street (Barbadoes to Fitzgerald);
 - Implement Option 1 in the upgrades to High Street South; and
 - Offer viable alternatives to private vehicle use, particularly in public transport, to encourage people to mode shift.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive”.
- 3.2. The property sector shapes New Zealand’s social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property is the largest industry in Canterbury. There are around \$160.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.7 billion (14 percent) and employment for 31,380 Canterbury residents.
- 3.4. We connect property professionals and represent the interests of 146 Christchurch based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Council’s feedback on the [Te Kaha surrounding streets consultation](#). Comments and recommendations are provided on issues relevant to Property Council’s members.

4. Lichfield Street west (Manchester to Madras)

- 4.1. The Council has proposed two options in regard to upgrading Lichfield Street:
- Option 1: A full street upgrade that maintains local access for traffic, but relocates more space for mixed uses. This involves part of Lichfield Street becoming one-way east-bound.
 - Option 2: A minimal redesign maintaining two-way vehicular access and some time-restricted parking.
- 4.2. Property Council supports Option 2 as the only viable option. We congratulate the Council for undertaking early engagement with the Central City Business Association and because of this,

developed a second option in its plans to upgrade Lichfield Street. Meaningful engagement is critical for all who may be affected by these changes, and it allows the Council to make better informed decisions.

- 4.3. Maintaining two-way traffic and retaining as many carparks as possible is critical to properties and businesses in this part of Lichfield Street. Lichfield Street is a key connector to 3 carpark buildings (over 1850 carpark capacity) and the Bus Exchange and it is imperative that two-way, free-flowing traffic is maintained along this corridor. In order to bring vitality to the CBD, and customer consistency outside of when people go to Te Kaha Arena, this area needs to be attractive and accessible for shoppers, workers, tourists and central city residents.
- 4.4. We recommend that maintaining the status quo with minimal redesign, is the best way to reduce disruption and encourage a vibrant area.

5. Speed limit changes

Madras Street

- 5.1. Property Council does not support changes along Madras Street to 30km/hr. This is an arterial route and is the main thoroughfare into the central city from the south-east. While we understand it is important to address safety concerns for pedestrians who cross this street, this change will lead to many unintended consequences such as congestion and have a negative impact on the wider roading network.
- 5.2. We recommend that the Council maintain the current speed limits on Madras Street.

Lichfield Street (Barbadoes to Fitzgerald)

- 5.3. We do not support reducing the speed limit on this part of Lichfield Street to 30 km/hr. The Council has proposed this option as a safety measure for eventgoers arriving and leaving from the stadium.
- 5.4. It is unlikely that there will be events running all year round at Te Kaha and it therefore important to ensure that speed limits are appropriate for the situation at the time. We recommend that the Council impose adjustable speed limits to cater for events and pedestrian safety, but then revert back to the usual speed limit when Te Kaha is not in use. Adjustable speed limits are common practice in New Zealand, particularly around major events, sports or concerts.

6. High Street South

- 6.1. The Council has proposed two options regarding High Street South:
 - Option 1: Include a paved right-turning lane onto St. Asaph Street in the design.
 - Option 2: Remove the right-turning lane onto St. Asaph Street.
- 6.2. Property Council supports Option 1. We also recommend that the Council retain all existing carparks and reconsider the widening of the footpath as this is not a high pedestrian area to justify the proposed upgrade.

7. General comments on private vehicle use in the CBD

- 7.1. While this consultation focuses on upgrading streets around Te Kaha, it also brings other issues to light such as the Council's efforts to restrict private vehicle access in the CBD. Following the earthquakes, the private sector invested heavily to revitalise the CBD. However, the removal of 150 on-street car parks and reducing a one-way arterial road to 30km/hr not only undermines this investment, but has the potential to cause significant economic loss to the city. Restricting private vehicle use also directly contradicts the Government's commitment towards increasing access to EVs in the Emissions Reduction Plan.
- 7.2. There needs to be a balance struck. If this approach continues, there will be an unintended consequence, which is the rapid decline of the CBD as an attractive place to come and enjoy, shop and do business. We recommend that the Council look to implement viable alternatives to private vehicle use, particularly in public transport, to encourage people to mode shift. It is important to ensure that there are choices in place and operating, before implementing planned roading changes.

8. Conclusion

- 8.1. Ensuring Christchurch remains a vibrant city is crucial to encouraging future investment. We strongly urge the Council to reconsider some of the road changes proposed to better support freight movement, the vibrancy of local businesses and the greater Christchurch areas.
- 8.2. Property Council members invest, own, and develop property in Christchurch. We wish to thank Christchurch City Council for the opportunity to submit on the Te Kaha surrounding streets consultation as this gives our members a chance to have their say in the future of our city. We also wish to be heard in support of this submission and in any future Te Kaha surrounding streets consultations.
- 8.3. Any further enquires do not hesitate to contact Sandamali Gunawardena, Advocacy Advisor, via [REDACTED]

Yours Sincerely,



James Riddoch
South Island Committee Chair
Property Council New Zealand



SUBMISSION

TE KAHA SURROUNDING STREETS

To: Christchurch City Council

From: Te Kaha Project Delivery Limited

Date: 30 November 2022

1. Te Kaha is a Multi-Use Arena being constructed in Christchurch. It was given Council approval in July 2022, and a Design and Construct contract was signed with BESIX Watpac. The total cost of the project is \$683 million.
Ground and foundation works are underway, and completion is scheduled for April 2026.
2. The design for integration with the surrounding street network has been completed in conjunction with Council's Road Design Team.
Street, footpath and site entry points and levels have been determined in conjunction with Council.
They have been designed to maximise Accessibility and Safety of patrons, the public and workers.
The design has also been focussed on operational efficiency, especially for patron egress post events.
The focus of Te Kaha Project Delivery Limited is the connection to the adjacent streets and footpaths.
3. If the street works do not proceed, risks for the project emerge.
These include the need to redesign exterior landscaping, connection points and entry/egress points.
Levels may need to be adjusted. A review of the civil infrastructure design, programming and sequencing will be required.
In addition, a review of adjacent footpath and roading network adequacy for patron safety will be needed.
These items will incur additional design and construction costs.
4. Te Kaha Project Delivery Limited would like to be heard by the Hearings Panel.

David Kennedy

A handwritten signature in blue ink, appearing to read "David Kennedy". The signature is fluid and cursive, with a long, sweeping tail that extends downwards and to the right.

Chief Executive

Te Kaha Project Delivery Limited

30 November 2022

Hannah Ballantyne
Engagement Advisor
hannah.ballantyne@ccc.govt.nz
Christchurch City Council
53 Hereford Street
Christchurch 8154

Beckenham Service Centre
03 941 6633
66 Colombo Street, Beckenham
PO Box 73027
Christchurch 8154
ccc.govt.nz

Hello,

Submission on Te Kaha Surrounding Streets

The Waihoru Spreydon-Cashmere-Heathcote Community Board appreciates the opportunity to provide a submission on the Council's Te Kaha Surrounding Streets proposal.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere-Heathcote area.

Overall, we strongly support living streets that make active transport safer and create more spaces for outdoor dining. We know that lower speeds save lives and promote healthy, low emissions travel. And more outdoor dining opportunities increase day-to-day use of streets, supporting local businesses and encouraging social interaction.

The Board supports the Council's proposals for the following streets as they would create safer and more vibrant living streets:

- Option 1 for Lichfield Street (Manchester to Madras)
- Madras Street (St Asaph to Latimer Square)
- Madras Street (Moorhouse to St Asaph)
- Tuam Street (Madras to Fitzgerald)
- Lichfield Street (Barbadoes to Fitzgerald)
- Barbadoes Street (Hereford to Tuam).

We ask that the design process is guided by mana whenua. We also ask that major pedestrian crossings use the Barnes Dance system with all traffic stopping and pedestrians allowed to cross in any direction.

Undertaking this work now would be more efficient and cost effective. Upgrading these streets at the same time as completing planned Three Waters work would reduce disruption. For small and medium sized events, it would also reduce the need for costly and disruptive area-wide traffic management plans for each event.

The Board would like to speak to this submission.

Ngā mihi,



Callum Ward

Chairperson, Waihoru Spreydon-Cashmere-Heathcote Community Board

SUBMISSION OF THE CENTRAL RICCARTTON RESIDENTS' ASSOCIATION INC (CRRA) - "Getting Ready for Te Kaha"

Our Association is fundamentally opposed to removing carparks, including more cycle lanes and reducing speed limits in the adjacent streets for the simple reason that there will never be more than an average of one major event per month with 30.000 or more people attending Te Kaha. On the days/evenings when the number attending approach that figure (and almost all of them will be ticketed events when the number of patrons will be known many days if not weeks/months in advance) then temporary restrictions to vehicle access can easily be implemented without the bizarre traffic management bureaucracy that is so favoured by the council staff. Staff are in an ideological dreamland if they think 2500 patrons will cycle to these events. Obviously a number of cycle and scooter parking spaces (not over-engineered and gold plated as so favoured by council staff) can be provided adjacent to the stadium and the majority of the cycle stands can be removed after each event.

It is madness to set up more outdoor dining spaces on street named (Litchfield) when there are already privately owned businesses in the area which cater for outdoor/indoor dining. And why would the council want to set up a rival hospo area to compete with the already built excellent hospo area closer to the Avon River? It is but a short walk from Te Kaha to the already existing hospo precincts. These business owners have invested many millions of dollars in the inner city and without them the inner city would be a wasteland.

Our Association is absolutely opposed to the permanent removal of car parks surrounding Te Kaha . For the last six years council managers have been ideologically anti-business and anti-cars. Council staff (and indeed a minority of councillors) have been focused on changing how Christchurch residents live, using transport policies and services as a tool to do so. It is the job of council managers (and the Mayor and councillors) to understand how Christchurch people actually live NOW and how the majority want to live in the future, and deliver only the transport solutions that support this. Wholesale lowering of speed limits and removal of scores of carparks 365 days of the year for the sake of about 12 major events per annum is not only over-kill but it is destructive of business survival. The bizarre proposal to permanently widen footpaths when the few affected adjoining streets can have restricted vehicle access and increased pedestrian access on the days when major events occur is the product of ideology, not common sense.

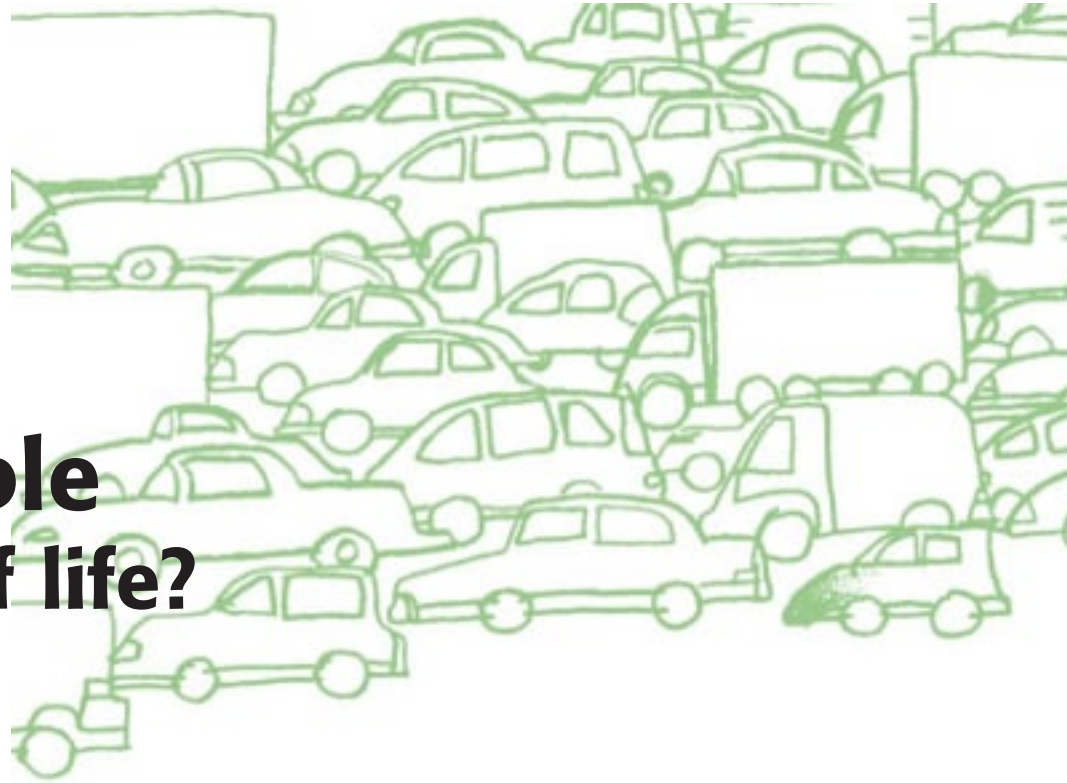
How ironical that council staff are proposing the planting of some trees when the same council staff have allowed and encouraged profit-driven developers to cut down all trees and bulldoze all shrubs and greenery in the suburbs and replace these with concrete, asphalt or stone chip. Any small saplings that have been planted are all the same (bulk bought by developers at lowest cost) and positioned hard up against the buildings and most often the roots are surrounded by concrete.

Councillors should not allow themselves to be seduced by the carefully crafted pretty drawings in the booklet "Getting ready for Te Kaha".

The only aspect of these proposals that makes any sense at all is to spend the projected \$11 million for upgraded underground services. The rest of the \$33 million should be put to paying for the stadium itself.

Reclaiming city streets for people

Chaos or quality of life?



EUROPEAN COMMISSION

Directorate-General
for the Environment

FOREWORD

S The quality of the environment in urban areas is of vital importance. It is one of the main factors that determine whether a city is a healthy place to live, whether we enjoy living there, and whether we want our children to grow up there.

One of the key issues affecting the quality of the environment and the quality of life in our towns and cities is road traffic. Heavy motor traffic means poor air quality, unacceptable levels of noise and a weakened sense of neighbourhood and local community. Traffic also gives rise to high costs for the economy through delays caused by congestion.

Every year more than 3 million cars are added to the car fleet in Europe. Total road traffic kilometres in urban areas will grow by 40 % between 1995 and 2030. Local authorities and citizens need to decide how to respond to these pressures and decide what sort of place they want their town or city to be in the future. One option is to try to eliminate congestion by building more roads, but the costs – financial, social and environmental – can be high and the relief short-lived. More and more cities are opting for a different approach where they work together with their citizens to ensure that they have access to the goods and services they need without having to depend on road traffic.

There are many traffic management techniques and approaches and any given city will probably need to develop a package of measures to manage traffic effectively. This new handbook sets out some case studies where road space has been reallocated for other uses. New, attractive and popular public areas can be created on sites that were once blocked by regular traffic jams. If these are properly planned, they need not result in road traffic chaos, contrary to what might be expected.



I hope that cities and their citizens will consider this approach as part of the solution to the growing levels of road traffic. This complements our earlier publications, *Cycling: the way ahead for towns and cities* and *Kids on the move*, which give examples of other case studies. I am convinced that traffic management is the key to making our cities more attractive places to live in and to improving the quality of our urban environment.

Margot WALLSTRÖM

*Member of the European Commission
responsible for Environment*



CONTENTS



IDENTIFYING THE ISSUES

The quality of life in many European cities is affected by the negative impacts of increasing traffic levels. This chapter looks at ways in which a dominance of car traffic affects our lives in urban areas, and suggests that there is a growing consensus, from the global to the local level, that the situation is unsustainable.



FINDING SOLUTIONS

The traditional response to the problem of traffic congestion has been to increase the road space available for cars. In this chapter, the theory of ‘traffic evaporation’ is explored as a concept which challenges the logic of this approach. This theory supports the proposition that reducing road capacity for cars in congested city centres can represent a sustainable, efficient planning solution. In addition, once freed from domination by car traffic, reclaimed urban spaces can become accessible, vibrant ‘living’ places.



PRESENTING THE CASE STUDIES

- Kajaani, Finland
- Wolverhampton, England
- Vauxhall Cross, London, England,
- Nuremberg, Germany
- Strasbourg, France
- Gent, Belgium
- Cambridge, England
- Oxford, England

This chapter presents the experiences of a small selection of European cities where urban planners, with the political support of local leaders, have had the vision and the courage (often in the face of considerable opposition) to take away congested road space from private cars. In each case study, after an initial settling-in period, the predicted traffic chaos did not materialise and some of the traffic ‘evaporated’.



PROVIDING GUIDELINES

Redistributing road space in favour of non-car modes can represent a technically challenging and politically sensitive planning option in urban areas where road congestion is already a problem. This chapter brings together best practice from a wide range of expertise and experience in dealing with these issues, in particular that drawn from the schemes described in this document. The objective is to assist politicians and planners working to develop more sustainable transport strategies for Europe’s towns and cities.



Introduction

TRAFFIC EVAPORATION IN URBAN AREAS





The challenge facing urban planners and politicians in many European towns and cities is that of balancing the demand for increasing personal mobility and economic growth, with the need to respect the environment and provide an acceptable quality of life for all citizens.

While it is clear that provision for car-based mobility will continue to be an important part of traffic management planning, finding ways to encourage more use of alternative modes of transport (public transport, cycling and walking) is the goal of any sustainable urban policy. Where road space is restricted, providing adequate space for these alternative modes may require a reallocation of highway capacity. When the roads under consideration are already highly congested, it is typically assumed that reducing the capacity available for cars will result in increased traffic congestion in the surrounding streets. However, as the evidence in this document demonstrates, this is not necessarily the case.

The experience in a number of European cities is that:

- traffic problems following the implementation of a scheme are usually far less serious than predicted;
- after an initial period of adjustment, some of the traffic that was previously found in the vicinity of the scheme 'disappears' or 'evaporates', due to drivers changing their travel behaviour;
- as a result the urban environment becomes more liveable in many respects.

This handbook illustrates the concept of traffic evaporation using case studies from a selection of European cities. Many of these cities have gone ahead with road space reallocation schemes despite predictions that traffic chaos would result. However, in each case any initial problems of traffic congestion were short-lived, and after a 'settling-in' period a proportion of the traffic was found to have 'evaporated'.

In the attractive car-free spaces created in these cities, pedestrians and cyclists now enjoy a cleaner, quieter and safer environment. These cases illustrate the potential for more effective uses of urban road space, as 'exchange space' rather than just 'movement space', recognising the social importance of streets and squares.

Favouring more sustainable transport modes is an approach which promotes social inclusion and accessibility for the nearly 30 % of European households which have no access to a private car. Such strategies are also more equitable, for they reduce those negative impacts of urban traffic and congestion which are experienced by everyone, regardless of whether they are able to enjoy the benefits of car use.

The purpose of this handbook is to show that such schemes can be highly successful; they can represent a very positive sustainable planning option for cities. The case studies here demonstrate the importance of well planned integrated strategies, combined with effective public consultation and communication. Above all, however, they show the need for vision and courage on the part of the implementing local authority.



1

Chapter 1

IDENTIFYING THE ISSUES

GROWING TRAFFIC PROBLEMS IN EUROPE'S CITIES

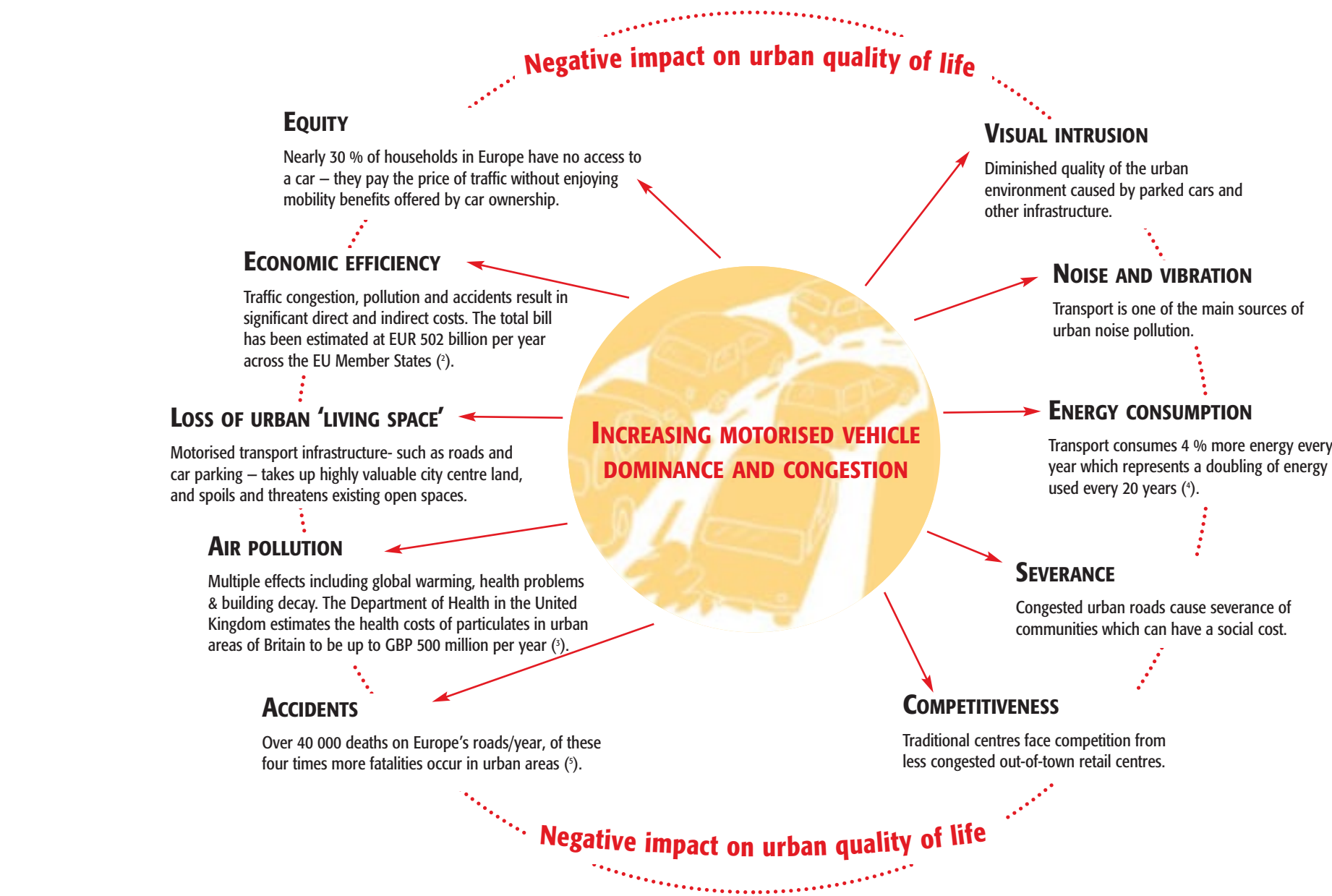
Europe is the most urbanised continent in the world: at present over 80 % of its population lives in towns and cities. At the same time car use in Europe is growing.

- In the EU between 1975 and 1995 the daily distance travelled per person doubled. A further doubling of traffic is predicted by 2025.
- Half of all journeys in urban areas are less than 5 km long and a third are less than 3 km (⁽¹⁾).

The challenges that increasing traffic and congestion pose in terms of environmental, social and economic costs for urban communities are illustrated in the diagram opposite.

(¹) Source: <http://europa.eu.int/comm/transport>

THE MAIN PROBLEMS ASSOCIATED WITH INCREASING URBAN TRAFFIC AND CONGESTION

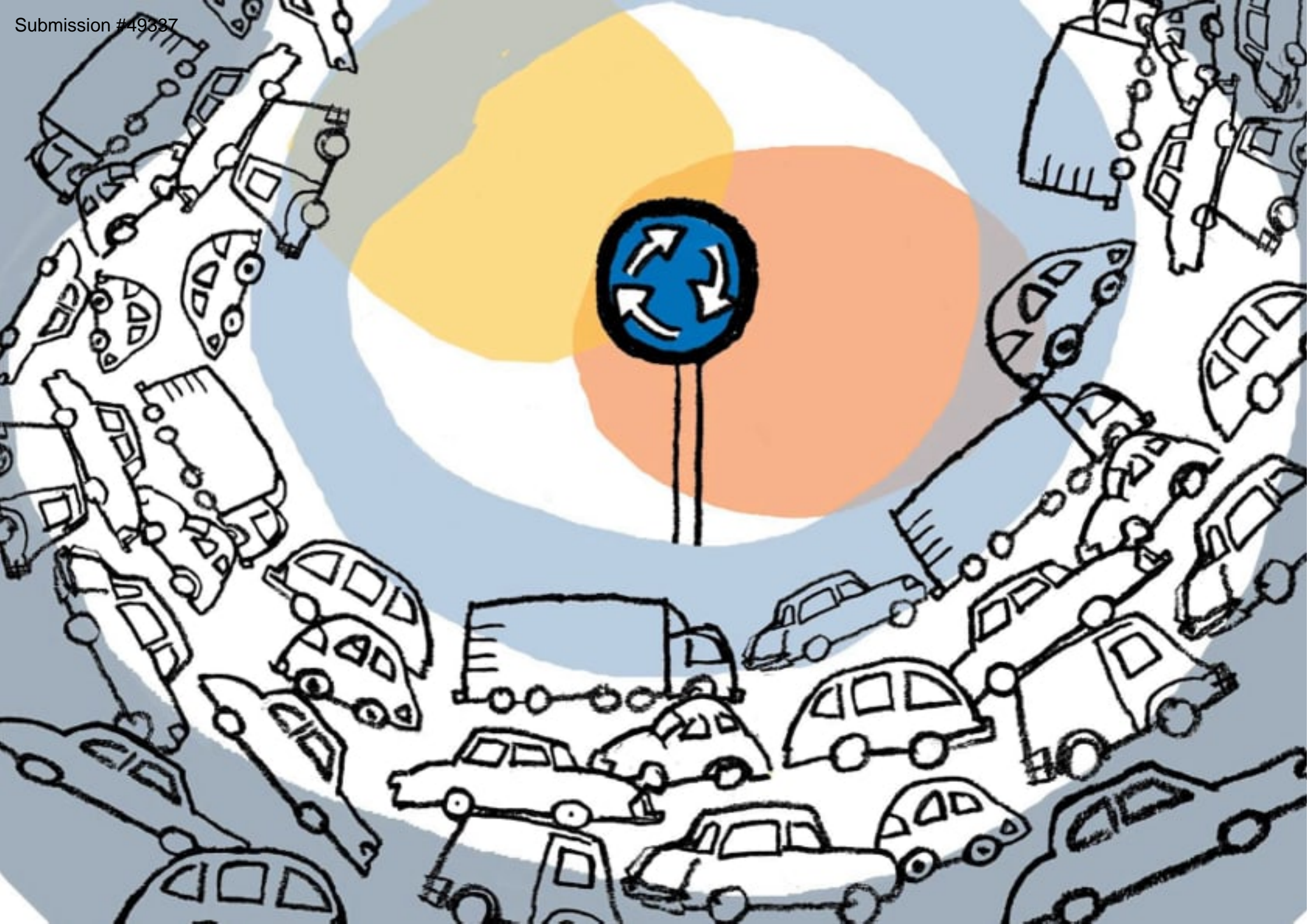


^(*) External costs of transport: accident environmental and congestion costs of transport in western Europe, March 2000. INFRAS consulting group for policy analysis and implementation (www.infras.ch) and IWW, Universitaet Karlsruhe, Germany (www.iww.uni-karlsruhe.de).

^(*) Economic appraisal of the health effects of air pollution, prepared by the ad-hoc group on the economic appraisal of the health effects of air pollution, 1999.

^(*) Source: Eurostat.

^(*) Source: European Environment Agency, indicators on transport and environment integration in the EU, 2000.





Global pressure for change

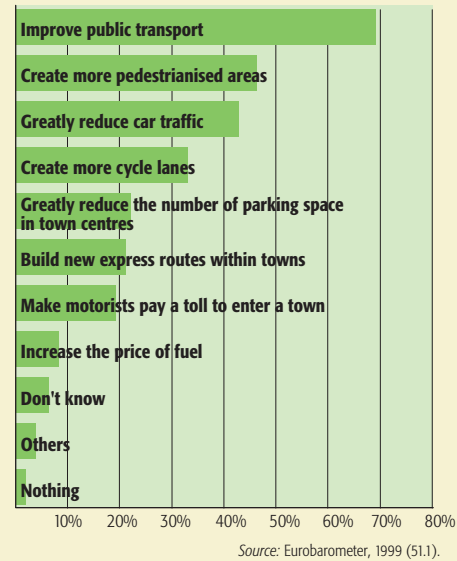
The past two decades have seen growing international concern over the impact of human activities on climate and the atmosphere. Increasing levels of greenhouse gas emissions are central to these concerns ⁽⁶⁾. The rapidly growing transport sector consumes an increasing proportion of total energy and contributes a growing percentage of global air emissions. More sustainable transport strategies ⁽⁷⁾ are needed as a matter of international priority.

Citizens in Europe are calling for change

In Europe a majority of citizens are calling for changes to promote modes of transport which are more respectful of their environment. In 1999, 70 % of Europeans said they were more worried than they were in 1994 about the quality of the air they breathe. They put air pollution at the top of their list of environmental concerns and quoted car traffic problems as the main reason for their discontent as far as the environment in which they lived was concerned ⁽⁸⁾.

Recent surveys have shown that most EU citizens identify as a priority the need to address the issue of too many cars in urban areas, and the pollution, noise and dangers they present. In 2002, more than two-thirds of those surveyed considered environmental factors to be the most important influences on their quality of life and half identified traffic congestion and over reliance on the car as key concerns where they lived ⁽⁹⁾. Furthermore, as the chart opposite

demonstrates ⁽¹⁰⁾, when people were asked to identify effective solutions to solve environmental problems linked to traffic in towns, priority was given to improving the quality of more sustainable transport modes and greatly reducing the dominance of car traffic.



'In your opinion, which one of these would make it possible to most effectively solve environmental problems linked to the traffic in town?'



⁽⁶⁾ The Kyoto Protocol, 1997 set the key target of the reduction of specified greenhouse gases to at least 5 % below 1990 levels by 2008–12.
⁽⁷⁾ The September, 2001 EC White Paper, Communication COM(2001)370 'European transport policy for 2010; time to decide' sets out a European strategy for tackling the problems of rising personal motorised mobility.
⁽⁸⁾ Source: European Commission Eurobarometer, <http://europa.eu.int/comm/environment/>
⁽⁹⁾ Source: Flash Eurobarometer, April 2002 (EC – Environment DG).
⁽¹⁰⁾ Source: Eurobarometer 1999.

2



Chapter 2

FINDING SOLUTIONS

THE TRADITIONAL APPROACH TO THE PROBLEM

As car ownership and use have increased over the past 30 years the reaction to the pressure created by additional traffic demand has often been to increase the level of supply, in other words provide additional road space. This traditional approach of providing supply to meet demand is no longer always appropriate. There is a growing body of evidence indicating that the benefits of creating additional road capacity are not as significant as was previously believed. In extreme cases the provision of new road links may in fact increase congestion problems. This occurs through a process that is known as traffic 'induction'.

In 1994, the UK Government-commissioned Sacra report ⁽¹⁾ provided evidence on the impact of new road building on traffic levels in the area of the scheme. The report revealed that when new road capacity is provided, overall traffic levels in the vicinity of the scheme may actually increase. The evidence does not offer a reliable means of predicting the extent of this traffic increase but case studies suggest that it is typically around 10 % in the short term, and 20 % in the longer term.

In our cities there is an additional reason as to why the provision of additional road capacity is problematic for city planners – there is simply a lack of available space in which to expand.

(1) Sacra (1994) Standing Advisory Committee on Trunk Road Assessment. 'Trunk roads and the generation of traffic'. Link to this report via European Federation for Transport and the Environment, <http://www.t-e.eu/links.htm>.

The waste of limited urban space



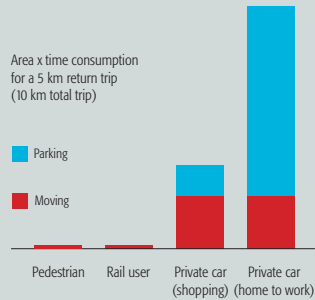
75 people are carried either by 60 cars



or only 1 bus

Every mode of transport uses space for moving and parking over a period of time. Moving and parking can be aggregated into one unit of measurement: space x time expressed in $m^2 \times \text{hour}$.

The most demanding mode of transport in terms of space is the private car. For example, a journey home or to work by car consumes 90 times more space than if the same journey was taken by bus or tram.



Source: Stl, Thun, Switzerland

A NEW APPROACH

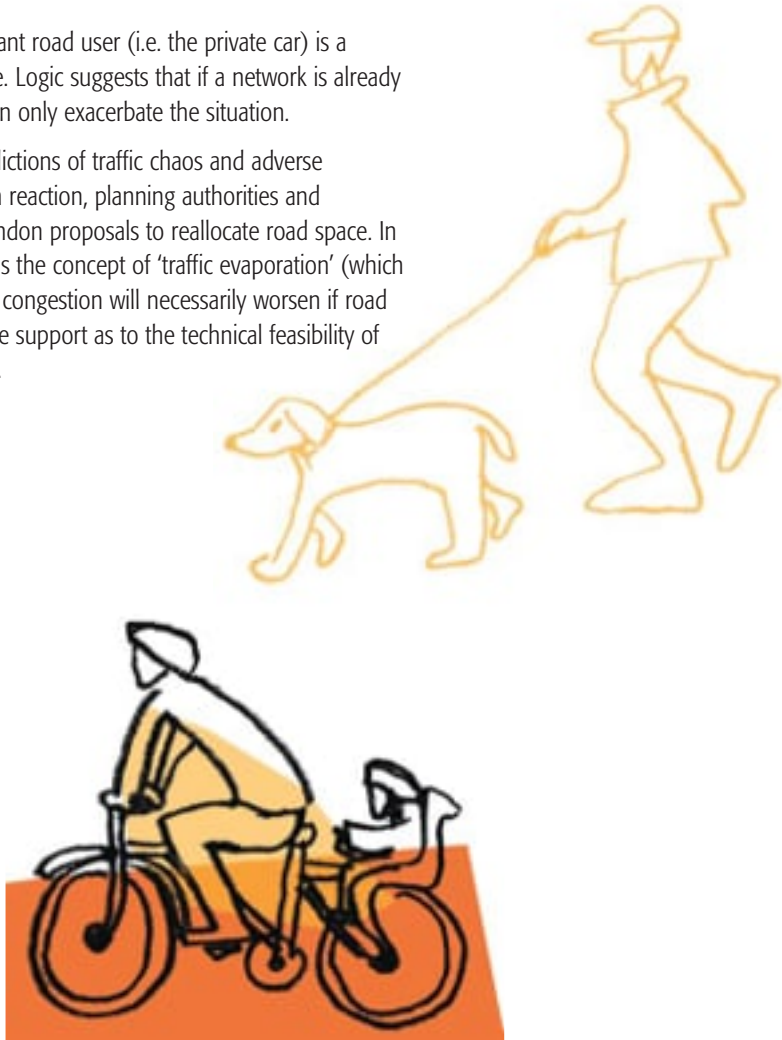
In some cities where there is enough space it may be possible to promote non-car modes of transport (e.g. pedestrianising some streets or restricting them to buses, bicycles and taxis only), without affecting the amount of road space available to private cars. It may also be possible to consider these options where traffic congestion is not severe and where taking road space from private cars will not have much affect on traffic flows even during peak hours.

However, the principal challenge for most European cities is to find ways of using the existing road capacity more efficiently. There is a growing recognition that this may require giving greater priority to more sustainable forms of transport – public transport, pedestrians and cyclists. Some pioneering cities, for example Copenhagen in Denmark, have adopted such a policy for many years with great success (see pages 16 and 17).

The greatest challenge is presented in cities or areas of cities where road conditions are already congested, in particular during peak times. In these cases the only way to provide more space for more sustainable modes of transport is to take road space from private cars, either on a permanent 24-hour or on a temporary 'shift' basis.

Taking capacity away from the dominant road user (i.e. the private car) is a brave decision for an authority to take. Logic suggests that if a network is already congested, the removal of capacity can only exacerbate the situation.

Public concerns usually focus on predictions of traffic chaos and adverse economic impacts. In the face of such reaction, planning authorities and politicians may lose courage and abandon proposals to reallocate road space. In such circumstances new ideas, such as the concept of 'traffic evaporation' (which challenges the assumption that traffic congestion will necessarily worsen if road capacity is reduced), can lend valuable support as to the technical feasibility of creative traffic management solutions.

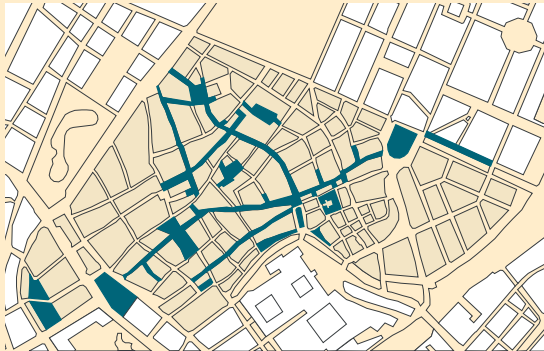


Development of
car-free streets and
squares in
Copenhagen city
centre —1962-96

1962 : 15 800 m²



1996 : 95 750 m²



'Instead of wide, noisy streets in and out of the city and six storey underground parking all over the city centre, Copenhagen has opted for fewer cars and an extremely attractive city centre. Copenhagen is living proof that it works'. (Jan Gehl and Lars Gemzøe 1996).

COPENHAGEN– A CITY WITH A VISION

Until 1962, all streets in the medieval city centre were filled with cars and all the squares were used as car parks. As car traffic increased, conditions for pedestrians were rapidly deteriorating.

On 17 November 1962, Copenhagen's main street, Strøget was pedestrianised. This conversion was hotly debated at the time. People argued that a pedestrian street in Denmark would never work. However although scepticism was high, the new car free environment proved extremely popular with local residents from the first day.

This marked the beginning of a gradual transformation that has continued ever since. Today Copenhagen has a vibrant city centre that attracts visitors throughout the year.

Today the city of Copenhagen has over 96 000 m² (of which 33 % is street and 67 % city squares) of car-free space.

While pedestrian traffic levels have remained largely unchanged over past decades, activities connected with stopping and staying are almost four times greater than in 1968. During the summer months many of the pedestrian streets are full to capacity with people enjoying the many outdoor social and cultural activities. In the winter months attractions include festivals, and outdoor ice skating.



***Strædt** before (left) and after (right) pedestrian prioritisation in 1992*

As the streets and squares in the city centre have been pedestrianised and improved, the area has become more attractive yet also less accessible for the motorist. The city authority has adopted an integrated traffic management strategy for the city centre:

- limiting the number of parking spaces (charges for on-street parking are relatively high);
- reducing the number of lanes on several main routes into the city and using the space for bus and cycle lanes instead;
- restricting through traffic;
- while developing the suburban train, bus and bicycle networks.

In the city centre, 80 % of all journeys are made on foot, and 14 % by bicycle. Car traffic in the city core has been reduced and congestion is not a problem.

The key to the success of these inner city transformations was undoubtedly the gradual way these rather drastic changes were made. This incremental approach has given residents time to adapt, to change from driving and parking their cars to walking, using bicycles and public transport.



***Rådhuspladsen**
(Town Hall Square)
before (above) and after
(below) transformation
in 1996*

Source: 'Public spaces, public life', 1996, Jan Gehl and Lars Gemzøe, The Danish Architectural Press and the Royal Danish Academy of Fine Arts School of Architecture Publishers.

Source: 'New city spaces', 2001, Jan Gehl and Lars Gemzøe, The Danish Architectural Press.

CHALLENGING ASSUMPTIONS:
THE CONCEPT OF TRAFFIC EVAPORATION

There is a growing body of evidence that where well-planned measures to reduce road space for private cars are implemented in congested areas and where no alternative network capacity is available, over the long term the

predicted traffic chaos does not occur. This evidence is most notably presented in an important report ^(?) commissioned by the UK Department for Environment, Transport and the Regions ^(?) and London Transport ^(?).

‘Traffic impact of highway capacity reductions – assessment of the evidence (1998)’ S. Cairns, C. Hass-Klau and P. B. Goodwin

Data taken from nearly 100 locations showed traffic chaos to be limited to a ‘settling-in period’.

- **Wide range of results, with a 25 % average overall reduction in traffic and a 14 % median reduction in traffic (i.e. ‘traffic evaporation’).**
A proportion of traffic which had previously used the affected road(s) could not be found in neighbouring streets.

Traffic evaporation is likely to occur where road space has been reduced for private cars and where, due to general traffic levels or the design and area covered, drivers cannot find:

- an alternative route, or
- an alternative time of day to travel,

without experiencing severe congestion (recognising that driver behaviour will also be affected by additional factors such as the availability of alternatives including avoiding the need to travel or making use of public transport).

Contrary to widespread assumptions car drivers adapt to changes in road conditions in highly complex ways which computer models cannot accurately predict.

Short term

- initial cramming of roads was followed by searching for alternative routes and times to travel.

Medium term

- More varied and flexible trip-planning;
- changing mode of transport;
- reviewing the need to travel;
- trip combining.

Longer term

- switching locations of activities or even home or workplace.

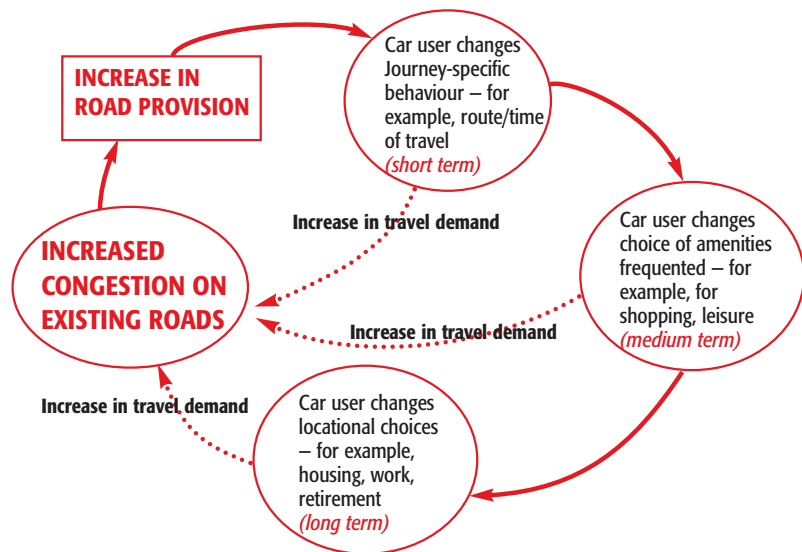
Individually or in combination these diverse driver responses to congestion can result in a proportion of traffic ‘evaporating’

^(?) Cairns S, Hass-Klau C, Goodwin P B (1998) ‘Traffic impact of highway capacity reductions: assessment of the evidence’: London, Landor Publishing.
^(?) Now the Department for Transport, Local Government and the Regions.
^(?) Now Transport for London.

Support for the concept of traffic evaporation can be found indirectly in the similar, but opposite phenomenon known as traffic induction (where traffic generation occurs in response to new road provision). Whilst not proof itself that traffic evaporation will always result from road capacity reduction, this concept equally relies upon the complexity and adaptability of driver response to changes in road conditions.

The traffic induction cycle

- In the short and medium term, some people will simply use the time savings afforded by the new road to drive further – for example, to a shopping centre.
- In the longer term the road will influence people’s locational decisions particularly with respect to where they choose to live in relation to their work.
- The evidence again suggests that some people will simply choose to travel further in the same time rather than ‘accept’ the time-saving on offer.



The capacity of individual car users to change their travel behaviour in a range of creative ways, when faced with the problem of severe traffic congestion, presents real opportunities for urban planners who seek to optimise the use of space and quality of life in the city.





Opportunities for regeneration

- Case study 1 – **Kajaani** - FINLAND
- Case study 2 – **Wolverhampton** - ENGLAND
- Case study 3 – **Vauxhall Cross – London** – ENGLAND

From urban smog to urban life

- Case study 4 – **Nuremberg** – GERMANY

Creating space for sustainable transport

- Case study 5 – **Strasbourg** – FRANCE
- Case study 6 – **Ghent** – BELGIUM
- Case study 7 – **Cambridge** – ENGLAND
- Case study 8 – **Oxford** – ENGLAND

3

Chapter 3

CASE STUDIES

The case studies presented give a taste of some of the innovative approaches that local authorities and politicians are taking in towns and cities in Europe to tackle the growing problem of motorised traffic. Each city's road space reallocation project has been one part of an integrated strategy with a number of complementary elements including upgrades to public transport, improvements to walking and cycling facilities, and renovation of the urban streetscape. In each case study it is possible to identify a particular benefit resulting from road space reallocation. The case studies have been divided into groups in order to illustrate the following themes:

- Opportunities for regeneration;
- From urban smog to urban life;
- Creating space for sustainable transport.

In the majority of the case studies, planners and politicians have encountered opposition on two main counts: firstly that existing congested conditions will be made worse and secondly that retail trade will suffer. In some cases the protests have been very powerful. In each of the examples, a long period of consultation and extensive communications campaigns have been undertaken, in some cases lasting many years. At the end of this consultation period, despite opposition, the road space reallocation has gone ahead. In all cases, after an initial 'settling-in' period, the predicted traffic chaos did not materialise and a proportion of the traffic disappeared. The scale of the impacts on retailers is more difficult to judge; however in the majority of cases, trade has improved.

The overriding motivation in all these examples has been a vision and commitment to finding more sustainable and socially inclusive transport solutions. The aim has been to improve the quality of life of those who visit, work or live in the city.



CAVEATS

It is important to acknowledge that for some of the case studies included in this report, the traffic data available is not always complete, or able to give a sufficient perspective through time. Some cases necessarily rely upon observations by transport department officers.

There may be a number of sources of bias in monitoring data which affect interpretation of changes in traffic volumes. Note, in particular, the following points:

- ➔ Random variations due to the 'natural' variability in traffic are not reflected in one-day traffic counts.
- ➔ Traffic counts are unlikely to take full account of longer distance detours (outside a measurement zone) made on some journeys by drivers avoiding the road measures.
- ➔ Short distance diversions within the study area will not be detected using screen line measurements which only record the number of vehicles passing – changes in the number of trips or mode of transport used will not be detected.
- ➔ Traffic growth which occurs due to non-road measure factors such as increases in income, car ownership, demographic effects or land-use changes will not be readily isolated from the actual impact of road capacity reduction. This may lead to a significant underestimation of the positive effects of road capacity reduction.

Despite these caveats, the case studies presented here confirm previous research showing that, in the majority of road capacity reallocation case studies, a significant reduction in traffic was observed, despite a broader context of rising levels of car ownership and general increasing levels of traffic in urban areas.

Case Study 1

Kajaani, FINLAND

This case study involved the closure of the main square and a section of the main high street in Kajaani to traffic as part of an integrated response to traffic congestion and urban decline.

Prior to the road reallocation scheme approximately 13 000 vehicles per day drove through the main square. Now there is no car traffic. Traffic flow in streets adjacent to the square has risen from 1 000 to 6 500 vehicles per day, while in other streets there has been no change in traffic flows (¹). Some of the traffic has 'evaporated', more trips in the city centre are now made on foot.



BACKGROUND

Kajaani lies 570 km to the north of Helsinki in north-east Finland. The city dates from the 17th century and is the cultural, industrial, administrative and commercial centre of its region.

During the early 1990s Kajaani city centre was in decline due to a combination of factors including:

- traffic congestion in the main high street, and associated problems of air and noise pollution;
- competition from supermarkets;
- net migration of population from the city;
- high level of empty properties leading to urban decay.

THE STRATEGY: HYVÄ KAJAANI 'GOOD KAJAANI'

An active strategy to regenerate the city centre was initiated in 1996 by the local authority, as part of a national initiative 'Better town centres' financed by the Ministry of Environment, the Ministry of Transport and the Ministry of Commerce.

Central to the strategy was the pedestrianisation of a section of the congested main high street and main city square in 1998. Exclusion of car traffic from the main square had been the subject of heated debate for over 20 years. It was finally made possible in 1996 with the support of an alliance of the local authority, developers, shopkeepers and residents (formalised in 1998 with the establishment of the 'city-centre society') in the realisation that action was needed to stem the decline of Kajaani city centre.

(¹) Source: City of Kajaani.

Main square
*before and after
pedestrianisation in
1998*



The project area has now been upgraded: the whole area is paved with stone, there are new trees, benches, lighting, a performance stage and a fountain. The integrated strategy also includes active marketing of the city centre, the development of new shopping yards, and residential properties above shops along the main street, the promotion of public transport services, some replacement parking outside the pedestrian zone, and the development of new cycle paths both to and within the town centre.

THE RESULTS

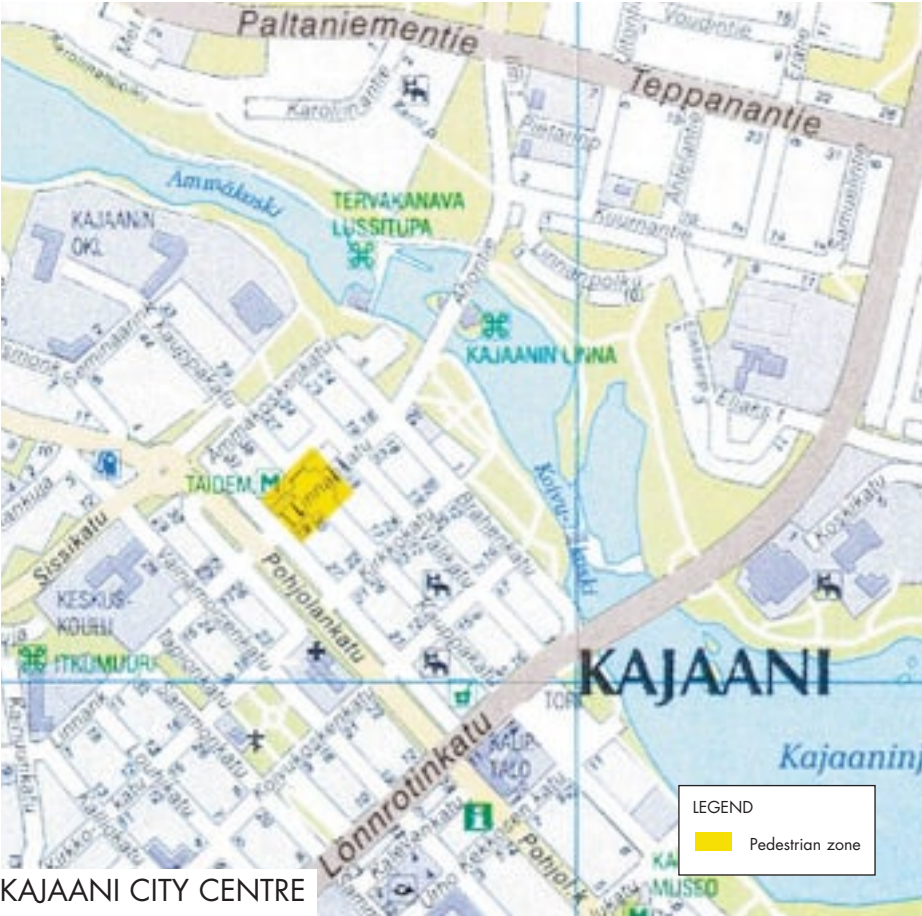
Traffic flows

Initially traffic congestion in the project area did increase, but this did not last long. While a proposition of the 13 000 cars per day that once passed through the now pedestrianised city square did transfer to adjacent streets, this did not account for all of the previous traffic volume. Some of the traffic seems to have disappeared or ‘evaporated’. There has been an increase in pedestrian journeys to and within the city centre (²).

Enhancement of public spaces and civic pride

A recent opinion poll (²) established that local residents feel that the town centre is now prettier, more comfortable and safer than it was before. The main square is now the place which is shown to visitors and of which the inhabitants are proud. Local people now think that the best way to improve the city centre is to enlarge the pedestrianised area.

(²) Parempi kaupunkikeskusta (Suomen ympäristö 186), Ympäristöministeriö, Helsinki 1998 (in Finnish).
(²) Two hundred on-street interviews were carried out in 1998 and 2000. In addition, 500 questionnaires were sent by post to inhabitants in 1977 (269 responses) and in 2000 (124 responses).



KAJAANI CITY CENTRE

**Main square**

before (left) and after (right) pedestrianisation in 1998

Before the project: 60 % of inhabitants thought that Kajaani was a good town to live in, and 47 % of the inhabitants thought that the centre of Kajaani was beautiful. (1977)

After the project: 80 % thought that Kajaani was a good town to live in and 60 % thought that the centre was beautiful; 55 % wanted the pedestrian area to be enlarged. (2000)

Commercial activity

A survey of retailers ⁽⁴⁾ found that 52 % felt that the scheme had improved or would improve their business in the future.

KEY SUCCESS FACTORS/LESSONS LEARNT ⁽⁵⁾

- **A partnership approach: the formation of a 'coordinating group' and a 'city-centre society' representing stakeholders (the city authorities, developers, shopkeepers and residents) to provide active support for the strategy was the key success factor in this case study.**
- **Clear political vision and commitment by the city council to solving problems of traffic congestion and urban decline, including the difficult decision to prioritise funding for the initiative over competing demands.**
- **An integrated regeneration strategy including road reallocation, improvement of urban environment and a marketing strategy for the city.**
- **Involvement of the public with surveys before and after the implementation of the project.**

⁽⁵⁾ Source: Mr Seppo Karpinnen, Managing Director, Esisuunnittelijat Oy (Consultancy).

⁽⁴⁾ In 2000, a questionnaire was circulated to all retailers (190 in total) occupying first floor shops in the city centre, 110 responses were received.

Case study 2

Wolverhampton, ENGLAND

This case study examines a response to intense traffic congestion, worsening environmental conditions and declining economic activity in Wolverhampton in the face of competition from other shopping centres in the city of Telford to the west, and the Merry Hill complex to the south-east, and additional planned retail centres.

In 1986, the local authority commissioned 'The Black Country Integrated Transport study' which concluded that building more roads would not solve the growing transport problems. A more effective strategy would be to give greater priority to public transport and to put greater emphasis on improving the urban environment by creating an attractive physical space that would meet the public's expectations.

The response was a four-stage strategy, central to which was the removal of approximately 8 000 through-traffic cars per day from the city centre. The predicted traffic congestion did not occur. A significant percentage of traffic appears to have disappeared from the city centre, a result which could not be solely explained by displacement to other routes.

BACKGROUND

Wolverhampton is located 15 miles to the north-west of Birmingham on the fringe of the West Midlands conurbation. During the 1980s the city experienced the decline of the manufacturing industry and subsequent high unemployment levels.

During this period the city centre was experiencing worsening environmental conditions due to increasing traffic flows, frequent traffic gridlock, decline in the reliability of public transport and reduced access to city centre locations including car parks.

The public image of the city as a shopping centre was in decline. Surveys identified traffic congestion and problems of access as having a significant detrimental impact on the retail industry in the city.

THE STRATEGY: A FOUR-PHASE INTEGRATED TRANSPORT STRATEGY

Between 1987 and 1991, a four-phase transport strategy was introduced with the aim of achieving 'a major impact not only on travel, but also on the future promotion of Wolverhampton as a subregional centre' ⁽⁶⁾.

Private car through-traffic was gradually removed by closing the central core roads, effectively blocking the main north-south and east-west routes through the city, and rationalising circulation within the town centre while implementing complementary upgrading and refurbishment of city centre streets. City centre access was restricted to buses, taxis, pedestrians and cyclists, with restricted access for service traffic. Specific parking spaces were provided for street traders and disabled 'orange badge' holders.

In 1991, the fourth phase was implemented which removed through traffic from the town centre. While key to the success of the overall town centre strategy, this phase was also the most contentious. In preparation for the changes, a lengthy and extensive consultation process was undertaken, backed, critically, by firm political support.

⁽⁶⁾ Malcolm Read, Chief Engineer and Assistant Director, Highways and Transportation Division. In traffic engineering and control, 1998.

Queen’s Square:
before (left) and after (right) renovation



WOLVERHAMPTON CITY CENTRE



RESULTS

Traffic flows

With each phase, after an initial ‘adjustment’ period, drivers soon became used to the new road layout and any initial congestion was short-lived.

After Phase 4 in which all through traffic was removed from the city centre, the data suggests that the traffic absent from the inner ring road cordon (which had fallen by 14 % between 1990 before the closure and 1996) appears not to have transferred to the outer ring road, where the cordon count went down by just over 1 %. Some of the traffic appears to have ‘evaporated’.

Effects of road closure on traffic flows

24-hour, two-way traffic flows	November 1990 before Phase 4	November 1996 after Phase 4	Total change
Cordon on approach roads outside ring road	222 900	220 300	-2 600 (-1.17 %)
Cordon on roads within the ring road	81 500	69 750	-11 750 (-14.42 %)

Source: Wolverhampton City Council.



Queen's Square:
before (left) and after (right) renovation

Public transport

With each phase of the scheme, public transport reliability improved. Public transport has increased its modal share of trips from 23 % in 1994 to 26 % in 2000. The current target is 29 % by 2006.

The project has been a success and has had knock-on effects in the proliferation of public transport opportunities, which were contingent on the closure of the city centre to through- traffic, including a number of priority bus lanes linking the city centre with the city outskirts, and a new city centre connection with Birmingham via the light-rail rapid transit system.

Public opinion

Initial negative reactions from the local media and some local groups became more favourable as the benefits of the scheme, a cleaner, safer and more attractive city with better access, became more apparent.

Civic pride

The improved image of the city and the enhanced shopping and general commercial environment is one of the most positive aspects of the scheme. In 1993, Wolverhampton won the 'Town-centre environment award', awarded by the British Council of Shopping Centres. Wolverhampton was made a city in November 2000. The quality of the centre continues to improve with new investment being attracted and a major phase of expansion of the city's university initiated. These improvements have been contingent upon better city centre access and environmental quality.

KEY SUCCESS FACTORS/ LESSONS LEARNT

'The principal lessons learnt have been the need to have a clear vision of the future importance of harnessing public support through high-profile publicity and consultation, and when doubts begin, of firm political support.' (?)

(?) Malcolm Read, Chief Engineer and Assistant Director, Highways and Transportation Division. In traffic engineering and control, 1998.



Case study 3

Vauxhall Cross, London, ENGLAND

Transport planners have used the concept of traffic evaporation to win support for London’s first fully integrated public transport hub at the Vauxhall Cross interchange in the south London Borough of Lambeth.

Initially computer modelling indicated that excessive congestion would occur if traffic volumes across critical stop lines at the junction were reduced by 20 %, the reduction considered necessary to provide the space and capacity needed for the proposed interchange. Vauxhall Cross experiences some of the highest peak period traffic volumes in London, 9 000–10 000 vehicles per hour.

The scheme met with considerable resistance from traffic engineers. The argument used to overcome their resistance was in part the research work undertaken by Goodwin, Hass-Klau and Cairns (‘Traffic Impact of Highway Capacity Reductions’, 1998), but also the quality of traffic modelling used to validate existing conditions, thereby providing confidence that the scheme designers could devise an appropriate solution.

An on-site experiment was conducted, during which road capacity was effectively reduced by 15 % through a combination of road layout alterations and traffic-light sequencing adjustments.

No significant congestion or tailbacks occurred, and the experiment appeared not to cause any significant problems in Lambeth or neighbouring boroughs. In fact a 2–8 % reduction in peak time traffic was observed and traffic queues were shorter than before.

The evidence was convincing and approval has been won for the scheme. Work on the interchange has recently begun (June 2001). In all GBP 8

Aerial view of the
Vauxhall Cross
interchange



million (EUR 13 million) of the total estimated construction costs of GBP 16 million (EUR 26 million) have been granted by central government. A partnership led by Transport for London, between the Mayor of London, the London Borough of Lambeth, the London Development Agency, the Cross River Partnership, Railtrack and others is to manage the way forward.

BACKGROUND

The highly congested Vauxhall Cross interchange is situated in the London Borough of Lambeth at one of the crossing points over the River Thames. The junction includes a multi-lane gyratory roundabout system and bus, underground and overground railway stations which are not linked. Pedestrians are forced to use a combination of overground and underground walkways, or to cross multi-lane highways. There is no provision for cyclists.

Local residents have one of the lowest car ownership rates in London, yet their lives are significantly affected by the negative impacts of the car, including severance to walking and cycling routes, poor air quality, noise pollution and high accident rates. The effects of excessive car traffic have a generally negative impact on the quality of life in the area. The Borough has high unemployment rates and the area is in need of regeneration.

THE STRATEGY: THE VAUXHALL CROSS PROJECT

The 'Vauxhall Cross Project' is part of a planned transport-led urban regeneration scheme, the Vauxhall Cross Capital Challenge. The core objective of the strategy is to redress the dominance of car traffic, make it easier to travel into central London by bus, underground and rail, and at the same time to regenerate the local environment via local improvements in order to attract micro and macro investment to the area.

The project, which will provide a fully integrated transport interchange, will include a new covered bus station with direct pedestrian access to the railway and underground stations. The scheme also includes comprehensive safe, surface level pedestrian crossings, dedicated cycle facilities, improvements in lighting and general environmental upgrading.

The project area will be defined by a distinctive landmark feature, 'The Ribbon' (see page 30) located at the bus station

In order to win local authority approval for the scheme, planners had to prove that it was possible to reduce traffic volumes across critical internal stop lines by 20 %, thereby significantly reducing the available road capacity for car traffic. However early computer modelling using Transyt (traffic network study tool) predicted significant queuing of up to 267 % above the baseline data at the morning peak. Additional concerns were raised that congestion in the surrounding area may be worsened with further delays to bus services. The technical feasibility of the scheme appeared doubtful.

Planners turned to the concept of 'traffic evaporation' to provide an alternative hypothesis: 'the amount of space proposed to be taken away from the private car was thought to be problematic, but when the research findings of Goodwin et al. were considered, an experiment was thought fruitful, after all the prize was so great' (Brian Fitzpatrick, former project champion).



Map of Central London illustrating the position of the Vauxhall Cross interchange

Architects impression of the new integrated transport interchange with 'The Ribbon' landmark feature



Experimentation started in May 1999. Initially traffic flows across critical stop lines were reduced by 10 %, and this was subsequently increased to 15 %. Rigorous computer modelling and a scale model of the junction were also used to support the argument.

During the initial stages, the scheme met with considerable public opposition. The media were negative as it was the first traffic reduction scheme proposed on such a large scale in London and at such a strategic junction. Various organisations predicted gridlock and chaos. However cross-party political support (from the local member of parliament and local councillors) for the scheme was consistent.

A comprehensive consultation process was undertaken including all local stakeholders. Lambeth Borough Council employed a public relations company to publicise the scheme with a planned campaign in newspapers, on radio and television, and via a web site. Local traders were involved in an arts project which devised a number of products, including paper bags for goods in shops, on which were printed a description of the scheme and a freepost feedback address. A 24-hour feedback phone line was set up.

RESULTS

The predicted traffic chaos did not occur either in the immediate project area, or in neighbouring boroughs. A 2–8 % reduction in peak time traffic was observed and traffic queues were shorter than before.

It is not possible to conclude definitively that a percentage of the traffic has 'evaporated', as the route choices available to drivers in London are made many miles away from the project area. However an exploration of the theory of traffic evaporation enabled project planners to explore different solutions and to challenge traditional orthodoxies. The outcome has been successful with the recent approval of the innovative scheme in which more sustainable transport modes are prioritised.

KEY SUCCESS FACTORS/LESSONS LEARNT ⁽⁸⁾

- **Believe in and prove your case technically; gain the confidence of partners or critics that your proposals are based on firm, technical, 'observed' evidence.**
- **Measure and monitor all possible aspects of the situation before, during and after any trial scheme. Be willing and ready to share all information, hide nothing.**
- **Consider employing a dedicated communications officer for the project. Investment in good public relations throughout what may be a long process, is vital if acceptance for a scheme is to be won.**
- **Listen carefully to both positive support and criticism, be prepared to be flexible and make adjustments in the light of all feedback.**

(*) Mr Brian Fitzpatrick, former Head of Transportation and Highways, Lambeth Environmental Services.

'Less cars, cleaner air: From urban smog to urban life'

Case study 4
Nuremberg, GERMANY

Since the early 1970s, the historic city centre has been gradually pedestrianised, in particular in an attempt to address the issue of worsening air quality. Despite many warnings from transport planners that this would cause traffic chaos in the surrounding roads, the chaos did not in fact occur. On four occasions when heavily congested roads were closed to cars in the city, some of the traffic appears to have 'evaporated'. Traffic volumes on the other streets grew by only 20–29 % of the traffic originally on the then closed roads. At the same time, the decline in visitors predicted by retailers did not occur, in fact rather the opposite occurred in the newly pedestrianised streets ^(*).

Despite this experience, the trial closure of the final through-route through the city centre in 1988 met with strong resistance, in particular from shopkeepers. Forecasts predicted that the pedestrianisation of Rathausplatz/Theresienstrasse Square (thereby closing a road which carried on average 25 000 cars/16 hours) would result in traffic chaos in surrounding streets. This chaos did not materialise.

After one year, traffic monitoring revealed that overall traffic flow in the historic city was reduced by up to 25 %, and the increase in traffic in adjacent streets proved very limited, ranging between 4 and 19 %, well below experts' forecasts (in some cases a decrease was observed). Some of the traffic appears to have evaporated. Cordon counts carried out on the outer ring road to see if the 'missing traffic' had been displaced elsewhere showed that traffic counts had also fallen there.

Significant improvements in air quality have been achieved.

BACKGROUND

In the early 1970s, the city centre of Nuremberg in Northern Bavaria, with its narrow streets, historic monuments and shopping areas, was facing growing problems of traffic-related air pollution, causing decay of historic buildings, health concerns, and excessive traffic congestion in the city centre.

THE STRATEGY: 'CIVILISING URBAN TRAFFIC'

Since the 1970s, the city authorities have adopted a progressive strategy to give priority to more sustainable, less polluting modes of transport, to provide better access to shopping and offices within the area, and to improve parking space management.

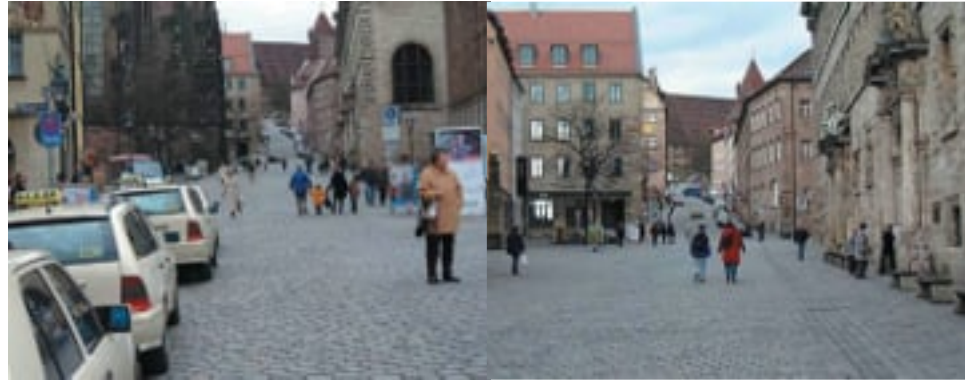
The removal of car traffic from the city centre was carried out in phases, culminating in the closure of the last major traffic corridor through the city centre between 1988 and 1989. Access for public transport was still permitted. In 1989, following wide ranging consultation and a close vote by the city, the pedestrianisation was made permanent.

Over the next 10 years, the area has been transformed in six phases into an attractive pedestrian precinct, buildings have been renovated, street furniture upgraded and art works introduced. The area has become a pleasant place in which to stroll and enjoy street cafés free from pollution and congestion.

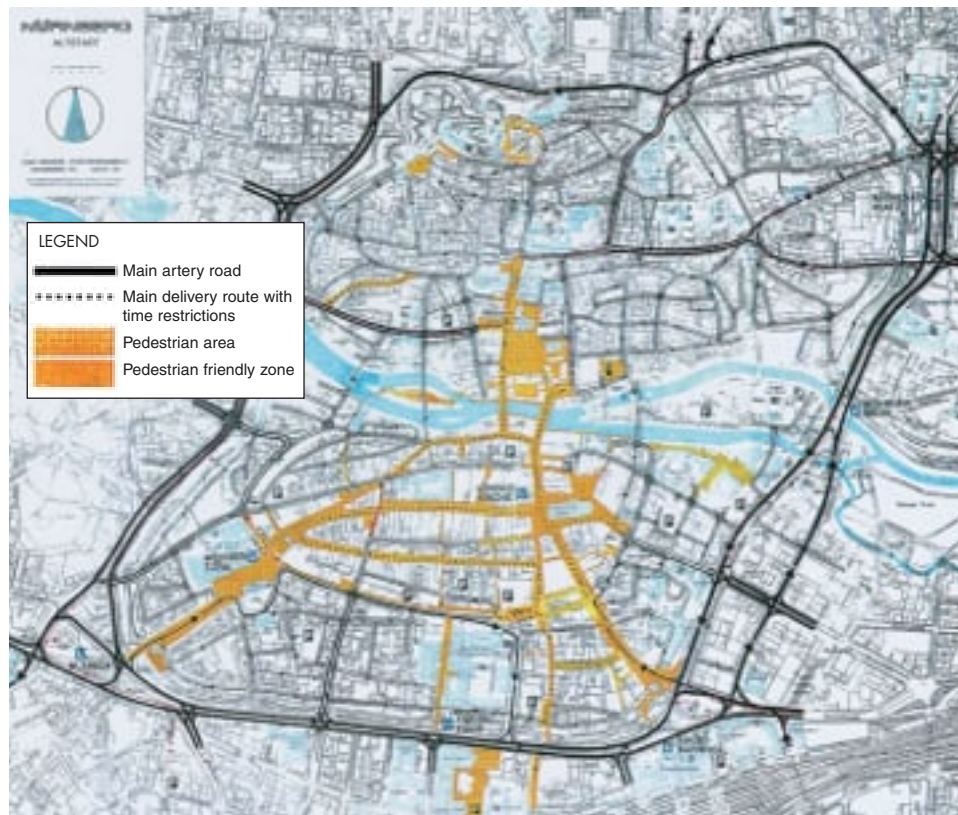
Popular support for the pedestrianisation scheme has been proved to be strong. Proposals to reopen the Rathausplatz/Theresienstrasse through road to car traffic following a change in political leadership of the city in 1996 were not realised due to public objection.

^(*) Moving away from the motor vehicle, 'The German and Hong Kong Experience'. (1994) Edited by Harry T. Dimitriou. Centre for Urban Planning and Environmental Management, University of Hong Kong.

*The inner city of Nuremberg
after the renovation
Rathausplatz (left),
the central market square (right)*



NUREMBERG CITY CENTRE



Source: Stadt Nürnberg Verkehrsplanungsamt, Mai 2002

RESULTS

Traffic flow

First two months after Rathausplatz/Theresienstrasse Square closure to traffic:

- increase in traffic congestion;
- the municipality faced considerable critical opposition from the public and the media.

After 6–8 weeks

- traffic adjusted to the new situation and the congestion problems were resolved;
- support for the scheme grew as the advantages of the project became clear, especially in spring time when people could enjoy urban street life.

Extensive traffic monitoring was carried out to assess the impact of the road closure on traffic in the historic centre.

The actual traffic reduction (21 176) in the historic city centre was twice as large as that predicted. By 1993 a total of 36 044 vehicles had disappeared and figures (although incomplete for 1997) suggest a further reduction in traffic levels (see page 33).

In order to see if the 'missing traffic' was being displaced to roads inside the outer ring road, screen line counts at the city's 12 bridges were carried out (— indicates period of road closure)(see page 33).

The statistics show that rather than an increase in traffic flows, there was an overall reduction of approximately 10 000 vehicles between 1989 and 2000, despite an overall increase in car ownership during this period.



The *Theresienstrasse* after renovation



IMPACTS ON TRAFFIC IN THE HISTORIC PART OF THE CITY ^(*)

Traffic count total: motor vehicles/16-hour monitoring period								
Traffic count location	July 1988	Forecast changes due to road closure	Real Change	Jan 1989	July 1990	July 1991	July 1993	July 1997
Rathausplatz	24 584	-24 584	-24 584	0	0	0	0	0
Wohrder tor	15 899	-1 000 to -2 000	-1 606	14 293	14 974	13 600	10 780	9 985
Lauer tor	13 877	-4,000 to -5,000	-5 525	8 358	9 773	8 205	9 310	8 872
Maxtor	13 577	0	+540	14 117	13 538	12 819	10 033	9 384
Maxtorgraben	31 150	1 400 to 2 400	+1 446	4 596	6 447	7 098	8 136	No data available
Vestnertorgr	6 754	1 800 to 2 500	+1 389	8 143	9 692	8 726	7 804	7 738 ^(*)
Heubücke	9 390	800 to 1 200	-1 761	7 629	7 795	6 138	^(†)	1 549 ^(‡)
Allertor	22 369	-7 000 to -8 000	-12 259	10 110	10 727	10 099	9 761	9 013
Maxbücke	6 852	-800 to -1 300	-3 399	3 453	2 582	2 532	^(‡)	1 247 ^(§)
Total	91 868*	-9 600 to -11 400	-21 176	70 692	75 578	69 219	55 824	(47 787)

(*) This includes the traffic on Rathausplatz (24 584 vehicles), whilst the other counts in this row do not as Rathausplatz was closed. The total for the other counting locations (excluding Rathausplatz) was 67 284 prior to its closure.
(†) and (‡) extension of pedestrianised area.
(§) Counts from Spitalbrücke which is next to Heubücke.
(§) Newly opened for local purposes.
(§) Counts July 1999.
(§) Source: Stadt Nürnberg 2001.

Traffic flows over 12 bridges screen line ^(¶)

Year	Total	Percentage	Road Closure
1981	224 839	100.0	
1982	220 800	98.2	
1983	234 361	104.2	
1984	237 094	105.5	
1985	239 696	106.6	
1986	244 963	109.0	
1987	249 182	110.8	
1988	253 988	113.0	
1989	241 831	107.6	
1990	245 756	109.3	
1991	245 853	109.3	
1992	244 469	108.7	
1993	238 312	106.0	
1994	236 980	105.4	
1995	229 685	102.2	
1996	229 064	101.9	
1997	231 741	103.1	
1998	231 110	102.8	
1999	230 086	102.3	
2000	231 829	103.1	

(¶) Source: Stadt Nürnberg 2001.

Table showing the impact of pedestrianisation on air quality in the historic city centre of Nuremberg ⁽¹²⁾ ⁽¹³⁾

Pollutant	Data for 1982/83 before pedestrianisation µg/m ³	Data for 1988/89 after pedestrianisation µg/m ³
Sulphur dioxide (SO ₂)	33	28
Nitrogen monoxide (NO)	122	86
Nitrogen dioxide (NO ₂)	100	61
Nitrogen oxides (NO _x)	139	90
Carbon monoxide (CO)	3 400	2 980
Particulate matter	77	64
Lead (Pb)	0.249	0.248

Air quality

Two months after the road closure:

- Initially air quality in the zone surrounding the project area deteriorated due to a combination of factors including unfavourable meteorological conditions (the project started in the late autumn a season characterised by poor air exchange/flows, increased emissions in the city due heating and increased Christmas traffic.

One year after road closure (see table above)

- air pollution decreased significantly in an area that correlated closely with the road closure area;
- in the historic city centre emissions of nitrogen dioxides decreased by about 30 %, carbon monoxide and particulate matter by about 15 % – this was predominately driven by pedestrianisation.

Improvements in nitrogen dioxide levels

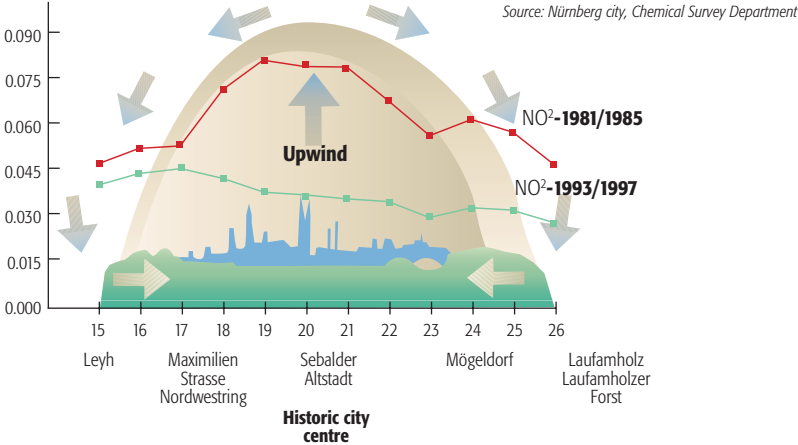
As the graphic above illustrates, there has been a fundamental change in the spatial air structure of nitrogen dioxide pollution.

During the period 1981–85 (before the road closures), NO₂ levels over the urbanised area formed a bell-jar-shaped cover. Pollution levels reached a peak in the centre of the city with annual mean NO₂ concentrations of > 80 µg/m³ in the city centre, falling to 35–40 µg/m³ in the suburbs.

By 1993–97, following the city centre traffic restrictions, the structure of the NO₂ pollution had changed and now resembled a shallow crater-like cover over the inner city. Nitrogen dioxide levels in the city centre had fallen to levels similar to those previously found in the suburbs. Higher concentrations of NO₂ had shifted to a zone over the ring-road system.

⁽¹²⁾ Data collected from fixed air quality monitoring station in the Rathausplatz/Theresienstrasse vicinity, 9 stations (1x1 km grid) covering the historic city centre, another 10 stations around the project area.

Typology of NO₂ pollution in an east–west cut through the city of Nuremberg



While some of this improvement in air quality can be attributed to improved vehicle technologies, lower emissions (tighter national and EU regulations), the introduction of speed limits, and modal shift from private to public transport, the improvement in air quality in the city centre can be directly related to the closure of roads in the city centre to through traffic.

KEY SUCCESS FACTORS/LESSONS LEARNT ⁽¹⁴⁾

- Comprehensive public consultation was vital in gaining public acceptance for the proposal.
- Step wise implementation (due to financial constraints) gave time for public acceptance and driver behaviour to adapt.
- Rigorous monitoring of the situation before and after implementation of the scheme was essential in providing evidence in support of the project.

⁽¹⁴⁾ Dr Peter Pluschke, Head of Department for Chemical Analysis, Environment Division, Stadt Nürnberg.

⁽¹⁵⁾ Pedestrianisation as a proactive instrument in urban air quality management- a case study from Nuremberg, Germany. Dr Peter Pluschke, Head of Department for Chemical Analysis, Environment Division, Stadt Nürnberg.

Case study 5
Strasbourg, FRANCE

Strasbourg’s policy of removing cars from its city centre to make way for public transport, buses, new tramlines, cyclists and pedestrians began in 1992, with the implementation of the first ‘plan de circulation’. The plan involved extending the traffic-free precinct in the city centre and banning private car through-traffic; access is restricted to tram, bus, taxi, bicycle and pedestrians. Two new tramlines have been built using road space previously occupied by car traffic.

Predictions of traffic chaos in the city centre, following the removal of through traffic, have not materialised. There has been a significant reduction in the number of vehicles entering the city centre.

In 1990 before the implementation of the strategy, the number of vehicles in the city centre was approximately 240 000 vehicles/day. By 2000 this had fallen by more than 16 % to 200 000 vehicles day. Forecasts suggest that had the strategy not been adopted, 300 000 vehicles would have been anticipated in the city centre in 2000, i.e. an increase of 25 %. This success has been achieved during a period of overall increase in the weight of traffic in the Strasbourg agglomeration as a whole.

It is not possible to say how much of the traffic has ‘evaporated’ due to the nature of the data: some of the traffic will have been displaced to orbital routes, but a significant volume of traffic has disappeared. In addition, the strategy has resulted in an increase in cycling, public transport patronage and park-and-ride use.

‘Creating space for sustainable transport’

BACKGROUND

The city of Strasbourg situated on the banks of the River Rhine is characterised by canal and river crossings and historic buildings and monuments. The city centre, located on an island, has been designated a world heritage site by Unesco.

During the 1980s, the city was facing growing traffic-related problems: frequent congestion, air and noise pollution, and high accident levels. The city centre was becoming less attractive to visitors. In addition, the scope for providing more space to accommodate growing numbers of private cars was limited due to the historic street pattern with its monuments and historic buildings.

THE STRATEGY: THE URBAN MOBILITY PLAN

The main aim of the plan was to reduce the dominance of the private car and to increase the use of more sustainable forms of transport, public transport, cycling and walking, in the city centre.

In the early 1990s, a decision was taken to build two new tramlines serving the city centre. However, in order to create the road space required, it was necessary to reallocate highway space from private car traffic to make way for the new tramways.

The first step was taken in 1992, and involved the extension of the traffic free precinct in central Strasbourg for a trial period. This traffic free zone was subsequently made permanent and was further extended with the construction of Tramline B.

In addition, through traffic access to the city centre, which represented almost 40 % of general traffic flows, was removed. Access to districts of the city centre and parking facilities has been made possible via a number of ‘loops’, however it is not possible to pass from one district to another. Through traffic is directed towards large boulevards on the outer circle or bypasses. Provision has been made for restricted local and delivery access in the heart of the city centre. Parking charges have been introduced in

Tramway A – Place de l'Homme de Fer



STRASBOURG CITY CENTRE



the city centre, resulting in a faster turnover, and therefore more efficient use of space. Cyclists and pedestrians have free access to all areas.

The first tramline, Tramline A, was opened in 1994, followed by Tramline B which was completed in 2000. Park-and-ride sites have been built along the new tramway lines, the parking ticket is also the tram ticket for all the parked car passengers. Provision for mobility impaired passengers has been made at tram stations and on tram trains.

Opposition to the scheme was considerable, in particular from retailers in central Strasbourg. They feared that during the works to install the tram, they would lose business as access was reduced to city centre shops, which did in fact occur. It was also feared that pedestrianisation of the city centre would prevent customers from visiting their shops as cars were prohibited from this part of the city. A strong anti-scheme campaign was mounted.

An extensive consultation process was undertaken with local residents, businesses and local associations, and an active awareness-raising campaign was undertaken by the city authorities in partnership with the transport operator. It was the first time that a French city of this size and importance had challenged its citizens' habits to such an extent.

A communication strategy was developed, using magazines and local daily newspapers, ('CUS' magazine, 'Dernières Nouvelles d'Alsace') and posters displayed around the city. The campaign had a symbol, 'Bruno' the bear, which served as a visual aid during the project works. 'Bruno' guided car drivers and pedestrians around the road diversions, and he also informed them about how the works were progressing. A phone centre was set up to deal with questions and complaints.

Submission #49337

European Commission

Reclaiming city streets for people — Chaos or quality of life?

Luxembourg: Office for Official Publications of the European Communities

2004 — 52 pp. — 29.7 x 21 cm

ISBN 92-894-3478-3



Bruno the Bear was used as the project mascot guiding drivers during the roadworks

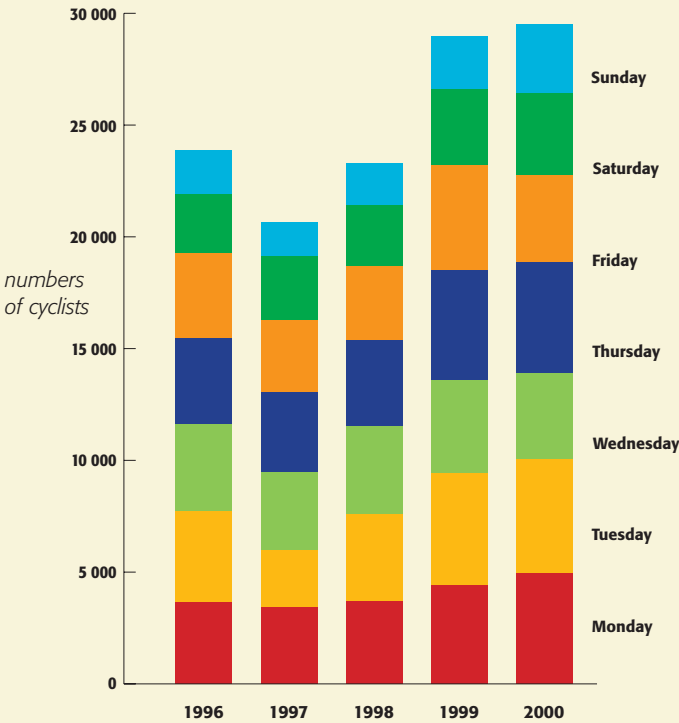
RESULTS

Traffic flows

In 1990, approximately 240 000 private vehicles entered Strasbourg city centre; in 2000, this flow was approximately 200 000. Estimates suggest that without the implementation of the mobility plan, the number of vehicles would currently be 300 000. While it is not possible to estimate how much of this ‘missing traffic’ has displaced to other streets, it is clear that the strategy reallocating road space to other more sustainable modes has been successful.

- The predicted traffic chaos did not occur. After an initial settling-in period drivers adjusted to the new road layout.
- Public transport services have clearly benefited. Tramline A carried over 68 000 passengers/day during its first year of operation, and it is estimated that the tram led to a 17 % reduction in traffic entering the greater Strasbourg area. Park-and-ride use has increased.
- There has been a significant shift in modal split from the private car to more sustainable modes: in 1989, 72.5 % of all trips were made by private car and 11 % by public transport; in 1999, 60 % of all trips were made by private car and 30 % by public transport.
- The number of trips made by bicycle has increased.
- The success of the strategy to date has provided the stimulus for a further two tramlines to be completed by 2010.

Numbers of cyclists using the Porte Dauphine cycle path 1996–2000



As part of the city’s strategy to reallocate road space from the private car to a more sustainable mode of transport, a cycle path was built along the canal by the Porte Dauphine, which provides access to the city centre from the south. As a result, there has been an increase in cycling on most days of the week in this part of the city.

Cycle route — at the junction of Quai du Général Koenig and rue de la brigade d'Alsace Lorraine (left) **Place Kléber** — (right)



Strategy acceptance

Strong opposition to the scheme from some groups has given way to a general positive acceptance and the policy has been politically successful. The project has not resulted in any significant loss in income for retailers — on the contrary, some businesses have seen an increase in their trading figures.

Some traders and certain local residents are now asking for pedestrianisation or for parking charges in their streets. Pedestrianisation increases property values and parking charges stimulate a faster turnover of parked cars resulting in improved business.

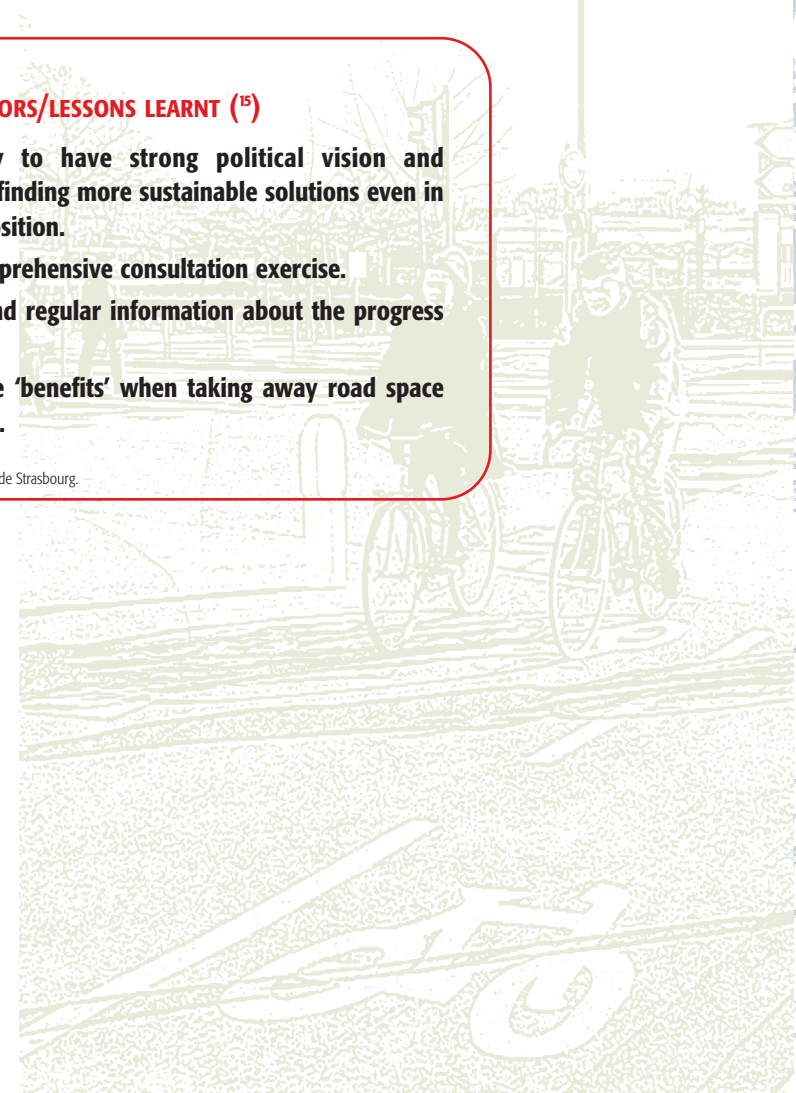
Quality of life

The removal of cars from the city centre to allow space for pedestrians and cyclists has improved the quality of life for everyone, for those living and working in the city, and for tourists. Kleber Square, the historical heart of the city, where once 50 000 vehicles per day passed through, has been restored as a major attraction. Pedestrians are able to enjoy quieter, cleaner and safer car-free spaces, where only trams and bicycles may enter (with the exception of delivery hour periods and emergency vehicles).

KEY SUCCESS FACTORS/LESSONS LEARNT ⁽¹⁵⁾

- It is necessary to have strong political vision and commitment to finding more sustainable solutions even in the face of opposition.
- Carry out a comprehensive consultation exercise.
- Provide clear and regular information about the progress of the project.
- Provide tangible 'benefits' when taking away road space from car drivers.

⁽¹⁵⁾ Source: Communauté urbaine de Strasbourg.



Case study 6

Ghent, BELGIUM

In 1997 Ghent implemented the mobility plan in the city centre with the aim of addressing the problems of excessive car traffic which dominated the city's streets and squares. The plan involved the closure of the city centre to all through traffic, as well as a number of traffic management strategies to provide essential access and improved public transport, cycling and walking facilities.

While traffic count data for this case study is not available, observations of the city mobility service confirm that the predicted traffic chaos did not occur and that some of the traffic did in fact disappear.

This case study has been included as an example of a city facing severe traffic problems, yet at the same time encountering strong opposition from some groups to any plans to tackle these issues. Despite these challenges, political support for the innovative mobility plan held fast. The plan was implemented and is generally considered a great success.

The inner city, now free from car traffic, is a vibrant place popular with residents and visitors. Public transport services are now more reliable, patronage is increasing, and more people are cycling.



Ghent historic city centre following implementation of the mobility plan – 1997 (right)
Traffic restrictions in the historic city centre (left)

BACKGROUND

The city of Ghent has a complex structure reflecting a long evolution dating back to the Middle Ages when it was the second most important city in northern Europe after Paris. The city centre covers a large area with no central focus; instead it comprises many squares and narrow streets, with the River Leie running through its centre.

During the 1980s, the city centre suffered the impacts of increasing car traffic, including congestion, air pollution and noise. Air and water pollution was degrading historic buildings and monuments in the city centre. Public transport had little or no priority and conditions for cyclists and pedestrians were deteriorating. Although accident levels were not excessively high, there was a growing general perception of a lack of security. The city's streets and squares, designed over the years to accommodate car traffic, were becoming increasingly unattractive.

Traffic forecasts predicted a considerable increase in car traffic and it was clear that action was needed. However, previous experience had shown that tackling inner city traffic presented a real challenge. In 1987, a 'traffic cell' plan was introduced but withdrawn after five months of opposition and protest by retailers.

THE STRATEGY: MOBILITY PLAN FOR INNER-CITY GHENT

The first steps to tackle urban traffic problems began in 1993 with the adoption of a cycling strategy comprising a number of measures to improve cycling infrastructure in the city. The mobility plan for Ghent city centre followed in 1997.

GHENT CITY CENTRE

**Ghent** – plan du centre-ville

The main aim of the mobility plan is to create a liveable city in which attention is given to all modes of transport and priority is given to pedestrians, cyclists and public transport. The plan includes the following elements:

- The removal of all private car through-traffic by creating a large pedestrian zone (35 ha in total) and traffic-flow measures. Pedestrians, cyclists and public transport are thereby given more space.
- A P-route (parking route) around the city centre ensures optimal accessibility to all destinations and especially to underground parking garages. A parking guidance system makes finding available parking easy.
- Traffic calming has been introduced in the city centre: speed limits in the pedestrianised area have been reduced to 5 km/hour ^(*) for those with permitted motorised access.
- Streets and squares have been renovated with the aim of making the city centre more attractive to residents and visitors.
- Traffic regulations are enforced by two permanent full time uniformed police who patrol the area on bicycles. Illegally parked cars are towed away.

Planning for the implementation of the strategy started in 1995. Throughout 1996 over 300 public hearings were held as part of an extensive consultation process with all stakeholders. A communications strategy was put in place providing advance information about the road closure, including radio and television commercials, posters and maps showing the proposed road layout changes which were mailed to all households (over 110 000); a telephone information line was also set up. On the third of November 1997, the city centre was closed overnight to through traffic.

The plan met with considerable opposition, in particular from retailers in the city centre and from some groups predicting traffic chaos in the streets around the road closure area. Despite this resistance, political support for the strategy was consistent. The political majority in the city was in favour of the plan, and a strong collaboration between local politicians and the city administration enabled the plan to proceed.

(*) 5 km/hour is the legal speed limit in pedestrian areas established by Belgian traffic law.



*Ghent 'P' (parking) route (left)
and car-free city centre (right)*

RESULTS

Traffic flows

Data describing traffic flows in the city centre before the closure of the area to through traffic and in the surrounding streets following the implementation of the mobility plan are not available. However, the observations of the city mobility department confirm that after a short initial period of increased traffic congestion, as drivers adjusted to the new road layout, the predicted long-term traffic chaos did not occur. While some of the traffic was displaced to neighbouring streets, some of the traffic appears to have disappeared.

‘The traffic congestion that was predicted did not occur. Although traffic increased in some streets around the pedestrian area, this was really only a problem during rush hours, but this problem existed before the introduction of the pedestrian area.’ (Peter Vansevenant, Director of the Mobility Service, Ghent)

Public transport

Public transport use increased by 3–5 %, an increase of 3 000–5 000 riders per day, during the first two years after the implementation of the plan. Public transport services, trams and buses, have become faster and more reliable. In all 80 % of trams and trolley buses run on separate tracks in the city centre, and circulation is now freed from the problems of parked cars and traffic congestion.

In addition, bicycle use has increased and initial monitoring suggests that accident levels have been reduced by about 30 %.

Quality of life

While some groups, most notably some retailers, continue to oppose the scheme, the implementation of the mobility plan is regarded as a success by residents and visitors.

‘Despite some criticism at the beginning, the large pedestrian area in the inner city has created a pleasant and lively city centre. A lot of events (open-air arts festival, open-air music events) are now possible in very fine surroundings. The atmosphere for shopping is now better as well, as no cars can possibly bother shoppers’. (Peter Vansevenant)

KEY SUCCESS FACTORS/LESSONS LEARNT (*)

- ‘Communication, communication, communication’
- When you remove space for private cars, immediately give back something in return – for example, nicer squares and streets, better facilities for cyclists, more reliable public transport services.

(*) Mr Peter Vansevenant, Director of the Mobility Service, Ghent.

Case study 7

Cambridge, ENGLAND

In January 1997, Cambridgeshire County Council introduced an 18-month experimental city-centre road space reallocation scheme, as the first stage of the Cambridge core traffic scheme. The closure of Bridge Street to through traffic involved the removal of approximately 9 000 vehicles/day. Local buses, taxis and licensed hire cars are permitted access via sets of automatic hydraulic bollards.

Despite initial opposition to the scheme on grounds of increased congestion in neighbouring streets, restricted access and loss of trade, a comprehensive review after the first year of the project deemed the experimental closure a success and subsequently was made permanent after 18 months. In August 1999, the second stage of the scheme, the closure of Emmanuel Road to private-car through-traffic, was implemented.

While it is not possible to estimate the percentage of traffic that has evaporated as a result of the road capacity reallocations at Bridge Street and Emmanuel Road, in both cases significant traffic reductions have been achieved on the closure routes (Bridge Street – 85 %, Emmanuel Road – 78 %) without causing unexpected increases on other roads in the area. Monitoring of the River Cam screen line shows that movements across the river have fallen by about 6 000 vehicles a day following the closures. Predictions of traffic chaos and worsening congestion have not materialised.



BACKGROUND

Cambridge is a university city with a historic centre characterised by a medieval street pattern, many college buildings with high architectural value, and narrow bridges over the River Cam. Over three million tourists visit the town each year.

The negative impacts of motorised traffic in the city centre are significant. Congestion is a frequent occurrence and public transport services are often delayed. Conditions on the roads in the city centre are considered unacceptable in terms of safety, environment and air quality. Traffic is the major source of air pollution in Cambridge with pollutants and particulates becoming trapped in ‘canyon’ streets. In 1999 the European guideline value for nitrogen dioxide was exceeded at 24 of the 27 monitoring sites in Cambridge.

Forecasts predicted that by the year 2016 traffic levels in the city would increase by 18 % if there was no further development of the city and its surroundings. However, with the planned development, a 27–48 % increase in traffic was predicted, a situation which was considered unsustainable.

THE STRATEGY – CAMBRIDGE CORE TRAFFIC SCHEME

The Cambridge core traffic scheme aims to reduce the impact of traffic by encouraging the greater use of public transport, walking and cycling. It does not aim to ban cars, but rather to make their use less attractive.

The demand management strategy involves restricting private car access to the city centre by the removal of through-traffic (surveys show that 50 % of all traffic in the core area does not require access). In addition parking restrictions have been imposed with increased charges making a stay of two hours cost more than a park-and-ride day return ticket (‘sticks’), while providing complementary improvements (‘carrots’) in public transport services notably park-and-ride, infrastructure for cyclists and

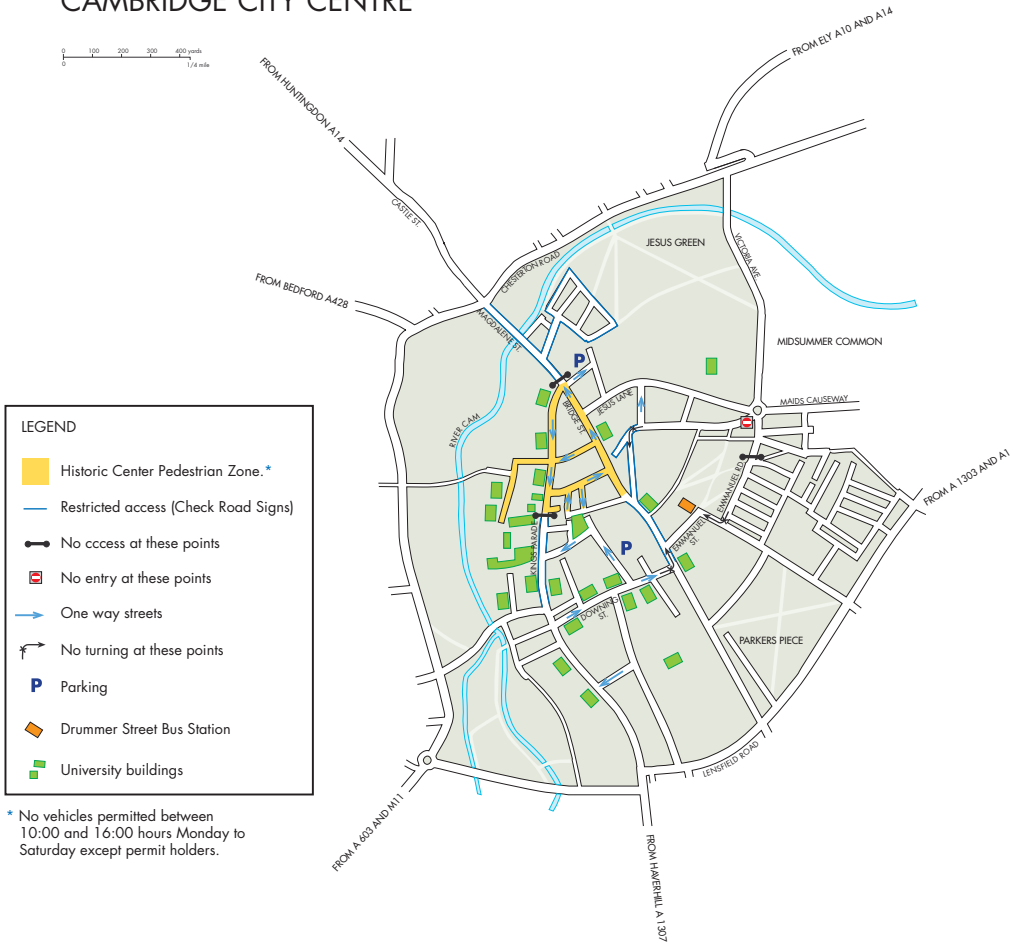
pedestrians, and upgrading of the urban streetscape to encourage the greater use of more sustainable transport modes.

The Bridge Street experimental road closure, implemented in January 1997, was the first step in restricting private car access. Computer modelling of traffic flows predicted significant increases in traffic in some neighbouring streets, and traffic light settings were altered given the new traffic patterns predicted.

An extensive consultation exercise was undertaken with all stakeholders. Public meetings, exhibitions and specific meetings with local groups were held. Leaflets were distributed to promote the scheme. While minor alterations were made to the scheme to improve local access, the meetings were used to emphasise the need to consider the longer term benefits of reduced traffic and reduced pollution as a price worth paying for some inconvenience. An active policy of supplying the media with the reasons for and benefits of the scheme was adopted to counter opposition.

Many lessons learnt during the Bridge Street closure were applied during the subsequent implementation of the second stage of road space reallocation with the closure of Emmanuel Street to private vehicle through traffic. This phase of the scheme has also been a success. As with the Bridge Street closure, opposition to the scheme was reduced as the positive benefits of the closure and associated improvements in alternative transport modes became apparent.

CAMBRIDGE CITY CENTRE





Artist's impression of refurbished Bridge Street following road closure to through traffic in 1997.

Bridge Street before traffic restrictions



RESULTS

Traffic flows

Traffic on Emmanuel Road has been reduced by about 9 000 vehicles (-78 %), and by about 5 000 (-57 %) on the adjacent Parkside as expected with the closure of the route to through-traffic. However, only 2 000 extra vehicles were recorded on the main adjacent routes (East Road and Maids Causeway).

When comparing traffic flows between 1997, pre-Bridge Street closure, and 1999, post-Emmanuel Road closure, screen line traffic counts show a reduction of 6 000 vehicles (7 a.m.–7 p.m.) crossing the River Cam (which forms a physical barrier running through the city centre). Traffic monitoring following the closure of both Bridge Street and Emmanuel Road indicates a reduction in traffic flows crossing the River Cam screen line during a 12-hour period from 77 119 vehicles in 1997, to 69 792 vehicles in 2000.

Air quality

Air quality measurements before and during the experiment indicate that between 1997 and 1999 the situation improved or stayed constant at 16 of 18 monitoring sites. It is estimated that levels of PM10s (particulate matter) have fallen by about 5 % as a result of the change in traffic levels and composition in Magdalene Street, an extension of Bridge Street.



Bridge Street after road closure to through traffic

Retail trade

While information collected by the Cambridge Retail Group showed no real evidence of a significant loss of trade resulting from the Bridge Street closure, the exercise demonstrates the problems of isolating the impacts of road closures from other trends, e.g. weather, strength of local currency (sterling), quality of products, general economic situation, etc. Opposition from traders has fallen significantly as the positive aspects of the scheme have become more evident. In particular the pedestrian area around Magdalene Bridge has become very popular with tourists; many retail units have been converted to restaurants and cafés.

Quality of life

Pedestrians and cyclists are able to enjoy a cleaner, quieter, safer city centre environment with the removal of through car traffic. Public transport users benefit from time savings due to congestion reduction and more direct routes. Upgrading of the Bridge Street streetscape in response to local residents’ requests was completed in September 2001.

KEY SUCCESS FACTORS/LESSONS LEARNT ⁽¹⁰⁾

- **Gather robust traffic air quality and trading statistics before the scheme to provide a strong basis for argument. Identify a good base point for measurement and set out clearly in advance what will be measured and how.**
- **It is vital to engage the media, so they understand how the road closure fits into a wider longer-term picture.**
- **Tactics are important, you may need to survive in the short term to secure the long-term benefits.**
- **Involve stakeholders and residents in the development of the scheme through extensive public consultation.**

⁽¹⁰⁾ Mr Brian Smith, Director, Environment and Transport Department, Cambridgeshire County Council.

Case study 8

Oxford, ENGLAND

On 1 June 1999, private car access to the city centre was restricted with the closure of the main High Street. This closure, as part of the Oxford Integrated Transport Strategy (OTS), in addition to a number of other traffic management changes in the city centre, represents the most significant change to the transport system of Oxford for over 25 years.

Predictions of increased traffic congestion as a result of the city centre closure did not materialise. Over the 12-month period, between June 1999 and June 2000, traffic flows on the inner cordon were down by an average of 20 %. Traffic flows on the outer cordon over the same period remained largely unchanged with a small reduction of 1.3 %. It appears that some of the traffic has evaporated. A fall in the number of cars parking in the city centre has been outweighed by an increase in park-and-ride use. Air quality has shown a marked improvement across the central city area.

Change in modal split away from the private car provides clear evidence of the success of the OTS. In 1991 the person-trip ratio (excluding pedestrians) was 54 % for private cars, 27 % for buses and 11 % for cyclists. By 2000, the modal split was 39 % for cars, 44 % for buses and 11 % for cyclists.



BACKGROUND

Oxford is an historic university town, with a city centre characterised by a medieval street network and buildings. The city is bounded on three sides by the River Isis. The surrounding catchment area is predominantly rural, with approximately 78 500 trips made into the city per day (12-hour period). The city is a popular tourist destination.

During the 1980s the city was experiencing worsening environmental conditions, including increasing air pollution and noise levels, as a result of increasing car traffic levels. Pollution was having a negative impact on both the historic fabric of the city and the urban quality of life. Traffic congestion was a growing problem, affecting the speed and therefore attractiveness of public transport services. Conditions for pedestrians and cyclists were negatively affected by the dominance of private motorised vehicles.

THE STRATEGY: OXFORD INTEGRATED TRANSPORT STRATEGY

In 1993, the first stages of the ‘Oxford Integrated Transport Strategy’ (OTS) were implemented. The aims of the OTS were to:

- reduce the problems of congestion and environmental pollution due to traffic;
- improve the general quality of life in the city centre;
- make public transport, walking and cycling more attractive alternatives to private car use;
- improve road safety;
- promote economic vitality;
- provide suitable access arrangements and improved accessibility for mobility impaired people.

A step-by-step approach to the implementation of a package of traffic management measures was seen as critical. As a result, the road closures required to improve environmental conditions in the central city area were only adopted after the implementation of a phased five-year plan which aimed at encouraging people to switch from the car to other more sustainable transport modes. These measures



High Street – before (left) and after (right) the central area changes

included: park-and-ride expansion and enhancement, cycling facility improvements, bus priority routes, and central area parking restrictions.

In order to proceed with the next phase of the OTS, in addition to an extensive consultation process, a public inquiry was necessary due to the scale of change proposed to the road network. Approval was obtained, and work began on alterations to roads in the city centre in September 1998. On 1 June 1999, the road space reallocation was implemented, most notably the full pedestrianisation of the most important shopping streets (Cornmarket Street and the west part of Broad Street), and the removal of most traffic from High Street and St Aldates during the day. Additional traffic management changes included the introduction of bus priority routes and associated traffic calming, access and parking arrangements

In the weeks running up to the opening date a publicity campaign was organised. Leaflets, advertisements on buses and poster boards around the city provided information about the impending changes, followed by a series of press releases in the final two weeks before the OTS launch. The publicity invited people to contact the city and county council with questions about the scheme.

Opposition to the scheme was raised, most notably on the basis that traffic congestion on two key routes in the city would worsen, and from retailers concerned about delivery access and trade levels. Press coverage of the scheme raised these concerns.

Detailed monitoring of the situation was carried out. Central government approval of the OTS in 1993 was contingent upon an extension of the existing traffic-monitoring programme to include elements such as bus journey times and pedestrian flow counts in order to fully monitor the impact of the scheme. Funding support from the European Commission for the EMITS (*) project (Environmental Monitoring of Integrated Transport Strategies) through the LIFE '95 programme made it possible to monitor additional aspects of the strategy, for example, the effects on air pollution and economic vitality.

(*) EMITS Third Annual Report, 1998/99, produced by Oxfordshire City and County Councils, ESRC Transport Studies Unit, UCL, Oxford University School of Geography, and Imperial College School of Medicine. For more information- <http://www.oxfordshire.gov.uk>



Cornmarket Street – before (left) and after (right) the central area changes



RESULTS

Initial traffic levels

Initial results published in the first interim report ⁽²⁰⁾ for the period June 1999–June 2000 identified a reduction in traffic flows of 23 % at the inner cordon during the latter half of 1999, decreasing to a reduction of 18 % in the first half of 2000 as flows increased slightly.

Traffic levels on the outer cordon during this period were largely unchanged, with a small reduction of 1.3 %. Traffic increases did occur on the 'Inner ring road' due to the displacement of some traffic from the High Street. The Marston Ferry Road experienced an increase of 12 %, and Donnington Bridge varied from 10–16 %. This increase was in line with predictions.

Inner and outer cordon traffic flow counts suggest that some of the traffic 'evaporated'. After an initial adjustment phase, the anticipated congestion did not materialise.

Traffic comparisons over 2 years

Further monitoring during 2000 allowed for more rigorous traffic data assessment by comparing data for the full calendar year of 2000 with those for 1998. This data confirmed that the reduction in traffic flows in the central area was maintained without significant, unpredicted increases elsewhere ⁽²¹⁾.

Traffic flows at the inner cordon were down by an average of 17 % across all cordon points comparing 2000 to 1998, with a range from -33 % to -6 %.

Traffic flows at the outer cordon were marginally down by about 0.5 % equating to approximately 500 vehicles/day. As this reduction follows the trend that has been evident over previous years it would not appear that the OTS had a major impact.

The B4495, the Marston Ferry Road, did experience an increase in traffic of 6.5 % compared with the 1995/98 average. However the average flow was still within the range seen for previous years, was below the increase predicted by the Saturn model, and is considered stable. The Donnington Bridge Road had an increase in flow of 12 % compared to 1995/98 average, slightly above the predicted increase of 10 %

Analysis of traffic flows for various locations on the ring road around the city suggest no apparent immediate impact following the 1999 city centre changes. However as the ring road is affected by a range of factors, changes may have occurred which are concealed in the average figures.

Bus passengers and park-and-ride

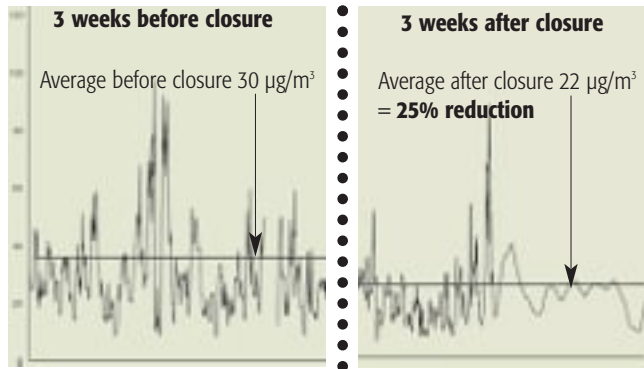
Results from the first interim report for the six-month period following the June 1999 measures indicated an increase in bus passenger use of 8–9 %. Up to the end of 2000 this was maintained. This increase equates to approximately 2000 additional passengers per day, a total that more than outweighed the decline in people using central area car parks of approximately 900 people per day. Use of three of the cities four park-and-ride car parks showed significant increases comparing 1998 with 2000 data.

Pedestrian flow

Central area pedestrian counts for autumn 2000 indicate an increase of 8.5 % in total flow at all sites over two days of monitoring, compared with 1998, approximately 6 000 people. Annual surveys at the inner cordon show that pedestrian movements on all approaches are higher than during 1998. These increases mark a reversal of a declining trend in pedestrian numbers throughout the 1990s.

⁽²⁰⁾ Source: Oxfordshire County Council, Environmental Services, OTS Monitoring Results, Interim Report, November 2000.

⁽²¹⁾ Source: Oxfordshire County Council Environmental Services, Review of impact of the central area changes, 27 July 2001.



Comparison of particulate pollution levels in Cornmarket street before and after road closure

Source: EMTS

Modal split

Annual classified surveys show that the daytime split by mode has significantly shifted away from the private car. In 2000, the person trip-ratio (excluding pedestrians) was 39 % for cars, 44 % for buses and 11 % for cyclists. This compares with 54 % for private cars and 27 % for buses in 1991 before the implementation of the OTS (cycling as a proportion had not changed).

Air quality

Air quality which is monitored at over 40 sites across the city has improved significantly. Within weeks of the road closures, a 25 % reduction in particulate matter was observed in Cornmarket Street (see diagram above), and carbon monoxide levels showed a 75 % improvement at St Aldates. The majority of sites throughout the city show reductions in nitrogen dioxide levels.

Retail activity

A sample of nine retailers in the central area showed a decline in trade during the period June 1999–June 2000, a trend that continued throughout the rest of 2000. However, nationally most retailers have been suffering difficulties, linked in particular with the high value of UK sterling which has affected the number of foreign tourists. However confidence in the city of Oxford remains high and the vacancy rate for retail units of 1 % (2001) is very low.

Media reaction/public acceptance

Press coverage of the scheme was mixed. Traffic congestion and delays caused by the initial confusion and displacement of traffic were cited in declaring the OTS unsuccessful. However most of these problems were short-lived and media and public acceptance of the scheme has grown as the advantages of the traffic free environment, in addition to the other measures, have become apparent.

KEY SUCCESS FACTORS/ LESSONS LEARNT ⁽²²⁾

- **The adoption of a step by step, integrated approach to the implementation of the OTS was seen as critical to the success of the significant road space reallocation element of the scheme.**
- **Comprehensive monitoring of a wide range of elements before and after the road closure provided arguments in support of the scheme.**
- **The length of road dedicated to pedestrian areas is relatively short, thereby successfully retaining pedestrian and retail activity.**
- **Effective marketing of the scheme, linked with a comprehensive communications strategy, enabled transport planners and politicians to emphasise both the need for change in travel behaviours – continuing the status quo was not sustainable- and the advantages that would result from the scheme in terms of improved environmental conditions, amenity and accessibility for all.**

⁽²²⁾ Samantha Tharme, Environmental Services Department, Oxfordshire County Council.

Chapter 4

PROVIDING GUIDELINES



PRE-IMPLEMENTATION CONSULTATION AND COMMUNICATION

- Set up a comprehensive communication and consultation strategy from day one as reallocating road space can give rise to opposition. All the case study examples had lengthy consultation processes with all stakeholders, including public meetings and targeted meetings with different groups (such as residents and retailers). It is important to provide the public with information at every stage of the process. In the Vauxhall Cross case study, the appointment of a communications officer dedicated to the project was considered invaluable in maintaining good public relations.
- Political support for the scheme is fundamental. Engage local politicians at each stage of the process. Use this handbook to show policy makers examples where reallocating road space has been a positive policy action. It can be useful to show links between the objectives of road space reallocation schemes and national and European sustainable development policy guidelines (e.g. Plans de Déplacements Urbains in France, Local Transport Plans in the United Kingdom, and EU air quality directives).
- In order to test some measures that you are considering implementing and to communicate to the public the potential benefits of a car-free urban environment, participate in the annual European 'mobility week' and 'car-free day' (web site: <http://www.mobilityweek-europe.org>).



DESIGN AND IMPLEMENTATION

- During the design phase, measure and monitor the 'before' situation rigorously, including traffic flow, air quality, and retail sales statistics. Ensure that the same parameters are monitored immediately, and at regular intervals after the

implementation of a road reallocation scheme. This information may provide vital evidence in demonstrating the success of the project.

- In-depth computer modelling may help to win the argument in favour of a scheme, in particular when convincing traffic engineers. In addition, the predictions provided by the models may help modify the scheme details, as was the case with traffic light sequencing in Wolverhampton.
- Building a scale model of the proposal has proven helpful in gaining support for a scheme (e.g. Vauxhall Cross, London) enabling interested parties, who may not be traffic planning experts, to grasp the intent.
- Be flexible in the light of any consultation undertaken to adapt but not undermine the scheme. For example, in Cambridge, access rights for local residents were modified slightly and as a result public support for the scheme increased significantly.
- Road space reallocation should be seen as one part of an integrated strategy. If you take away space from car drivers, be prepared to give something back in return, for example, an upgraded cityscape, better public transport services or improved cycling conditions. Road space reallocation is not about making life difficult for car drivers, it is about improving the mobility options and quality of urban life for all.
- Explore the different implementation options in detail. The case studies show a diverse range of approach. In Nuremberg and Wolverhampton, successful implementation was achieved via a number of phases over several years. In Vauxhall Cross, Cambridge and Strasbourg, the road space reallocation was implemented for an experimental period at first, and in Oxford, Kajaani and Ghent, cars were excluded from major parts of the city centre overnight. Each approach had its merits which contributed to the success of the scheme.



- Establish a long-term strategy for the enforcement of new traffic restrictions during the early planning stages. A range of options have been effectively applied in the case studies; in Cambridge electronically-operated rising bollards restrict the entry of non-authorised traffic and in Ghent traffic police on bicycles patrol the car-free city centre.

➔ **ESTABLISHING PARTNERSHIPS**

- Retailers are often the group with the most direct concerns. Accordingly they can be the most vociferous in their opposition. It is essential to build partnerships with local businesses that may be affected by any scheme in order to understand their needs and find ways to minimise any negative impacts on their trade. In Kajaani, the problem was resolved by establishing a ‘city centre society’ in which local retailers were partners, with the aim of regenerating the city centre. In Wolverhampton, the active marketing of the car-free town centre by the local authority won the support of retailers.
- Consider appointing a project champion to liase between local residents, local commerce and the local transport authority. This was very successful in the case of Vauxhall Cross.

➔ **MARKETING AND PUBLICITY**

- It is vital to work closely with the media. Reducing road space available for cars can provoke sensationalist, negative headlines; be warned that adverse publicity can be very hard to counteract. From the start, provide the media with all information possible and involve them in the unfolding ‘story’. Brief them on all the benefits of the scheme, but also the potential problems that may arise, especially during the early stages of the scheme. If you can get the local media on your side, much of the battle is won!

- Allocate sufficient resources to fund an effective marketing strategy. Use a variety of media (leaflets, posters, local radio, television, web sites) to keep all sectors of the public informed.
- Develop a distinctive brand or image for your scheme. In Strasbourg, Bruno the Bear guided drivers through road works and kept the public up to date about the progress of changes. In Kajaani, the slogan Hyvä Kajaani (Good Kajaani) put across a positive image for the scheme.
- Take photographs which clearly show the situation before the implementation of any scheme, and where possible repeat the exercise at the same locations during and after the completion of the project. Public memories of the traffic problems that existed before a scheme can be short-lived, and images that highlight the improvements that such schemes bring can help win support for future projects.

➔ **POST IMPLEMENTATION**

- In your planning, expect the worst! Anticipate problems in the first weeks after the implementation of each road closure as drivers adapt to changes in road layout. Good pre-closure communications, police support, and the presence of local authority personnel on-site can help to minimise this.
- ‘You can’t please everyone all the time’. While you will aim to satisfy the needs of all parties, it may not be possible, at least at the start, to please them all. However, in all the case studies, acceptance by the majority of parties increased significantly after the initial period.

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The Economic Benefits of Sustainable Streets

New York City Department of Transportation

Letter from the Commissioner



Dear Fellow New Yorkers:

Better streets mean better business. Attractive public space and better designed streets are not simply aesthetic or safety improvements. Better streets attract more people and more activity, thus strengthening both communities, the businesses that serve them and the city's economy as a whole.

In New York City DOT's 2008 *World Class Streets: Remaking New York City's Public Realm*, we noted that this business case for better streets has been argued in a number of cities, and documented to some extent.

DOT's new *The Economic Benefits of Sustainable Streets* is a landmark contribution to this field, presenting and explaining the most robust methodology yet developed for evaluating the economic effects of street improvements. It amplifies and extends DOT's 2012 *Measuring the Street* report, which offered a very strong set of results on the economic value of safety, parking, mobility and design improvements to city streets. The pages that follow document this methodology in great detail, making it useable by other cities and groups from public agencies to universities and business organizations.

During the past six years, the New York City Department of Transportation has emerged not only as a leader in transforming city streets into more welcoming and efficient spaces, but also in developing a comprehensive set of metrics to assess how street projects have advanced City's goals of safety, efficiency, greater travel choice and economic vitality. Our *Sustainable Street Index* report provides these measures for a variety of types of street projects each year, while numerous specific reports have presented detailed data and information on pedestrian safety, the effects of traffic and public space changes along Broadway, energy savings from new street lighting technology and the uses of new public space. *The Economic Benefits of Sustainable Streets* is DOT's latest contribution to the rapidly expanding understanding of city streets.

Additional examples in this report further confirm the findings presented in *Measuring the Street*. Street projects that improve safety and design and that welcome pedestrians, cyclists and transit riders see higher retail sales. For example, Brooklyn's Vanderbilt Avenue saw a doubling in retail sales in the three years following installation of bicycle lanes and a tree-lined median, significantly outperforming borough-wide and city-wide trends. At the intersection of Amsterdam and St. Nicholas Avenues in Harlem, where DOT simplified a difficult intersection with new public space and traffic pattern changes, stores in the area saw sales rise 48%, beating the Manhattan average for the same period and substantially outpacing performance on nearby streets.

The Economic Benefits of Sustainable Streets represents a major step forward in establishing the link between city streets and their myriad impacts on urban life and economics. Armed with this objective, quantitative data, cities can add street design to their economic development strategies and can build support from the business community as allies and advocates for these improvements.

New Yorkers have taken naturally to the public spaces and people-oriented streets that NYCDOT has created. Now DOT has clearly documented the substantial economic benefits of these improvements.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Janette Sadik-Khan'. The signature is stylized with a large, sweeping initial 'J' and a long, horizontal stroke extending to the right.

Janette Sadik-Khan
Commissioner

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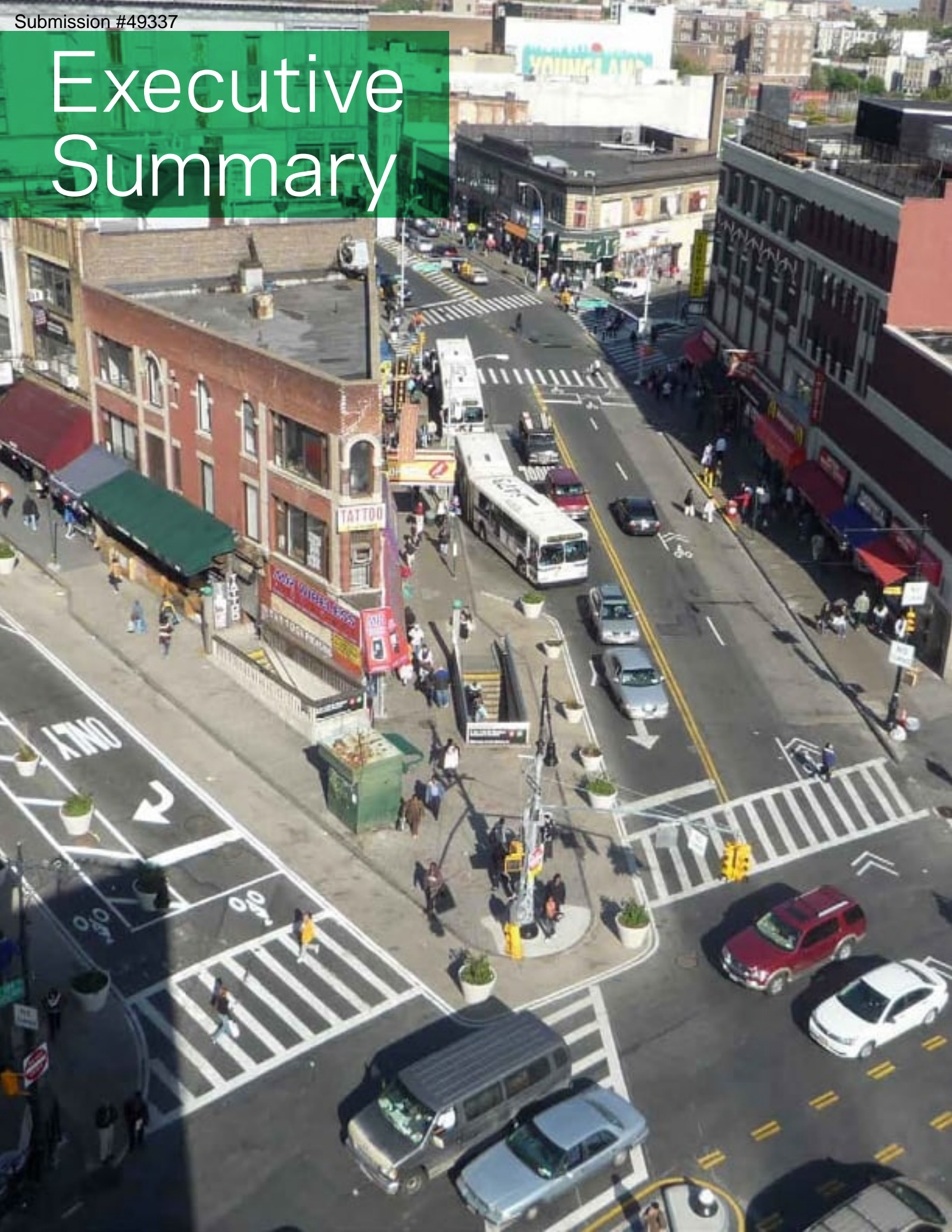
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Executive Summary



Executive Summary

Solving urban challenges has become the key to addressing global challenges. New York City has been a leader in creating new models for sustainable urban development in recent years, most visibly with the transformation of the city's streets into more efficient and welcoming spaces that better accommodate all users. In tandem with these planning and engineering efforts, the New York City Department of Transportation (DOT) has developed a robust set of metrics to evaluate the outcomes of its projects with respect to the agency's policy goals, both in the service of continually improving project designs and because the public increasingly expects such data-driven decision-making from government.

These goals – including safety, access and mobility, environmental health and economic vitality – have been well documented in publications such as *Sustainable Streets*, *Measuring the Street* and the New York City *Street Design Manual*, and a trove of the resulting data has been published in reports including the annual *Sustainable Streets Index*. While DOT makes regular use of metrics on safety and mobility – the more traditional focus for measures of urban streets – the agency has only recently added data on local economic impacts to its set of standard project metrics.

Despite the critical importance of making the connection between transportation policy and economic health in light of ongoing economic and budgetary challenges, a review of current practices found no well-established, objective methodologies for evaluating the impact of street design improvements on neighborhood economies. Therefore, DOT set out to develop a new metric. Working with its consultant, DOT evaluated a number of potential measures of local economic vitality and found retail sales – specifically reported sales for street-level retail and restaurant/food service businesses – to provide the most direct and reliable indicator of the health of local businesses.

Through an iterative process with the New York City Department of Finance (DOF) – who receives New York City sales tax data from New York State, analyzes it and aggregates all results to preserve taxpayer privacy– the study team developed, tested and refined a consistent and replicable approach for analyzing sales

tax data. Filters were applied to limit tax data to only relevant businesses in terms of industry category and physical storefront location; due to the nature of the tax returns, businesses included in the analysis tend to be locally-based “mom-and-pop stores” and independently operated franchises. Study areas were defined for the street improvement projects as well as for several comparison sites. The change in sales for locally-based businesses within the improvement sites before and after project implementation was compared to changes in the same period for the comparison sites as well as the respective borough as a whole. This methodology was applied to a range of projects including pedestrian plazas, bike paths, intersection redesigns and bus rapid transit.

These results provide convincing evidence that improved accessibility and a more welcoming street environment created by these projects generate increases in retail sales in the project areas. This does not mean that all projects will show economic benefits, just as not all projects improve the operations of a particular mode or improve all measures of safety. However, it is now possible to document the impacts of changes in street design on surrounding locally-owned retail businesses in a rigorous and compelling way, expanding the range of metrics that government agencies as well as communities have available to measure the effects of these projects.

Data on retail sales can now be used to help address the concerns of local residents and business owners about potential project impacts, replacing anecdote or personal experience with comprehensive data, and potentially activating the business community in support of appropriately designed projects. These kinds of empirical results can also allow cities to link street design more closely with economic development goals, just as cities are beginning to link street design with public health and environmental goals. Importantly, New York City's analysis shows that 21st-century streets can contribute to the economic vitality of neighborhoods across the full spectrum of income levels and geography, from major destination shopping districts to neighborhood main streets.

It is now possible to document the impacts of changes in street design on surrounding locally-owned retail businesses, expanding the range of metrics available to measure the effects of these projects.

Study Purpose & Background



Study Purpose & Background

The Need for 21st-Century Street Metrics

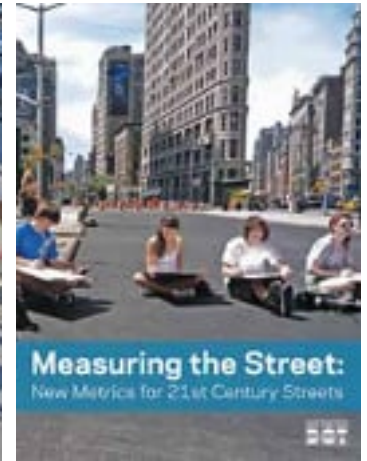
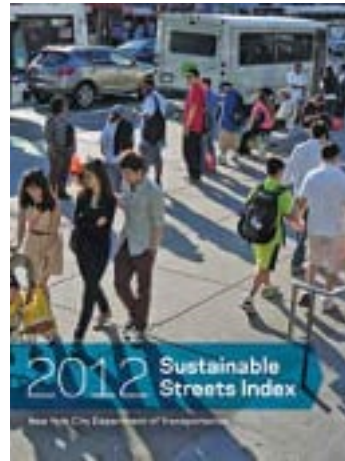
In the 21st-Century, solving urban challenges has become the key to addressing global challenges: how can urban areas – where a majority of humanity now lives and an out-sized share of economic activity takes place – accommodate population growth and expand economic opportunity all while improving public health, environmental sustainability and quality of life? As a result, cities have become laboratories for developing, implementing and evaluating new solutions to these intertwined issues. New York City has been a leader in creating new models for sustainable urban development, from a five-borough economic development strategy to more energy-efficient buildings to numerous successful health initiatives.

One of the most visible elements of New York City’s sustainable development agenda has been the transformation of the city’s streets from unwelcoming, traffic-dominated corridors to safer, more attractive public spaces that better accommodate all users. Large arterials have been transformed into “complete streets” with dedicated lanes for bicyclists, landscaped pedestrian islands and more efficient curbside regulations; areas of underutilized roadway have been repurposed as new public spaces; congested bus routes have become higher-speed Select Bus Service; and green infrastructure has been integrated into the streetscape to better manage storm water while enhancing the public realm.



In parallel with these efforts to reimagine urban streets, the New York City Department of Transportation (DOT) has also sought to transform the way the agency measures the outcomes of its work and its overall progress in achieving policy goals. Following the release of Sustainable Streets, the agency’s strategic plan, in 2008, DOT began releasing annual Sustainable Streets Index (SSI) reports that for the first time documented specific metrics at both the citywide and individual project level. The SSI reports document both citywide transportation trends such as transit and bicycle ridership, traffic volumes, and vehicle speeds within the Central Business District (CBD), as well as project-specific data including before-and-after changes in crashes, speeding, travel times, foot traffic and bus ridership and creation of new public space. More recently DOT released Measuring the Street, which

illustrates how far the agency has come in systematizing the way it uses data to inform its design approach (and which includes initial results from this study).



Being able to measure and communicate the impacts of these types of policies and projects is critical for several reasons. There is increasing recognition among the public that transportation systems can have both positive and negative impacts on the urban environment they inhabit – that the relationship between the two is interactive, not unidirectional – and of the importance and power of transportation to shape the city. In this modern view, cities should plan their transportation systems to help spur the type of development and quality of life that they’d like to see rather than the traditional planning and engineering assumption that the context is “set” and has certain requirements that the transportation system needs to meet. The public is much more aware of these issues than in the past and expects to be involved in the planning and decision-making process; therefore it is important to communities that the potential effects of redesigned streets on their residents and businesses be anticipated. And although these stakeholders may support the broader view of streets on a general level, they can also be concerned with the potential negative impacts – such as reduced parking – of projects they may otherwise see favorably. Finally, the social and economic revitalization of urban centers means that the local impacts of transportation decisions are of vital interest not simply to local residents but to the city as a whole.

The ideal set of project metrics should cover outcomes spanning safety, moving people and goods, providing access to local land uses, and creation of economically vital, attractive and healthy spaces for movement, access and public space (Table 1). Because methods for measuring and evaluating the “direct” safety and mobility benefits of transportation projects – such as collection and analysis of traffic and crash data – have been developed over the past decade or more, DOT possesses a relatively strong set of these metrics. On the other hand, understanding the “indirect” benefits provided by more multi-functional street designs such as on public health, environmental quality and economic prosperity is a topic that has only recently received widespread attention in transportation and allied fields.

Table 1: Potential Metrics for Project Goals

Goal	Potential Metrics
Safety	<ul style="list-style-type: none">Crashes and injuries for motorists, pedestrians, and cyclistsTraffic speeds
Access/ Mobility	<ul style="list-style-type: none">Volume of vehicles, bus passengers, bicycle riders and users of public spaceEfficiency in parking/loadingTraffic speeds
Economic Vitality	<ul style="list-style-type: none">Number of businesses; employmentRetail sales; visitor spending
Public Health	<ul style="list-style-type: none">Minutes of physical activity per dayRates of obesity, asthma, diabetes, etc.
Environmental Quality	<ul style="list-style-type: none">Air quality; water qualityUrban heat island; energy use
Livability/ Quality of Life	<ul style="list-style-type: none">User satisfactionPublic space usage

Given continuing economic and budgetary challenges as a result of the recent recession, making the connection between transportation policy and economic development, in particular, is critically important – and the current inability of cities to make that connection in a compelling way is a major weakness. After all, if implementing relatively straightforward improvements to city streets can, for example, increase patronage of local businesses, expand employment opportunities and spur reinvestment, then such projects can become not only a tool in cities’ transportation toolkit but also a tool for economic development: a means of expanding opportunity within all types of neighborhoods and complementing other economic development initiatives. Doing so might also elevate the public conversation around this issue beyond conjecture or anecdotal evidence so that projects can be better evaluated based on their merits.

Streets and Economic Vitality

What is the connection between changes in street design or operation and the economic vitality of neighborhoods? The basic hypothesis is that changes in travel patterns, spending patterns and neighborhood desirability caused by changes in the street environment can impact businesses’ and property owners’ bottom lines, most directly by affecting retail sales but also by affecting, among other things, retail rents, office rents, and commercial property values.



If changes to a street lead to more or fewer potential customers making trips to that street or change the frequency or spending patterns of their trips, then local retail sales may be affected. For example, reducing vehicular throughput (by removing travel lanes) or curbside parking has the potential to reduce the number of potential customers who arrive by car by making it a less convenient option. On the other hand, improving access for other modes – by adding bike lanes or bike parking, improving bus service and connections to transit, widening sidewalks or making it easier to cross the street – could increase the customer base.

Once potential customers are already on-site, encouraging them to linger for greater duration by creating a more comfortable and enjoyable public realm could potentially result in their patronizing local businesses more than they otherwise would. Interventions that are often pursued by cities with this goal in mind include functional improvements such as providing benches, tables and chairs and wayfinding signage, reducing noise and increasing shade (or sun, depending on the weather); urban design enhancements such as distinctive paving, landscaping, pedestrian-scale street lighting and

Making the connection between transportation policy and economic development is critically important, with improvements to city streets potentially contributing to economic opportunity.

public art; and creating more activities for visitors through event programming and food concessions. Many of these improvements might also draw more customers by helping the space function more as a destination in its own right.

It is important to note that total retail sales (cumulatively or per business) is the critical indicator for overall economic performance rather than number of visitors, frequency of visits or spending per visit. Fewer, higher-spending, customers could still result in higher overall sales, as could a shift in customers to more frequent trips where less is spent per trip. Therefore, while those types of data could be useful indicators of retail activity, by themselves they do not conclusively measure business vitality.

Beyond potential impacts on retail traffic, an improved street environment might also affect other economic outcomes in a less direct way, such as retail and office rents and property values, by changing the perceived desirability of a street or neighborhood. Least directly, changes in employment in terms of number of jobs or salaries might be expected as a function of the rising or falling fortunes of retail businesses. As described in the next section, some of these data sources are easier to obtain, analyze and draw conclusions from in a meaningful way than others.

Existing Research

Streets are a ubiquitous presence in cities, affecting all aspects of society. To the extent that all social goods and ills can be assigned a dollar value, there are wide-ranging economic consequences to how streets are designed and operated for government, businesses and residents, including:

- The relative number of jobs created by different kinds of construction projects;
- The impact of mobility (or a lack thereof) on freight and business costs;
- The (mostly externalized) costs of traffic crashes;
- The connection between the design of the public realm (e.g. active design) and savings in public health costs;
- The monetized benefits of the environmental services provided by a more sustainable streetscape;
- Higher property values associated with a higher quality public realm; and
- Household savings associated with lower vehicle ownership and usage resulting from transit-friendly and walkable communities.

A substantial body of literature exists that attempts to attach dollar values to these myriad impacts, usually in isolation but sometimes in a holistic way. For the purposes of this study, DOT chose to focus on one specific economic metric: the commercial vitality of the neighborhoods surrounding particular streets. This metric is ideally suited to looking at the potential direct economic impacts on businesses resulting from the kinds of street designs that New York City has been increasingly rolling out over the past several years. Existing studies and data on this topic, however, are scarce and methodologies tend to be qualitative rather than quantitative.

The work to understand the impact of street design changes on local businesses has primarily been in the form of surveys of consumers, business owners, or both. Such surveys performed in different cities across North America have typically focused on dense urban retail areas with results demonstrating that a large proportion of visitors—possibly much larger than some business owners might think—arrive on foot, by bike or by public transit, with a minority arriving by car or taxi. They have also found that people who arrive on foot or by bike generally visit the area more often than those who use other methods of transportation and cumulatively spend more per capita at local businesses.^{1, 2, 3, 4, 5,}

^{6,7} Shoppers often indicate that they would visit more often if additional enhancements were made to the street environment such as reducing the volume of traffic or calming traffic speeds, expanding space for pedestrians or adding bicycling infrastructure.^{8, 9, 10, 11}

Urban businesses have been found to consider the streetscape an important factor in attracting customers or tenants.¹² Nevertheless, experience has shown that in many instances business owners are apprehensive of changes to streets that are perceived to benefit pedestrians and cyclists while reducing convenience for drivers based on a belief that providing easy access for motorists into their business district along with ample, nearby parking is critical to their store's success. As described above, results from surveys of shoppers in urban shopping districts suggest that this fear is in large part unfounded. Similarly, multiple surveys conducted in dense urban shopping areas indicate that after these types of changes are implemented businesses see improved performance and they often become vocal supporters of further enhancements to the public realm.^{13, 14, 15, 16}

Existing studies and data are scarce and have primarily been in the form of surveys.

A key issue for quantitative studies is that the complexity of urban retail environments renders it challenging to isolate the impact of any one variable on economic performance. Many disparate factors contribute to the success of businesses both at the level of an individual store as well as in a district as a whole, from real estate development or demographic trends to changes in where jobs are located to the introduction of major new shopping or cultural destinations that create “spillover effects.” Controlling for as many of these factors as possible is an important part of performing a rigorous quantitative study that attempts to link changes in street design (or any specific intervention) to changes in the economic vitality of a particular area.

1 Stantec Consulting, Ltd., *Vancouver Separated Bike Lane Business Impact Study*, Vancouver Economic Development Commission, 2011

2 Transportation Alternatives, *East Village Shoppers Study: A Snapshot of Travel and Spending Patterns of Residents and Visitors in the East Village*, October, 2012

3 The Clean Air Partnership, *Bike Lanes, On-Street Parking and Business: A Study of Bloor Street in Toronto's Annex Neighborhood*, 2009

4 Barr, Joseph et al, *Select Bus Service on Bx12 in New York City: Bus Rapid Transit (BRT) Partnership of New York City DOT and Metropolitan Transportation Authority New York City Transit*, Transportation Research Record 2145, Volume 3, August, 2010, pg. 40-48

5 Schaller, Bruce, *Curbing Cars: Shopping, Parking and Pedestrian Space in SoHo*, Transportation Alternatives, December, 2006

6 Clifton, Kelly J., Sara Morrissey & Chloe Ritter, *Business Cycles: Catering to the Bicycling Market*, TR News 280, May-June 2012, pg. 26-32

7 Accent Marketing & Research, *Town Centres Survey*: 2003-4, Transport for London, 2004

8 Schaller (2006)

9 The Clean Air Partnership (2009)

10 Peper, Paula J. et. al., New York City, *New York Municipal Forest Resource Analysis*, USDA Forest Service, 2007, pg. 59

11 Central London Partnership, *Quality Streets: Why good walking environments matter for London's economy*, Transport for London, 2003

12 Meisel, Drew, Bike Corral: *Local Business Impacts, Benefits and Attitudes*, Portland State University School of Urban Studies and Planning, 2010

13 Drennen, Emily, *Economic Effects of Traffic Calming on Urban Small Business*, San Francisco State University Department of Public Administration, 2003

14 Hass-Klau, Carmen, *Impact of Pedestrianization & Traffic Calming on Retailing*, Transport Policy, Volume 1, Number 1, 1993, pg. 21-31

15 ECOTEC Research & Consulting, Ltd., *Economic Impact of the Public Realm: A Final Report to the East Midlands Development Agency*, Birmingham, UK, October, 2007

16 Hass-Klau, Carmen (1993)

Those quantitative studies that do exist suggest that when streets within urban shopping districts are pedestrianized or receive streetscape enhancements the results are often positive, with businesses seeing increases in both the number of shoppers and in revenues. Similarly, the value of real estate increases so property owners benefit along with the retail tenants. The design quality of a street appears to contribute to these outcomes on its own, regardless of other factors, and simply improving street design can have a major impact on market values.¹⁷ In some cases changes manifest within the first few months to a year after a project is implemented but in other cases it may take longer.

Notably, a study was undertaken for the City of Vancouver in 2011 to evaluate the economic impacts of two separated two-way bike lanes that were constructed in Vancouver’s downtown core on a trial basis in 2010.¹⁸ The Vancouver Economic Development Commission, Vancouver Board of Trade, Downtown Vancouver

Objective, impartial third-party data is critical to making an economic case for projects.

Business Improvement Association, and Downtown Vancouver Association jointly hired Stantec Consulting, Ltd. to measure the business impacts of the separated bike lanes and to develop mitigation strategies for “hot spot” blocks that were identified as having negative business impacts. The study was comprehensive in that it examined retail sales, commercial vacancy rates, customer

17 Commission for Architecture and the Built Environment, *Paved with Gold: The Real Value of Good Street Design*, 2007
18 Stantec Consulting, Ltd. (2011)

shopping patterns and office tenant opinions. However, the analysis of business impacts was based on self-reported data and, as the study notes, “[t]his information may have some response bias,” “very little detailed sales data from businesses was received” and “the data that was collected indicated that the estimated loss in sales was not as high as reported in the surveys.” Therefore, while Vancouver’s study provides an important model for assessing the economic impact of changes in street design, it did not establish the objective, quantitative methodology that New York was seeking.

Quantifying Local Business Sales

As described above, most of the existing data on the impacts of changes to street environments on local businesses is weakened by its qualitative nature or lack of comprehensiveness. Another major weakness of many of these studies is that they do not compare conditions both before and after a change is made, so it is impossible to know what, if anything, would have happened in the absence of the improvement being examined. Therefore, while well-documented and replicable methodologies existed to measure the gains in safety and mobility resulting from DOT’s projects, no such suitable approaches existed to measure economic outcomes. The agency therefore set out to develop its own new metric “from scratch”.

From January through October 2012, with existing agency resources as well as financial support from the Rockefeller Foundation, DOT worked with a consultant, Bennett Midland, LLC, to examine the range of potential data sources and analysis methodologies that might provide as granular, consistent and replicable an approach as possible (Table 2). While several other potential metrics showed promise, most notably commercial leasing and assessed property values, reported retail and restaurant/food service sales for locally-based businesses proved to be the most direct and reliable for several reasons:

Table 2: Economic Data Sources Considered for Analysis

Data Source	Selected for Analysis	Pros	Cons	Source Strength
Retail Sales Tax Filings	Yes (Full)	<ul style="list-style-type: none">Strong, direct indicator of business vitalityData available at the individual business levelGood proxy for overall neighborhood economy	<ul style="list-style-type: none">Multiple variables affect retail salesConfidentiality limitations reduce data availabilityPrivacy restrictions require significant data cleaning	Strong
Commercial Leases & Rents	Yes (Limited)	<ul style="list-style-type: none">Retail rents are strong indicatorGood proxy for overall neighborhood economy	<ul style="list-style-type: none">Insufficient sample sizesLimited availability (3rd party firms)Historic data difficult to obtain	Moderate
City-Assessed Market Value	Yes (Limited)	<ul style="list-style-type: none">Moderate indicatorReadily available dataData contains market value for most properties	<ul style="list-style-type: none">Obscure methodologyInfrequently updated	Moderate
Real Estate Transactions & Market Sales	No	<ul style="list-style-type: none">Data includes sale price and date	<ul style="list-style-type: none">Insufficient sample size over short time period	Weak
Business Establishment Creation/Loss *Local	No	<ul style="list-style-type: none">Moderate indicator	<ul style="list-style-type: none">Poor availability of data due to time lagInsufficient sample size	Weak
Business Establishment Creation/Loss *Federal	No	<ul style="list-style-type: none">Moderate indicator	<ul style="list-style-type: none">Data not available at granular level	Weak
Employment	No	<ul style="list-style-type: none">Moderate indicator	<ul style="list-style-type: none">Data difficult to obtain at the neighborhood level	Weak
Building Permits	No	<ul style="list-style-type: none">Readily available dataLarge and multifaceted data source	<ul style="list-style-type: none">Weak indicatorData cleaning is too onerous for this type of study	Weak

- Because changes to the street environment can have immediate impacts on the travel patterns of shoppers using that street, sales figures at adjacent businesses represent one of the most direct ways of capturing any potential economic impacts created by such projects as compared to longer-term “ripple effects” on property values, leasing activity, business creation or loss and employment.
- Using a third-party data source, in this case aggregated New York State data provided by the NYC Department of Finance, avoids the potential for self-selection bias that is inherent in studies based on information volunteered by survey respondents.
- Because businesses generally file taxes quarterly, the data is available for short time periods.
- Because sales tax records include filing addresses, the data can be analyzed geographically and businesses included in the data tend to be locally owned or operated (i.e. their taxes are filed from their physical address).
- Most businesses classify themselves into a specific industry as part of their tax return, allowing the data to be organized by particular business types.
- Legal protections exist to provide analysts with granular data without revealing tax remitters’ names or any other personally identifiable information.

Because urban economies are a complex system, changes in sales for individual businesses can be the result of many different factors; street design is just one. It is therefore important to use comparison sites as a way to control for variables unrelated to the street redesign project so as to isolate impacts attributable to the project. With that goal in mind, this study compared the selected project sites to comparable locations that did not receive improved street designs as well as to sales trends at the Borough level. The improvement sites would be expected to perform similarly to the non-improvement sites had no changes been made. By comparing them this analysis begins to isolate the effects of the street improvements.

This study also carefully examined results over time rather than at single “pre” and “post” points in time. This offers researchers the flexibility to examine changes in the sales data in the context of longer-term trends and to identify outlying data points that may merit closer examination. If a unique event affected sales, positively or negatively, the sales data covering a total of 12 to 16

Because urban economies are a complex system, it is important to control for variables unrelated to the improvement project.

quarters (4 quarters in the baseline period and 8 to 12 quarters in the post-improvement period) would tend to reveal this anomaly. By analyzing data that is accurate, relevant and robust one can assess the likelihood that any changes in businesses’ sales may stem from the street improvements rather than exogenous factors.

The end product of the methodology developed by New York is a robust portrait of retail sales that captures the economic activity of locally operated businesses. The use of data that provides high levels of detail, accuracy and relevance along with comparisons both across time and between sites yields a thorough analysis that comes closer to objectively assessing the impacts of individual projects than any currently available methods. This report is an opportunity to share this methodology and lessons learned with other municipalities, organizations and communities seeking to better understand and communicate to project stakeholders the full range of benefits that 21st-Century streets can provide. In fact, at least one study in another city has already utilized the methodology developed by New York.¹⁹

¹⁹ Rowe, Kyle, *Bikenomics: Measuring the Economic Impact of Bicycle Facilities on Neighborhood Business Districts*, College of Built Environments, University of Washington, July, 2013, pg 15



Study Methodology



Study Methodology

Overview of Data Source

All retail businesses in New York State are required to make regular sales tax filings and payments. This data set is managed by the New York State Department of Taxation and Finance and data for New York City is also provided (through a data sharing agreement) to the New York City Department of Finance (DOF). Sales tax filings – including total taxable sales volumes – are generally submitted quarterly, resulting in data that is updated on a frequent basis. Because the records also include a filing address the data can be analyzed by geography if the filing address is the same as the business location. (Addresses provided on tax returns may reflect the location of the taxpayer’s preparer or representative rather than the location of the taxpayer, and for multi-location businesses the given address may not reflect activity at the reporting location.) Records also typically include a self-reported North American Industry Classification System (NAICS) industry code so that the data can be analyzed by business type. The quarterly changes in sales for specific businesses can then be aggregated to reveal the changes in sales on a block, along a corridor or within a wider geographic area as needed.

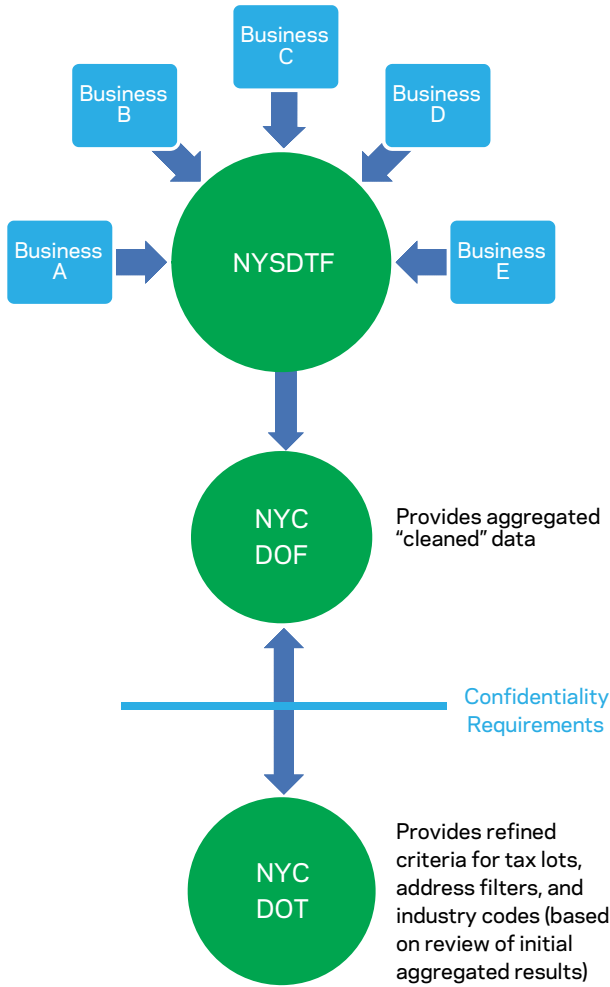
Earlier studies have used sales data, but only as provided voluntarily by retailers and rarely, if ever, collected comprehensively throughout a study area. By contrast, tax receipts for locally-based businesses are collected nearly universally and, insofar as sales are reported legally, tax receipt data reflects the actual volume of taxable sales generated by an individual business. Therefore, although requiring a significant amount of quality control, New York State sales tax filings, through publicly available data, provide a rich data set that acts as a strong measure of the vitality of local business establishments over time.

DOT and Bennett Midland worked with DOF to construct the retail sales data sets for this study. The study sites were defined as collections of tax lots, and DOF provided the project team with aggregated findings – total sales over time for all businesses combined – for each site. Importantly, a confidentiality agreement between the City and State disallows the sharing of disaggregated tax filing data with those outside of DOF; DOF may release only aggregated information. Therefore, the project team never had access to tax remitters’ names or other information that could be used to identify them individually. Instead, the researchers worked collaboratively with DOF staff to develop queries, review the resulting aggregated results, identify areas of concern for further investigation by DOF, and apply refinements or additional filters to the queries as needed until the researchers had a high level of confidence in the data.

Selecting Improvement Sites

The first step of this type of study is clearly to select the projects for analysis. Because the purpose of the analysis is to assess impacts on local retail businesses, only projects in areas with a significant amount of such businesses would be appropriate for analysis. Projects located in primarily residential areas would not be suitable. (Residential property values may be a suitable “economic” measure for such projects.)

Several other project criteria were applied for the purposes of DOT’s study. First, sites were selected to reflect the diversity of street improvements implemented across the city, including a cross section of plaza, “complete street” and Select Bus Service project types that included a variety of specific enhancements such as parking-protected bike lanes, widened sidewalks, trees and landscaping, pedestrian refuges and dedicated bus lanes. Second, only improvements constructed between 2006 and 2009 were chosen to ensure a sufficient volume of data pre- and post-implementation. (An additional set of projects implemented in 2010, some of which are included in the Case Studies section, were analyzed in a latter phase of work.) Finally, within the constraints of the previous criteria, geographic diversity was maximized to the extent possible in the portfolio of sites.



Selecting Comparison Sites

As described earlier, one goal of this study was to control for exogenous factors by comparing changes at the improvement sites to those at comparable areas which did not receive design improvements and to the larger context. Therefore, once project sites had been chosen the next step was to define each location’s comparison areas. There were two categories:

- 1. Large areas, to control for economic trends that transcend particular neighborhoods.
- 2. Comparison sites, to isolate site-specific differences within similar contexts.

New York City’s five boroughs (counties) were used as the large area comparisons for this study because they are sizeable enough (ranging from 470,000 to 2.5 million population) to capture high-level trends while also capturing the unique economic context of each borough. Data aggregated by borough was easy to obtain as borough/county information is included in all tax returns.

Two types of comparison sites were used for this initial study: “neighborhood” comparison sites based on similar retail mix within a neighborhood and “similar” comparison sites based not on geography but on shared physical characteristics of the streets. Neighborhood comparisons were identified as nearby streets with a similar – though not necessarily identical – level of business activity. Where possible, as many as four neighborhood comparisons were identified; however, because of their small size or surrounding land use environment, only one or two suitable comparisons were available for some improvements.

In addition to the neighborhood comparisons, a set of similar site comparisons was also developed and analyzed wherever possible. These areas are not close in proximity to the improvement site but share several similar “physical” characteristics such as street width and traffic flow; building stock; level and type of commercial activity; and proximity to public transportation. This extra level of comparison was included with the goal of controlling for neighborhood-level economic factors that might affect both the improvement sites and neighborhood comparisons. However, this component of the methodology was set aside as the characteristics of a “similar” site proved too difficult to apply universally. The neighborhood comparison approach was found to be most objective and replicable and will therefore be solely used by DOT going forward.



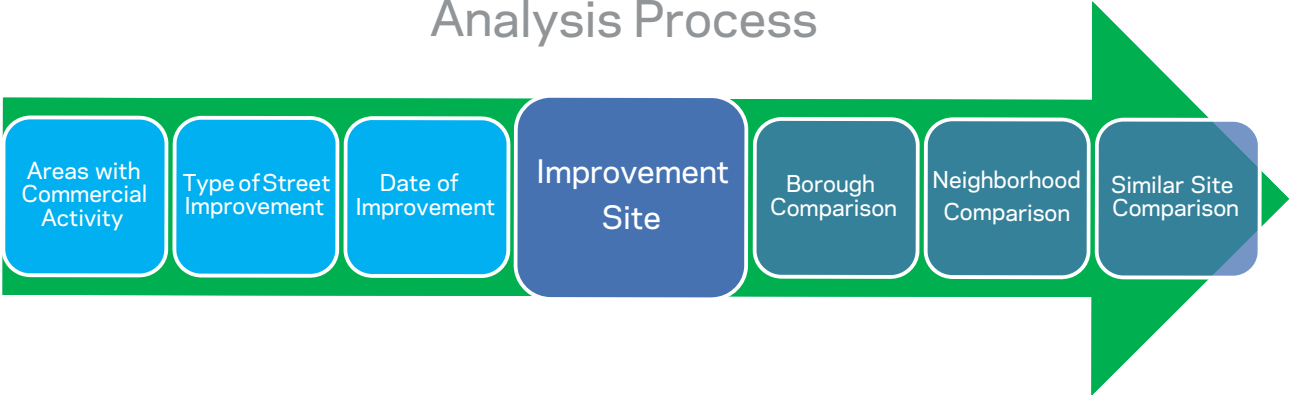
Bronx Hub Improvement Site at 149th Street and Melrose/Third Avenue



Comparison Site at 138th Street and Brook Avenue

Improvement Site	Comparison Sites
Bronx Hub/ Roberto Clemente Plaza	Courtlandt Ave (150th to 156th)
	138th St. (Alexander Ave. to St. Anns Ave.)
	3rd Ave. (151st to 156th)

Analysis Process



Mapping and Defining the Sites

Once the selection of project and comparison sites was finalized, the precise study areas were defined for each improvement site, neighborhood comparison, and similar site comparison using New York City tax lots. Each site was defined by a list of borough, block, and lot (BBL) designations that could be queried in the sales tax data. While business locations are identified by their address on State tax returns, DOF geocoded the latest address for each quarter in order to identify BBL, with zip code used to set the borough. A small number of addresses could not be geocoded as they lacked a valid zip code or address. Use of BBLs instead of addresses required one additional step for quality control: In the case of tax lots that front onto streets both within the study areas and outside of them (e.g. corner lots or large, full-block lots), the researchers had to work with DOF to ensure that only businesses with addresses on the street within the study area were included. As with all filters relating to the confidential, disaggregated source data, DOT provided the parameters while DOF performed the actual data queries and provided aggregated results.


To select the BBLs, each site was categorized as either a “plaza” or “street corridor” based on the type of improvement:

- For street corridor projects (including both “complete street” and Select Bus Service projects), which created improvements such as medians, protected bike lanes, bus rapid transit or landscaping along an entire stretch of street, the study area was defined as all tax lots directly abutting the improvement.
- For plaza sites, which involved the creation of substantial new public spaces within a centralized location, tax lots were selected within a radius of 250 feet (for small plazas) or 350 feet (for large plazas) from the improvement based on the reasonable assumption that because they serve as destinations in their own right, their impact reaches further than the shops immediately fronting them. By enlarging the study area this approach also helped ensure an adequate sample size in terms of both statistical confidence and meeting confidentiality requirements.

Project Type

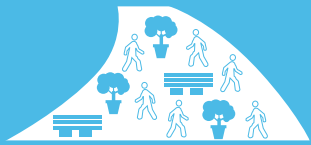
Street Corridor

- Added or enhanced medians, parking-protected bike lanes, Select Bus Service or widened sidewalks.
- Selected all tax lots abutting the improvement



Plaza

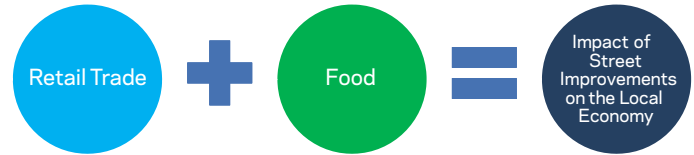
- Created substantial new public space.
- Selected all tax lots within a radius of 250-350 feet from improvement.



Generating Data Sets

The sets of tax blocks and lots, divided into individual improvement or comparison sites, were provided to DOF to develop aggregated data based on quarterly sales tax records. Tax records were used from businesses operating in two specific industries as defined by their NAICS codes: Retail Trade (NAICS Code 44-45) and Accommodation & Food Services (NAICS Code 72). Retail Trade includes grocery stores, clothing stores, florists, and other similar types of economic activity. Accommodation & Food Services includes bars, restaurants, and hotels. Not all returns have NAICS data available, although DOF records sometimes reflect corrections to invalid or missing NAICS.

These industry sectors were selected because they are likely to be the most affected—either positively or negatively—by the loss of parking or traffic lanes, improvements for pedestrians, additional public space, construction of parking-protected bike lanes and other new streetscape enhancements. Coffee shops and convenience stores in a dense urban setting, for instance, are ground-floor retail locations that depend on foot traffic for much of their business. If the loss of parking is a significant factor affecting sales, an evident decline in sales tax data for these types of businesses could be expected. Or, if a newly created pedestrian plaza encourages customers to linger and shop, an increase in sales might be seen. In sum, these industry sectors are well suited for assessing how street improvements affect local economic activity in New York City. Cities attempting to replicate this methodology should also consider including or excluding particular industry sectors or business types that are appropriate given the land use context.



Within the two broad sectors, specific NAICS types were removed from the data set: Non-store Retailers (454), which includes mail-order retailers, and Specialty Food Services (7223), which includes caterers, because neither depends on the physical presence of customers at their place of business; and Motor Vehicle and Parts Dealers (441) and Gasoline Stations (447). The business categories representing the largest percentage of remitters included Clothing Stores (14%), Full Service Restaurants (13%), and Limited Service Eating Places (11%). Other categories with large numbers of remitters across the study included Grocery Stores, Specialty Food Stores and Electronics and Appliance Stores.

Measurement Time Period

Based on the dates of project implementation, a baseline time period and a post-improvement period were defined for each improvement site (and its comparisons) using New York State fiscal quarters. The four quarters (i.e. year) just prior to the improvement make up the baseline period. While all twelve quarters in the three years after an improvement were used to contextualize the data and ensure its reliability, the post-improvement (“after”) period was defined as the third year after the improvement was completed (i.e. the ninth through twelfth quarters) for the purpose of comparison to the “before” period.

This being the first time such a study had been undertaken, there was no specific guideline to use for how long any economic impacts of businesses might take to manifest. Three years was chosen for the initial study because at least twelve quarters of “after” data were available for all but one study site and because the researchers saw it as a conservative figure, probably erring on the high side. Detailed results from each site also identify sales changes at the one and two year points (i.e. quarters 1 through 4 and 5 through 8 following the improvement). Ultimately, results showed that business performance did not vary significantly between the second and third years. In other words, if the site performed well in the third year it was likely already performing well in the second year. Therefore, DOT believes that two years of post-improvement data is sufficient for analyses going forward. This has the additional benefit of allowing projects to be evaluated a year sooner.

Refining the Data Set

While the sales tax data is robust, it cannot be immediately used as is. Significant refinement or “cleaning” of the data beyond the simple inclusion/exclusion of NAICS codes discussed earlier is necessary to ensure that only relevant data is included in the analysis. Four steps were employed as part of this study: filtering addresses to exclude irrelevant businesses, visually confirming the dependability of the data, adjusting site boundaries to ensure an adequate sample size across all quarters, and smoothing data as needed where other filters do not eliminate outlier data points.

Filtering by address: Because the central hypothesis of this study was that changes in street design might change the travel and shopping patterns of potential customers to retail businesses, only businesses that have a true commercial presence at their address – addresses representing a real storefront – are relevant to the analysis and should be included. Other types of filing addresses located within the study areas, such as a store proprietor who files taxes from his or her home address or a holding company located in an office building, would only contaminate the results with sales data unrelated to the location. The data was filtered by creating criteria

for excluding businesses not located on the ground floor. In order to identify and remove these records, the project team compiled a list of possible address identifiers that could indicate an upper-floor business, and DOF ran a string search to identify all addresses that contain these terms. They included:

“APT”, “AP “, “RM”, “ROOM”, “SUITE”, “STE”, “0FL”, “2FL”, “3FL”, “4FL”, “5FL”, “6FL”, “7FL”, “8FL”, “9FL”, “ FL”, “FLOOR”, “#”

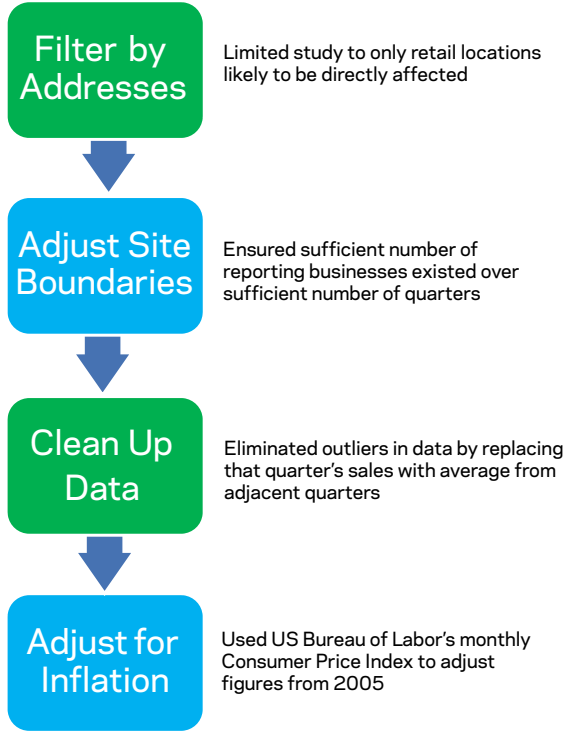
After obtaining a list of the floor portion of business addresses that were returned in this search—without street or building number, to maintain confidentiality—the project team manually examined the results to re-include certain flagged addresses (e.g. FIRST FLOOR, 1ST FLOOR, 1 FL, #4, GROUND FLOOR, etc.) while eliminating the rest.

Importantly, the absence of businesses within the results whose tax remittals list their address as a location other than their physical storefront within the study area – a situation that applies to many chain stores – means that the businesses included in the final analysis tend to be locally-based businesses such as “mom-and-pop stores” and independently operated franchises.

Visually confirming data: To confirm the effectiveness of the address-filtering in eliminating as many inapplicable filings as possible, the researchers performed a manual check in several locations to ensure that the number of businesses included in the resulting data set matched on-the-ground reality. Visual counts of street-fronting retail businesses were conducted, primarily using the Street View feature of Google Maps, categorizing businesses as either most likely locally-based or most likely multi-location (chain store). The number of presumed locally-based businesses was compared to the number of businesses showing up in the sales tax data. The two counts were found to be very close (within 15%), giving the researchers a high degree of confidence that with very few exceptions the data represents only businesses reporting retail sales related to their physical presence on the affected streets.

Adjusting site boundaries: The initial comprehensive request to DOF sought to obtain data broken out into Retail Trade and Accommodation & Food Services (“A&FS”) for every quarter between 2006 and 2011 across all sites. However, to ensure adequate aggregation of data over a sufficient number of quarters it was necessary to expand the study area boundaries for some sites which were smaller in size or had fewer businesses such that there were an adequate number of reporters across these categories within all fiscal quarters needed.

Data smoothing: Some sites displayed unusual “spikes,” i.e. large jumps or drops in sales that appeared and disappeared within the space of three or fewer consecutive quarters. Since these spikes were not grounded in any evident trend and were clear outliers in the context of the rest of the data, the spikes were eliminated by replacing that quarter’s sales with an average of the preceding and following quarter. Three spikes were removed in this manner from among 28 total fiscal quarters.



Accounting for Inflation

As the last step prior to generating final results, all values used in the study were adjusted to account for inflation. All figures expressed in this report are in the equivalent of January, 2005 dollars. This was done using the U.S. Bureau of Labor's monthly Consumer Price Index, with the middle month of each New York State fiscal quarter used to set the adjustment.

Interpreting the Results

Once the preceding steps were completed and results tabulated, the results were examined in a stepwise manner to determine whether the street improvement project may have played a role in the outcomes. First, the results for the improvement site were examined in isolation so as to compare the sales trends before and after the project was implemented. These results were then compared to the borough (or equivalent large area comparison) for a very blunt assessment of whether the improvement site outperformed or underperformed the borough as a whole. Third and most importantly, the results for the improvement site were compared to those of the comparison sites. This study's methodology does not ultimately prove causality between the street improvement projects and any resulting economic changes. However, for those locations that had positive results as compared to their borough and their comparison sites, it is reasonable to conclude that their gain in retail sales can at least in part be attributed to changes stemming from the higher quality street environment.

Lessons Learned

Because this effort consisted of the development of a new methodology without the aid of significant existing guidance, decisions had to be made during the process, as new conditions or constraints came to light, to adjust the approach so as to improve the accuracy and reliability of the data and the relevance of the results. Key lessons learned as part of this process are provided below.

1. The geographic information in the sales tax data cannot be used as is. Additional work is needed to isolate bricks-and-mortar businesses located on the street that would be directly affected by street-level changes, such as filtering out businesses filing returns from upper floors.
2. Small sites can be analyzed, but extra care is necessary in defining the improvement area. Because it is impossible to filter out all spurious or irrelevant data, the smaller the sample size, the more the data can be influenced by potential outliers. A balance must be struck between defining study areas that meet the spirit of the hypothesis being tested (in this case, measuring the area of influence of different kinds of improved street designs) and establishing an adequate sample size.
3. The specific industry sectors in the New York study – Retail Trade (NAICS Code 44-45) and Accommodation & Food Services (NAICS Code 72) – were seen as most appropriate given the land use context and existing retail mix of the studied locations. However, these are not set in stone and New York or other cities should consider customizing the industries based on the locations being studied. For example, New York excluded auto-based businesses – Gas Stations, Motor Vehicle and Parts

Dealers, etc. – from its initial analysis because there were few such businesses located in the study areas and the initial hypothesis was that they would not be affected by the street changes. Going forward, however, they will likely be included to capture the possibility that their commerce could be affected by different street configurations just like any other business.

4. Depending on the sample size for a particular study area, the data for some locations will be strongly affected by the presence or absence of one or two large retailers. It is therefore important to have a certain amount of on-the-ground knowledge of any major turnover in businesses at these sites and whether it is independent of (not attributable to) the improvements being studied. In locations primarily comprised of large retail tenants, the data may be too erratic to be usable due to dramatic swings in the data resulting from store openings and closures or the businesses filing their taxes from inconsistent locations.
5. Following from the above point, sites that are characterized by a heavy overall turnover in retailers during the study period (whether large or small businesses) are poor candidates for study due to the inconsistencies in sales tax filings that result from this turnover. Sites with steady business establishment trends – whether stable, steadily growing, or steadily declining – will generally provide higher quality analyses.
6. Determining “similar” sites (sites with similar physical qualities and retail conditions to the improvement site, but not nearby) for comparison proved too challenging as there were too many confounding factors. If a more rigorous methodology could be developed to identify such similar site comparisons for each improvement site then it would be a worthwhile approach in the future as it could help control for neighborhood-level economic conditions affecting both the improvement sites and neighborhood comparisons but not showing up in the large area (e.g. borough) comparisons.
7. Steady positive or negative trends in sales following implementation of the improvement project can generally be seen by the second year – and, in some cases, within a year. Based on the experience of this study, three years of post-implementation data may not be necessary; two is likely adequate. This differed from expectations: Following street design changes, the project team expected that positive impacts would take time to reveal themselves as visitors gradually adjusted their behavior, but that negative changes would manifest fairly quickly because any potential reduction in convenience to existing customers would be immediate. For example, if parking spaces or travel lanes were critical to the success of a particular business community and these were removed or reconfigured in the course of a design change, then those businesses would feel the negative impact right away. However, the results suggest that positive and negative changes in the behavior of both current and new customers both occur fairly soon following the street changes.

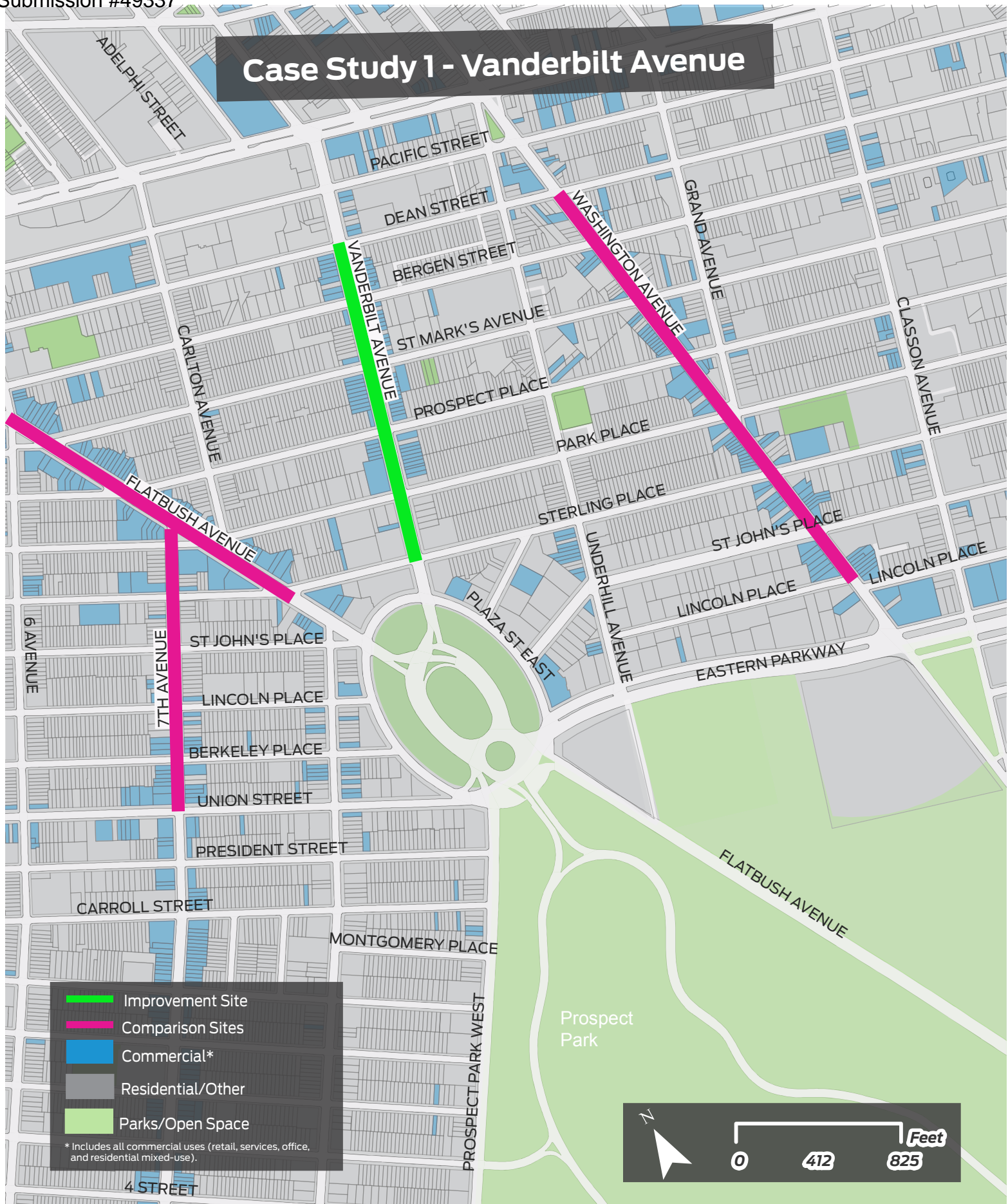
In summary, while those outside of New York City will need to customize certain aspects of this approach to replicate it – based, for example, on the format and availability of sales tax data or how comparison sites are identified – the methodology should be readily adaptable to any city where sales taxes are collected and the data is available.

Project Case Studies

The following seven case studies illustrate the variety of projects that DOT looked at and the way in which the resulting data on local business impacts were used alongside the agency's other, more traditional metrics of safety and mobility. They are grouped into two general categories, Corridors and Plazas, based on their analysis type, yet they illustrate a range of techniques used to address specific conditions at each location.

Project	Borough	Type
Vanderbilt Avenue (Plaza Street to Dean Street)	Brooklyn	Corridor
Saint Nicholas Avenue/Amsterdam Avenue	Manhattan	Plaza
Bronx Hub	Bronx	Plaza
Willoughby Plaza	Brooklyn	Plaza
Columbus Avenue (77thStreet to 96th Street)	Manhattan	Corridor
Fordham Road Select Bus Service	Bronx	Corridor
Ninth Avenue (23rd Street to 31st Street)	Manhattan	Corridor

Case Study 1 - Vanderbilt Avenue



Case Study 1: Vanderbilt Avenue (Plaza Street to Dean Street), Brooklyn



Implemented: 7/1/2008 – 7/31/2008

Context:

Vanderbilt Avenue, in the Prospect Heights neighborhood of Brooklyn, is home to an eclectic mix of shops, restaurants and bars. Its 60'-62' profile included two moving lanes as well as a parking lane in each direction prior to recent changes by DOT.

In 2006, DOT implemented a traffic calming road diet by modifying the profile to include one moving lane, a parking lane in each direction, and a flush center median with left turn bays at intersections. This change resulted in a dramatic reduction in the number of speeding vehicles and helped to increase turning vehicle and pedestrian safety. At the same time, new cyclists began using the corridor and pedestrian traffic was increasing as Prospect Heights was becoming a more desirable neighborhood, with real estate prices increasing and more vacant storefronts becoming active. As the corridor grew in popularity it became clear that there was opportunity to further improve the quality of the street to better accommodate the growing pedestrian and bicycle traffic. In 2008, DOT set out to meet these growing user populations with an upgrade that included dedicated space for cyclists, landscaped pedestrian safety islands and medians, new parking regulations tailored to meet demand and clearly marked moving and turning lanes.

Project Goals:

1. Create dedicated cycling space
2. Improve pedestrian safety and comfort
3. Further calm traffic
4. Improve streetscape to support residents and local businesses

Approach:

- **Cycling Infrastructure** – A dedicated bicycle lane was created to clarify a safe space for cyclists.
- **Pedestrian Safety/Comfort** – Pedestrian safety islands were installed where left turn bays were not required, allowing safer two-phase crossing.
- **Traffic Calming** – A full-length, tree-lined median was installed on one block to visually narrow the roadway.
- **Streetscape** – Simple striping was replaced with raised medians and trees were planted in safety islands and medians to create a more inviting and pedestrian-scale environment that encourages people to stay and stroll.
- **Curbside Management** – Parking regulations were changed to encourage customer turnover and designate space for deliveries to local business.

Results:

Data from the Vanderbilt Avenue improvement site shows a sustained, dramatic trend of increasing economic performance. The faster pace of increases on Vanderbilt compared with comparison sites and the borough as a whole indicates that the street improvements contributed to this fast-paced growth in retail activity. The upward trend in combined sales began prior to the construction period and continued at a similar pace afterward. By the third year following the 2008 implementation, sales were more than double the baseline value.

Vanderbilt Avenue performed significantly better than two of its similar site comparisons and Brooklyn as a whole. While the economy of this neighborhood was already on the upswing, it is reasonable to conclude that the improved safety, shortened crossings, and new landscaping all combined to increase foot and bicycle traffic and enhance the sense of place, creating a virtuous cycle of retail development that was greater than it otherwise would have been. In addition, the jump in sales seen for the improvement site in 2007 (the baseline period) could be partly a result of the earlier traffic calming improvements implemented in 2006.

Improvement Site	Comparison Sites
Vanderbilt Av. (Sterling to Dean)	Flatbush (Sterling to Bergen)
	7th Ave. (Union to Flatbush)
	Washington (Dean to Lincoln)

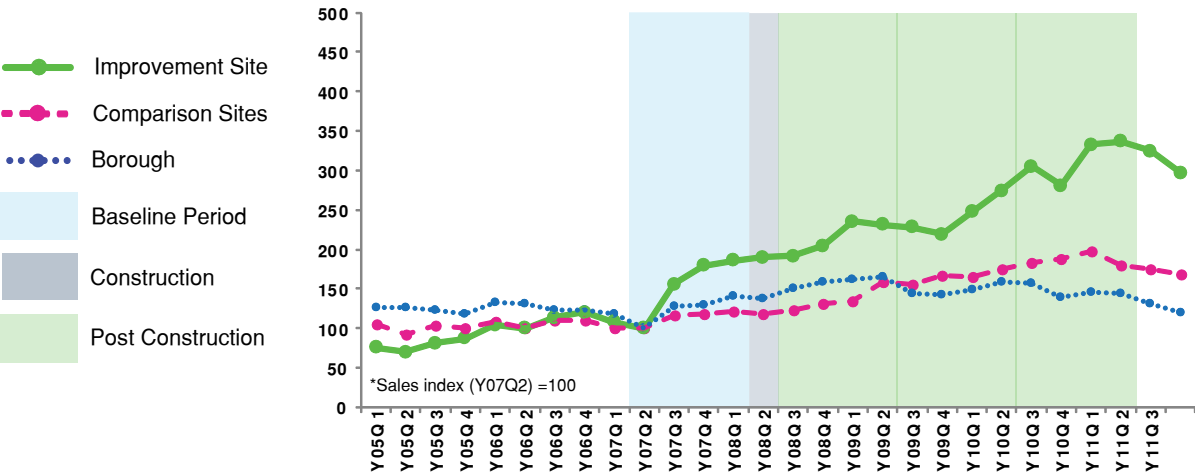
Area	Baseline Quarterly Sales	Δ Sales Post-Improvement		
Improvement Site		1st Year	2nd Year	3rd Year
Vanderbilt	\$ 894,673	39%	56%	102%
Borough				
Brooklyn	\$ 982,413,239	27%	19%	18%
Neighborhood Comparisons				
Average	\$ 1,713,174	19%	46%	64%
Flatbush	\$ 2,191,880	27%	32%	51%
7th Ave	\$ 2,176,027	12%	35%	21%
Washington	\$ 771,616	19%	70%	120%



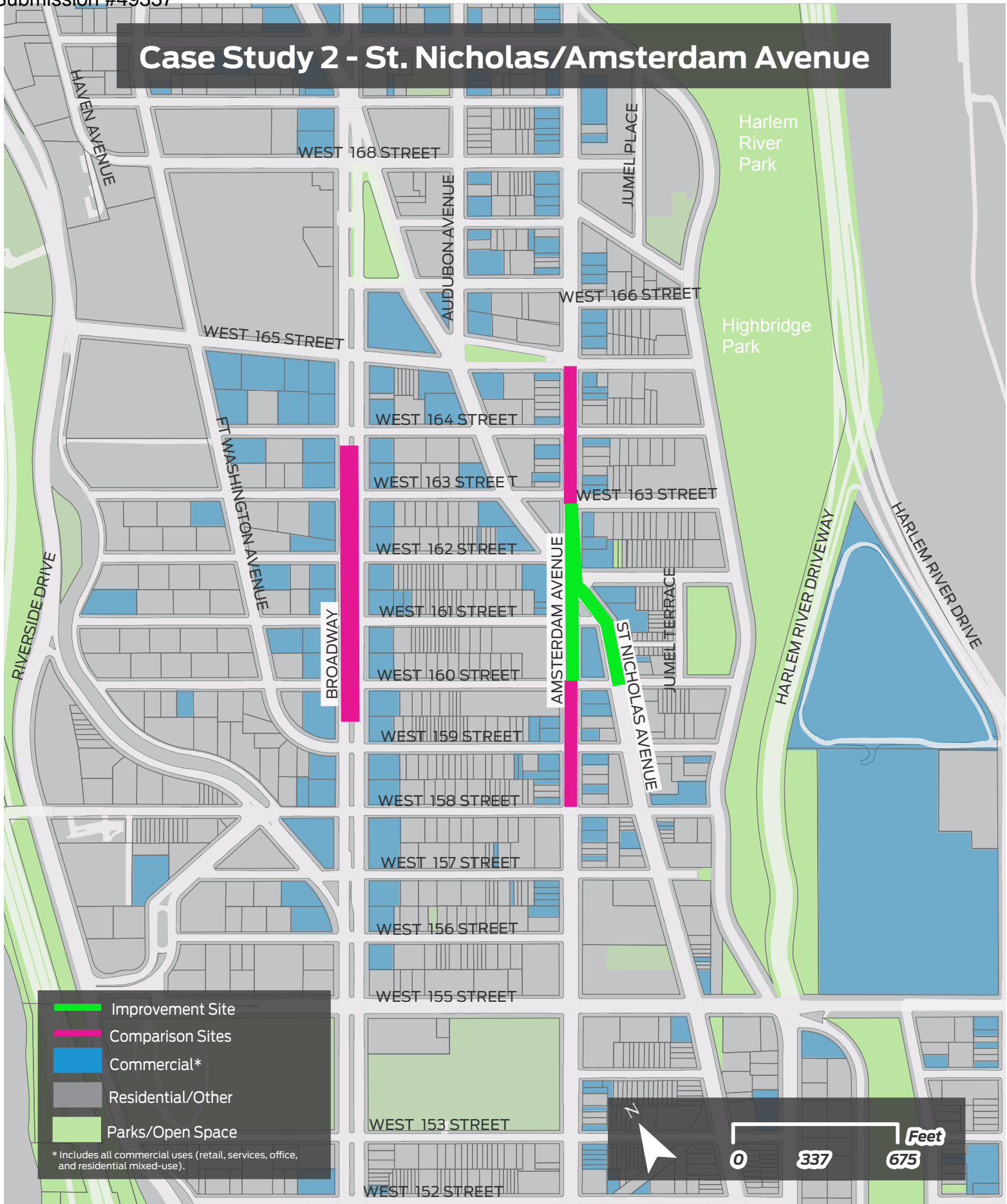
Summary:

An earlier traffic calming project set the stage for further improvements. Pedestrian refuges at intersections, tree lined medians, dedicated bike lanes and streetscape and curbside management upgrades all combined to support the growing retail environment along the Vanderbilt Avenue corridor. The improvement site outperformed all the neighborhood comparison sites and the borough.

Combined Sales : Improvement Sites vs. Comparisons Sites - Vanderbilt Avenue



Case Study 2 - St. Nicholas/Amsterdam Avenue



Case Study 2: St. Nicholas Avenue/Amsterdam Avenue, Manhattan



BEFORE



AFTER

Implemented: 9/1/2010 – 12/6/2010

Context:

In fall 2010 DOT implemented a safety project at the skewed intersection of St. Nicholas Avenue, Amsterdam Avenue, and W. 162nd Street in Manhattan. The project set out to address a number of pedestrian and mobility issues. Where these three streets meet there were underutilized expanses of roadway that encouraged high speed turns and created long crosswalks for pedestrians (the shortest measured 100'). The intersection generates significant pedestrian traffic as the result of subway and bus connections, supermarkets and drug stores and a nearby school. The complicated nature of the intersection created confusion and conflicts resulting in a high level of traffic collisions and injuries between 2006 and 2009 (the period before the changes were installed).

Project Goals:

1. Promote safer walking conditions
2. Provide safer walking routes to buses and subways
3. Create shorter, more direct crosswalks
4. Maintain travel times and bus route connectivity
5. Maintain parking and improve loading for local businesses
6. Improve existing bicycle facilities
7. Enhance green space and provide seating areas

Approach:

- **Directional Changes** – The segments of St. Nicholas Avenue approaching the intersection were changed from two-way to one-way. The segment of W. 161st Street between St. Nicholas and Amsterdam avenues was also changed to one-way. These changes helped simplify the intersection and eliminate several vehicle/vehicle and vehicle/pedestrian conflict points.
- **Public Space** – Significant portions of the roadbed were converted to pedestrian space with landscaping and seating through the introduction of raised concrete triangles and safety islands. Pedestrian crossings were also shortened.
- **Curbside Management** – Back-in angled parking was introduced along St. Nicholas Avenue on either side of Amsterdam Avenue. The closing of a lane in one direction created additional space for parking that was previously unavailable. Commercial loading zones were also installed so that local businesses could more easily find space for delivery trucks.
- **Bicycle Infrastructure** – The existing bike lane on St. Nicholas Avenue was upgraded and several sections became completely protected and separate from traffic.

Results:

The improvement site outperformed both comparison sites and the borough, showing a 48% increase in retail sales as compared to a 39% improvement for the borough during the same period. This project was selected for study due to its unique nature as a hyper-local retail hub. Most businesses along the project site directly serve the surrounding community and do not generally serve a regional clientele. Similarly, local residents are seeing a direct impact on their daily lives as pedestrian and vehicle safety have improved, pedestrian volumes have increased, and the new plaza and aesthetic elements provide space to relax and enhance the general streetscape of the district.



Improvement Site	Comparison Sites
St. Nicholas Avenue (W. 163rd Street to W. 160th Street) / Amsterdam Avenue (W. 161st Street to W. 163rd Street)	Broadway (W. 160th Street to W. 163rd Street)
	Amsterdam Avenue (W. 158th Street to W. 160th Street / W. 163rd Street to W. 165th Street)

Combined Sales by Quarter for St. Nicholas Ave/Amsterdam Ave site

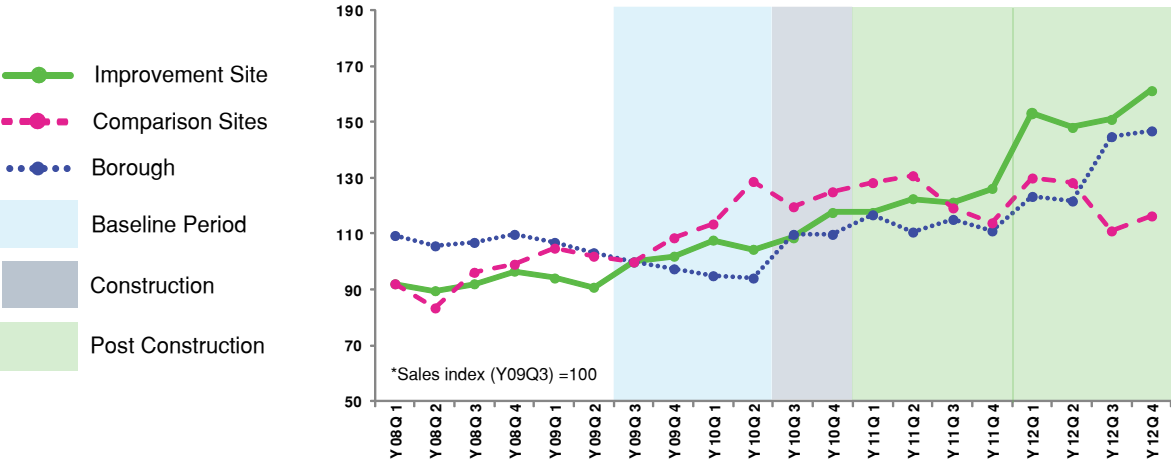
Area	Baseline Quarterly Sales	Δ Sales Post-Improvement	
Improvement Site		1st Year	2nd Year
St. Nick/Amsterdam	\$ 706,940	+18%	+48%
Borough			
Manhattan	\$ 3,962,683,573	+17%	+39%
Neighborhood Comparisons			
Average	\$ 601,716	9%	7%
Broadway	\$ 896,680	+13%	+22%
Amsterdam	\$ 306,752	+4%	-9%

Table: Combined Sales Before and After Construction

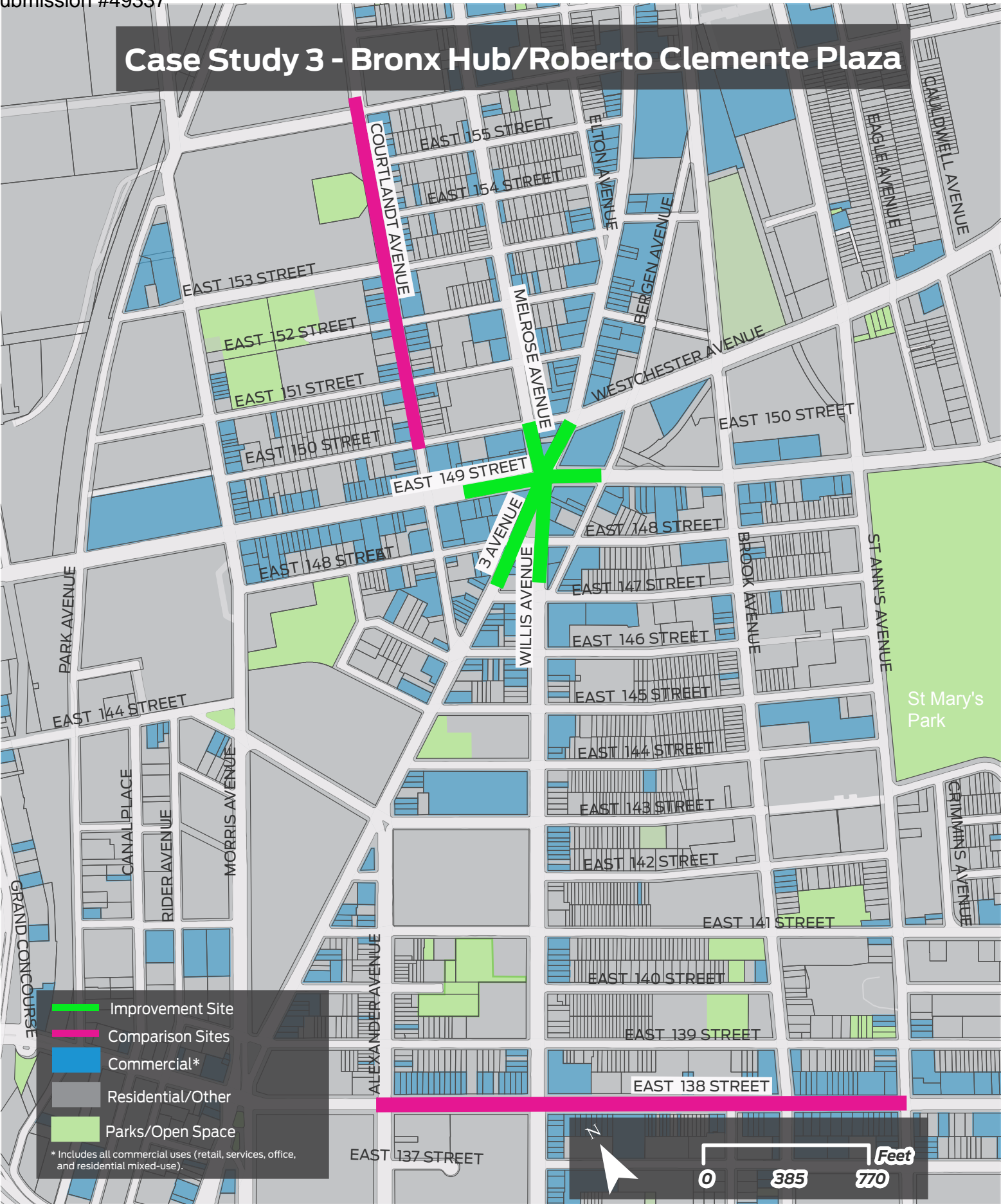
Summary:

This busy and confusing intersection was reconfigured by reducing complicated traffic patterns, adding pedestrian and bicycling space and improving parking and loading operations. A high quality public space inviting people to linger replaced excess traffic lanes while offering safer pedestrian routes to transit. The area saw a 48% increase in sales tax revenues in the second year following the changes, and it outperformed the two comparison areas and the borough.

Combined Sales : Improvement Sites vs. Comparisons Sites - St. Nicholas/Amsterdam Ave



Case Study 3 - Bronx Hub/Roberto Clemente Plaza



Case Study 3: Bronx Hub, the Bronx



Implemented: 8/1/2008 – 9/30/2008

Context:

The St. Nicholas/Amsterdam Avenue case study illustrated problems that often arise at confusing, multi-legged intersections. Similarly, the Bronx Hub, at the confluence of Willis Avenue, 3rd Avenue, Melrose Avenue and W. 149th Street, had multiple traffic mobility and safety issues. The Hub is also a major transportation node with several subway and bus line connections. Many of the pedestrians traveling through the Hub are transferring from one mode to another, requiring clear paths for access and space for people waiting for a bus. Along with these commuting pedestrians, the area is also a major retail destination for the surrounding communities.

The intersection suffered from complex vehicular movements and diffuse pedestrian patterns. Transit connections were dispersed over the area requiring large crowds to pass through it in all directions while sidewalk space was inadequate for movement or waiting for buses. There was also limited bicycle infrastructure and a lack of greenery or shade trees. The chaotic nature of the space created heavy vehicular-pedestrian conflicts and discouraged people from visiting the area for anything longer than was absolutely necessary.

Project Goals:

1. Simplify and clarify intersection operation to improve safety for all users
2. Provide additional public space to enhance transit passenger experience and encourage “staying” activities, not just getting from Point A to Point B

3. Reduce congestion (both automotive and pedestrian) by simplifying and eliminating unnecessary movements
4. Improve bus and subway transfer access
5. Introduce new bike routes and bike-to-transit connections
6. Create shorter pedestrian crossings and new connections along pedestrian desire lines

Approach:

- **Traffic Pattern Changes** – Willis Avenue was closed to vehicles between E. 148th Street and 3rd Avenue, eliminating one approach from the multi-pronged intersection, helping to normalize signal operation and opening up space for pedestrian uses. In addition, the southbound Melrose Avenue approach was forced to turn right onto E. 149th Street, further reducing the travel lanes entering the intersection.
- **Signals Operation** – Removing Willis and Melrose avenues from the intersection operation allowed the elimination of one of three traffic signal cycles, simplifying the operation of the intersection and providing more green time for vehicles and pedestrians.
- **Public Space** – Greater room to maneuver and space to wait for buses in comfort improved the pedestrian environment and invites people to stay. Planters and trees help to enhance the streetscape.
- **Bicycle Infrastructure** – A network of new bike lanes provides safe access in and out of the area

Results:

Unlike the Saint Nicholas Avenue/Amsterdam Avenue project area, which has a neighborhood-oriented economy, the Bronx Hub has a much more regional draw. People travel to the area to shop and commuters transferring from bus to subway also patronize this retail destination. The site outperformed the borough and two of the three neighborhood comparison sites (the third comparison site experienced an unusual jump in sales in the first quarter of FY 2011 which also affected the average for all comparison sites, as seen in the chart below). The Hub saw a 50% increase in sales by the third year after implementation, during which period the Bronx as a whole saw a 18% increase, all while area injuries were reduced and vehicle travel times and volumes were maintained.

Improvement Site	Comparison Sites
Bronx Hub	Courtlandt Avenue (E. 150th Street to E. 156th Street)
	E. 138th Street (Alexander Avenue to St. Ann's Avenue)
	3rd Avenue (E. 151st Street to E. 156th Street)

Area	Baseline Quarterly Sales	Δ Sales Post-Improvement		
Improvement Site		1st Year	2nd Year	3rd Year
Bronx Hub	\$ 4,721,163	30%	77%	50%
Borough				
Bronx	\$ 374,373,474	11%	10%	18%
Neighborhood Comparisons				
Average	\$ 1,245,141	24%	63%	179%
138th St.	\$ 1,149,312	22%	33%	14%
3rd Ave	\$ 2,197,114	32%	135%	505%
Courtland	\$ 388,998	19%	20%	19%

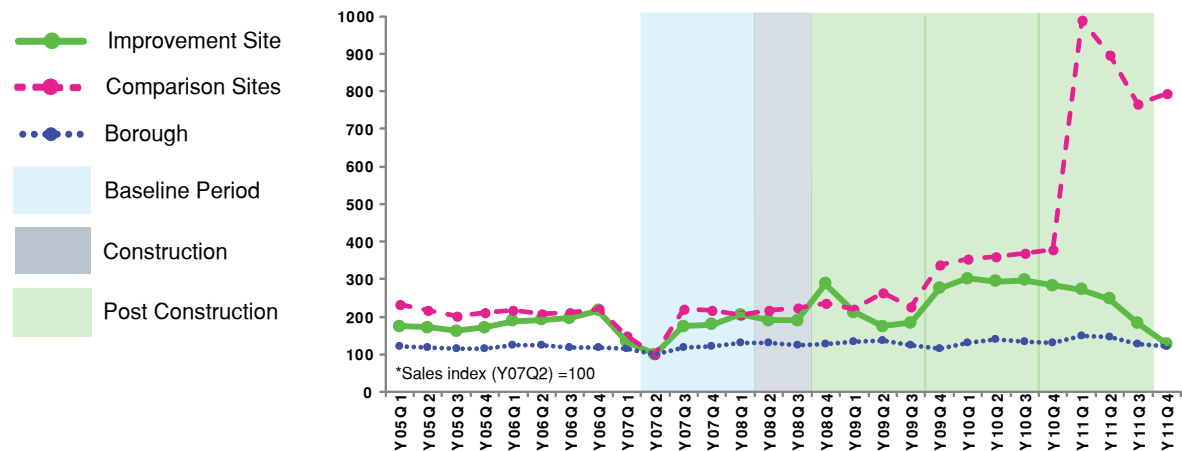
Summary:

A chaotic space at the intersection of five major roads in the South Bronx with high volumes of pedestrians, cars, bus and subway riders and shoppers, the Bronx Hub required significant yet delicate interventions to improve the function, safety and quality of the space. One section of 3rd Avenue was closed to traffic opening up

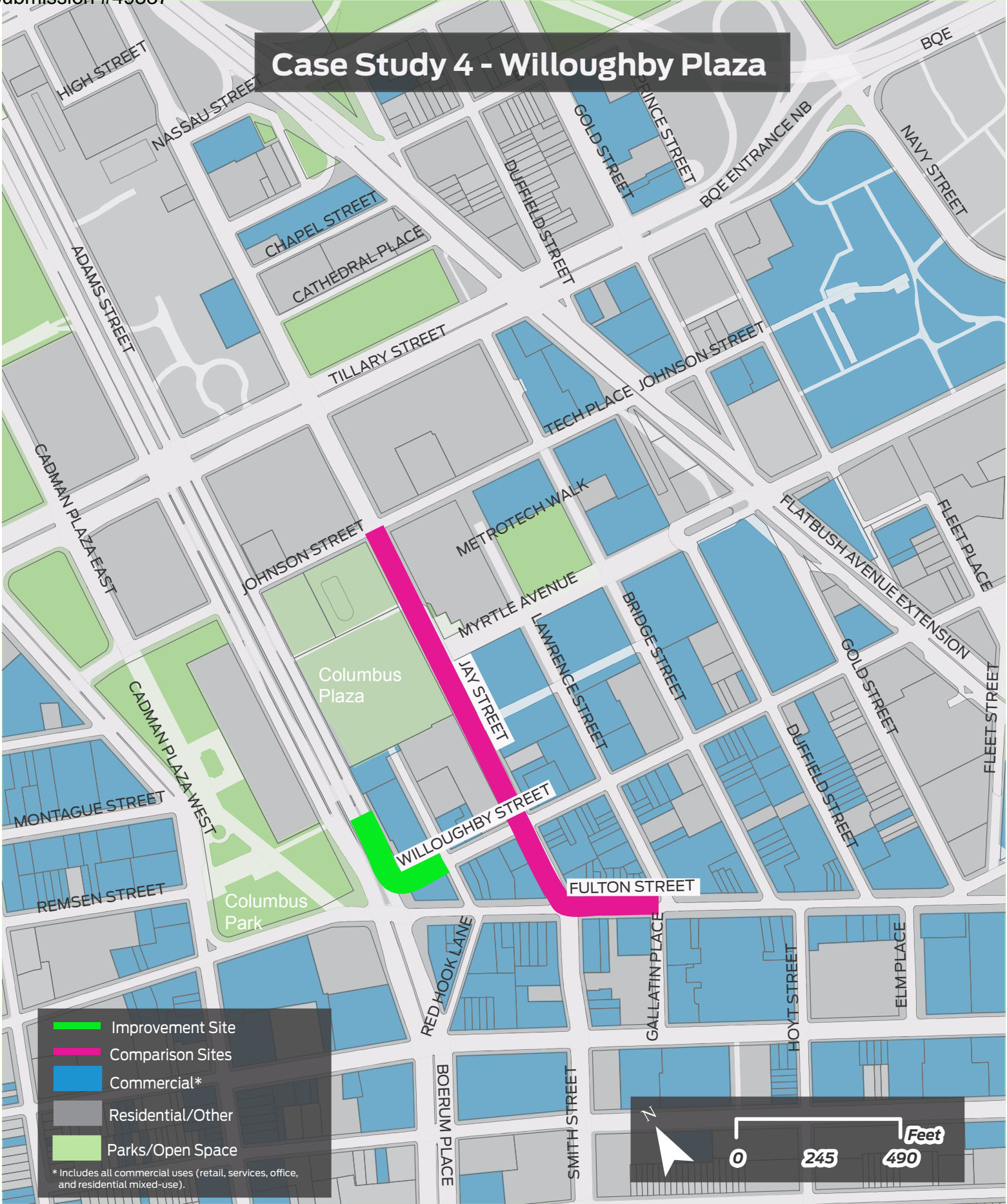


space for pedestrians to wait for buses and move through the Hub. Simplifying the signals also allowed traffic to move more smoothly reducing congestion and giving more crossing time for pedestrians. Thanks to the changes the Hub saw improved retail performance and outperformed two neighborhood comparison areas and the borough overall. One comparison site, 3rd Avenue, performed much better than Bronx Hub, but that appears to be due to a single retailer.

Combined Sales : Improvement Sites vs. Comparisons Sites - Bronx Hub/Roberto Clemente Plaza



Case Study 4 - Willoughby Plaza



Case Study 4: Willoughby Plaza, Brooklyn



Implemented: 4/3/2006 – 5/10/2006

Context:

Willoughby Street in Downtown Brooklyn was closed to motorized traffic between Adams and Pearl Streets along with a portion of the Adams Street service road in 2006. Within this space a pedestrian plaza was created to enhance the heavily trafficked pedestrian corridor, which at the time of its planning saw 2,600 pedestrians pass through it during the peak hour. The area was already a busy connection between Brooklyn’s civic and retail centers, and with new residential construction and growing demand for office space in the neighborhood there was a need for a place to linger, eat lunch outside or take a moment to rest in the shade of planted trees between appointments or shopping. The plaza was created with temporary materials including seating, tables, planters and granite blocks. Six years later the space was upgraded using more permanent materials, with the street space merged with the sidewalk to create one large plaza with trees, new lighting, pedestrian wayfinding signage, seating and public art displays.

Project Goals:

- 1. Improve pedestrian safety
- 2. Address lack of quality pedestrian space in vicinity
- 3. Provide space to sit, eat and relax in proximity to local shopping and offices



Approach:

- **Public Space and Traffic Pattern Changes** – The plaza was created with temporary materials by closing an underutilized road segment to vehicles. Because this was also one of the earliest temporary plazas created in the city, many of the materials used were experimental.

Results:

Following implementation, pedestrian volumes increased by about 18%. Although combined sales at Willoughby Plaza dropped sharply in the first year following the improvement, they quickly rebounded and finished 47% higher than the baseline in the third year. By year three, the improvement site significantly outperformed both the borough and its two neighborhood comparisons. The seasonality of the sales data can clearly be seen, with the site experiencing seasonal peaks consistently in the 3rd quarter. . Additionally, the retail environment surrounding the site has noticeably changed since project implementation, with several New York City-based as well as national chains opening locations directly fronting onto the plaza.

Improvement Site	Comparison Sites
Willoughby Plaza	Fulton Street (Lawrence Street to Jay Street)
	Jay Street (east side) (Fulton Mall to Metrotech Road)

Willoughby Plaza – Combined Sales

Area	Baseline Quarterly Sales	Δ Sales Post-Improvement		
Improvement Site		1st Year	2nd Year	3rd Year
Willoughby	\$ 9,544,084	-55%	33%	47%
Borough				
Brooklyn	\$ 970,542,050	1%	1%	24%
Neighborhood Comparisons				
Average	\$ 1,623,496	-12%	-9%	8%
Fulton Mall	\$ 1,353,670	-18%	-12%	12%
Willoughby-Fulton	\$ 1,893,321	-7%	-6%	4%



BEFORE

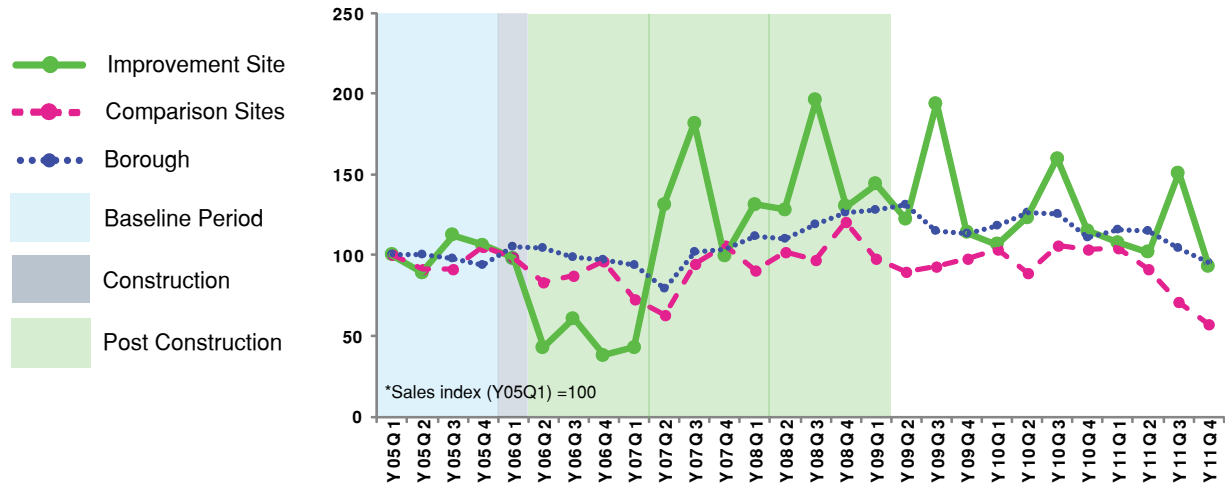
Summary:

Through simple techniques such as closing the street to traffic, introducing tables, chairs and umbrellas and a few planters and granite blocks to define the space, a new place was created for Downtown Brooklyn. The area around Willoughby Plaza, while experiencing significant seasonal swings in retail sales, performed very well following its creation in 2006. The study area easily outperforms the two local comparison sites and the borough of Brooklyn. Even in the next three years following the study period it continues to outperform.



AFTER

Combined Sales : Improvement Sites vs. Comparisons Sites - Willoughby Plaza



Case Study 5 - Columbus Avenue

Improvement Site

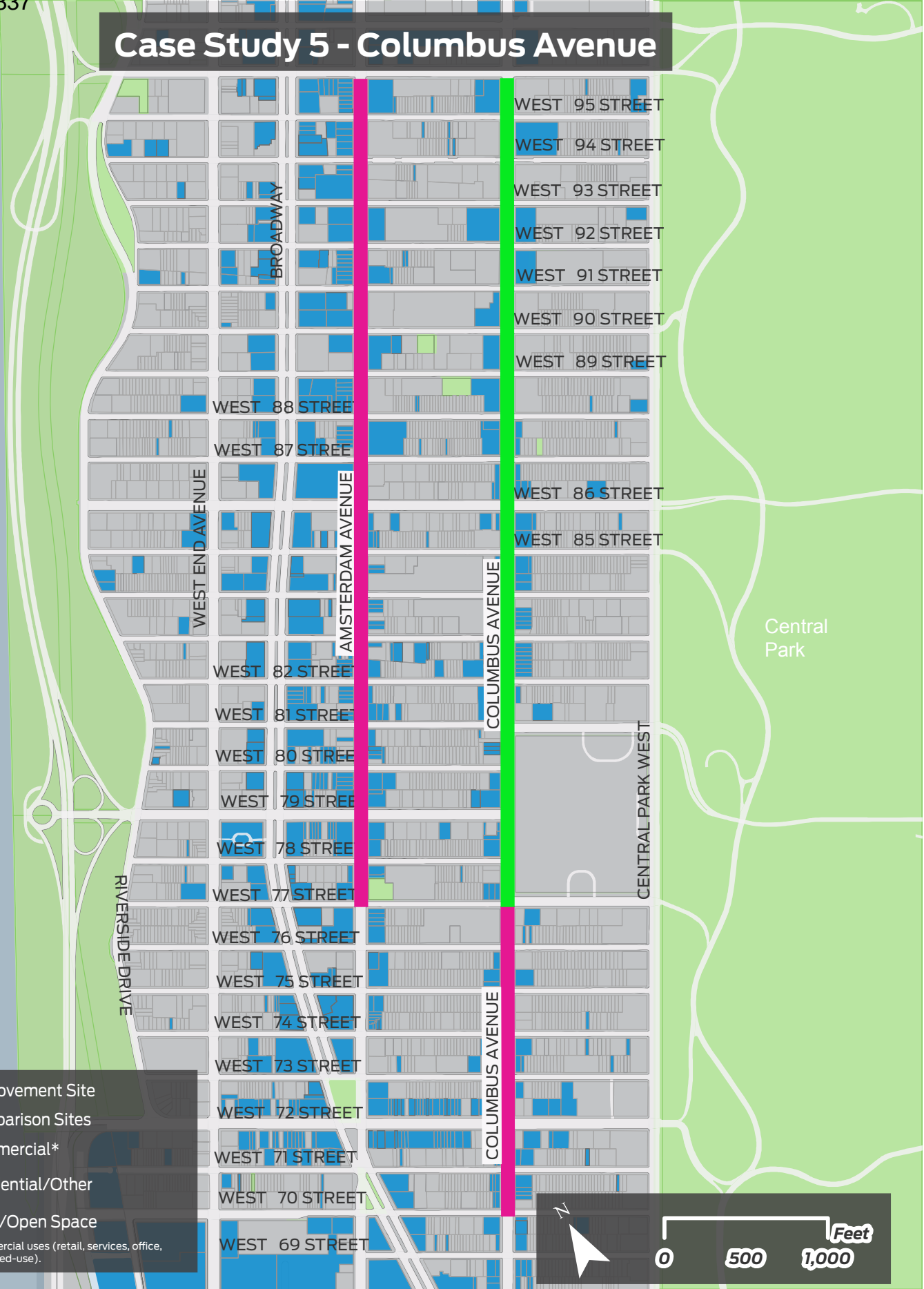
Comparison Sites

Commercial*

Residential/Other

Parks/Open Space

* Includes all commercial uses (retail, services, office, and residential mixed-use).



Case Study 5: Columbus Avenue (W. 96th Street to W. 77th Street), Manhattan



Implementation: 8/16/10 – 10/14/10

Context:

Columbus Avenue between W. 96th Street and W. 77th Street is a one-way road, 60’ in width, which had three wide travel lanes, curbside parking lanes on both sides, and no bicycle infrastructure. Between 2004 and 2008 there were 251 injuries and one fatality. The community board requested a proposal from DOT to understand potential design options for improving the conditions for pedestrians and bicyclists along the corridor.

Goals:

- 1. Enhance street safety for all users
- 2. Improve bicycle network connectivity
- 3. Decrease pedestrian crossing distances
- 4. Maintain vehicle traffic capacity

Approach:

- **Cross-section Modifications** – Travel lanes were narrowed to create room for a parking-protected bike lane. On-street parking and all three travel lanes were maintained.
- **Mixing Zones** – Mixing zones were added at one-way cross streets where motorists and bicyclists share a curbside lane, with vehicles using the lane to make left turns and cyclists using it to either turn or travel through. The mixing zone increases visibility and predictability between users.
- **Bicycle Signals** – Dedicated vehicular turn lanes and separate bicycle signal phases were added at busy cross-town streets, reducing bicycle/vehicle turning conflicts.
- **Pedestrian Safety/Comfort** – Landscaped pedestrian safety islands were added to reduce crossing distances and enhance the corridor’s aesthetics.

Results:

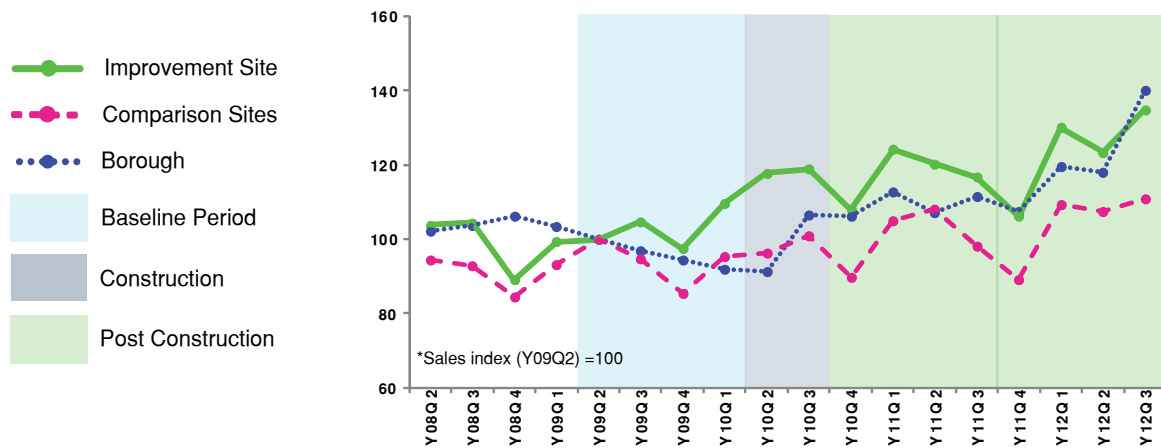
While the Columbus Avenue project site didn’t outperform sales growth in Manhattan as a whole, it did grow substantially when compared to similar nearby sites in each quarter. Most importantly, the portion of Columbus Avenue that received street upgrades significantly outperformed an untouched section of Columbus Avenue directly south of the project area. Where no changes were made, retail sales on Columbus only grew by 9%. Similar growth could have been expected for the project site, however the reduced injuries, decreased speeding, increased bicycle volumes, improved streetscape and enhanced accessibility for all users helped to improve sales by 20%.

Summary:

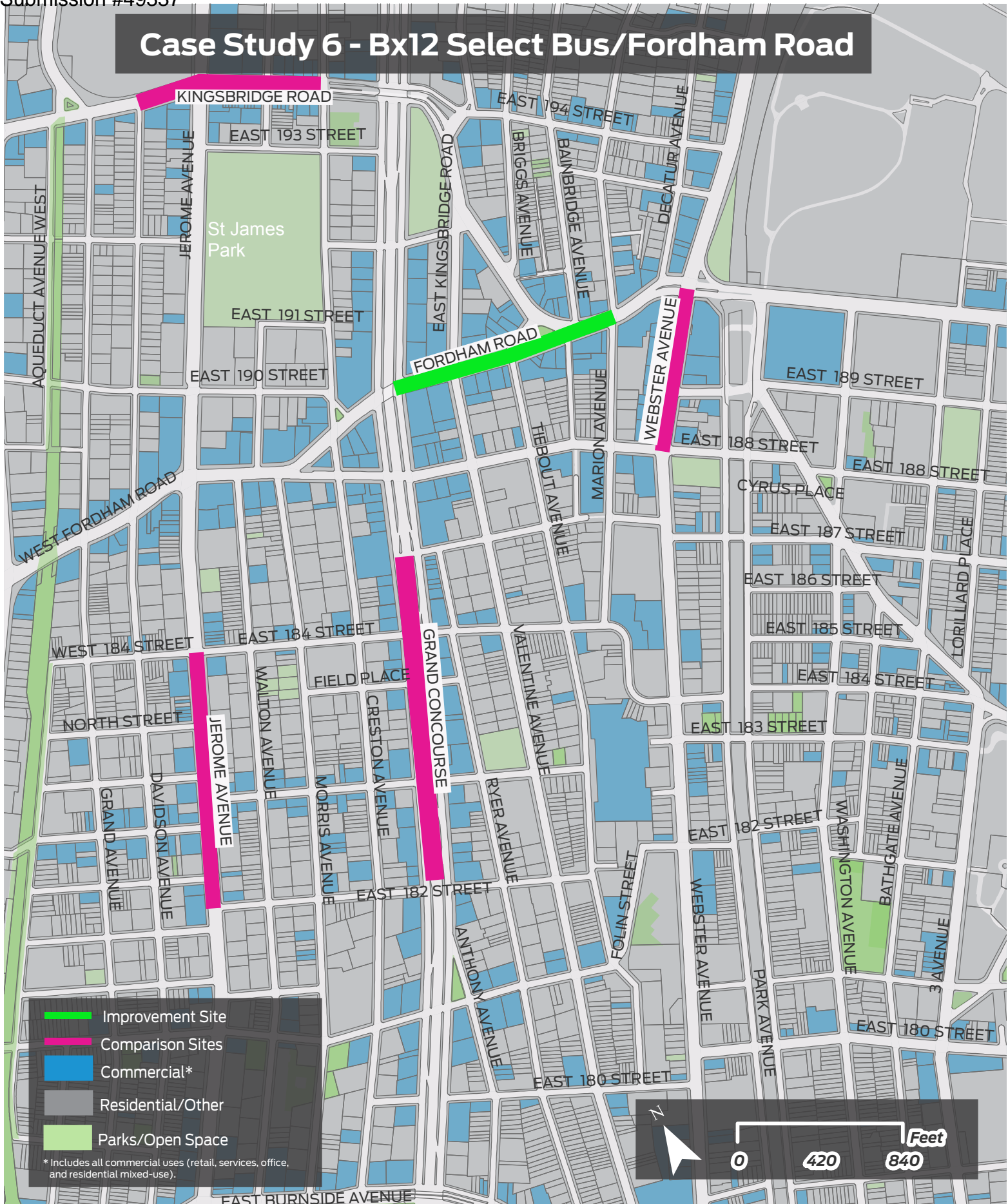
A comprehensive approach to the design of this segment of Columbus Avenue improved it for all users. By creating a parking-protected bike lane, room was created for pedestrian safety islands, tree plantings and improved turning conditions for drivers. The study area outperforms nearby comparison areas, both of which improved during this time, yet falls behind the borough of Manhattan in the final quarter of the study period.

Combined Sales Before and After Construction

Area	Baseline Quarterly Sales	Δ Sales Post-Improvement	
Improvement Site		1st Year	2nd Year
Columbus Ave (77-96)	\$ 17,476,299	+14%	+20%
Borough			
Manhattan	\$ 4,054,385,966	+14%	+27%
Neighborhood Comparisons			
Average	\$ 19,275,711	7%	11%
Amsterdam (77-96)	\$ 25,129,981	+7%	+12%
Columbus (70-77)	\$ 13,421,440	+7%	+9%

Combined Sales : Improvement Sites vs. Comparisons Sites - Columbus Avenue

Case Study 6 - Bx12 Select Bus/Fordham Road



Case Study 6: Fordham Road Select Bus Service, the Bronx



Implemented: 4/1/2008 – 6/30/2008

Context:

The Fordham Road-Pelham Parkway Bx12 Select Bus Service (SBS) replaced Bx12 Limited service from the Inwood neighborhood in Manhattan to Co-Op City in the Bronx in June 2008. New York City’s first SBS route, the Bx12 SBS offers transfer opportunities to all of the subway lines and Metro-North lines in the Bronx as it travels east-west through the borough. After an extensive planning process, the Fordham Road corridor was selected as the first route in the SBS network, due in part to the strong north/south subway connectivity but limited east/west options

This study primarily analyzed economic performance across an entire improvement site, but in this case, due to the size of the corridor, the analysis focused on a five block segment between two busy north/south avenues representing a dense retail corridor and including two SBS stops.

Project Goals:

- 1. Increase bus ridership and provide more satisfying transit experience
- 2. Reduce length of travel time along route
- 3. Improve east/west travel and transit connections

Approach:

- **Enhanced Bus Service** – Off-board fare collection, transit signal priority, entry/exit from all doors, and larger, low- floor buses with unique branding all helped to improve the bus rider’s overall experience while improving travel times and connectivity.
- **Curbside Management** – Dedicated curb-side bus lanes were introduced with high visibility red paint. Overhead signage and parking regulations further delineate the space while also allowing loading and parking activity at off-peak hours.

Results:

The Fordham Road Select Bus Service (SBS) site performed strongly in the business sales analysis. Sales rose steadily in each of the three years following construction. The site, a commercially active section of Fordham Road, performed well, with business sales increasing by 71% in the third year compared to the baseline. This easily outperforms the borough and three out of four neighborhood comparisons. There was a decline in sales during the baseline period along with a decline at the end of the 3 year period, but the corridor saw overall improved performance in the sales of local businesses. The positive results are in spite of the fact that parking was removed during the peak periods – a major concern of local businesses prior to implementation.

Improvement Site	Comparison Sites
Fordham Road (Grand Concourse to Webster Avenue)	Kingsbridge Road (Creston Avenue to Davidson Avenue)
	Grand Concourse (182nd Street to 187th Street)
	Jerome Avenue (182nd Street to 184th Street)
	Webster Avenue (188th Street to Fordham Road)

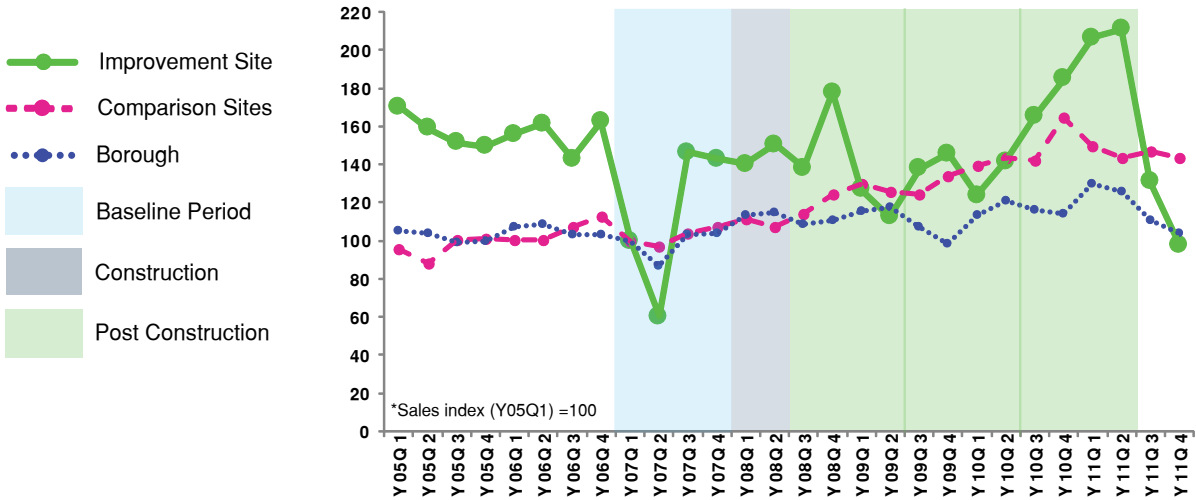


Area	Baseline Quarterly Sales	Δ Sales Post-Improvement		
Improvement Site		1st Year	2nd Year	3rd Year
Bx12	\$ 7,439,735	24%	22%	71%
Borough				
Bronx	\$ 362,097,700	15%	12%	23%
Neighborhood Comparisons				
Average	\$ 1,328,357	16%	25%	38%
Kingsbridge	\$ 2,735,121	-24%	-36%	-34%
Grand Concourse	\$ 661,370	22%	43%	51%
Jerome	\$ 504,943	46%	71%	96%
Webster	\$ 1,411,994	21%	24%	39%

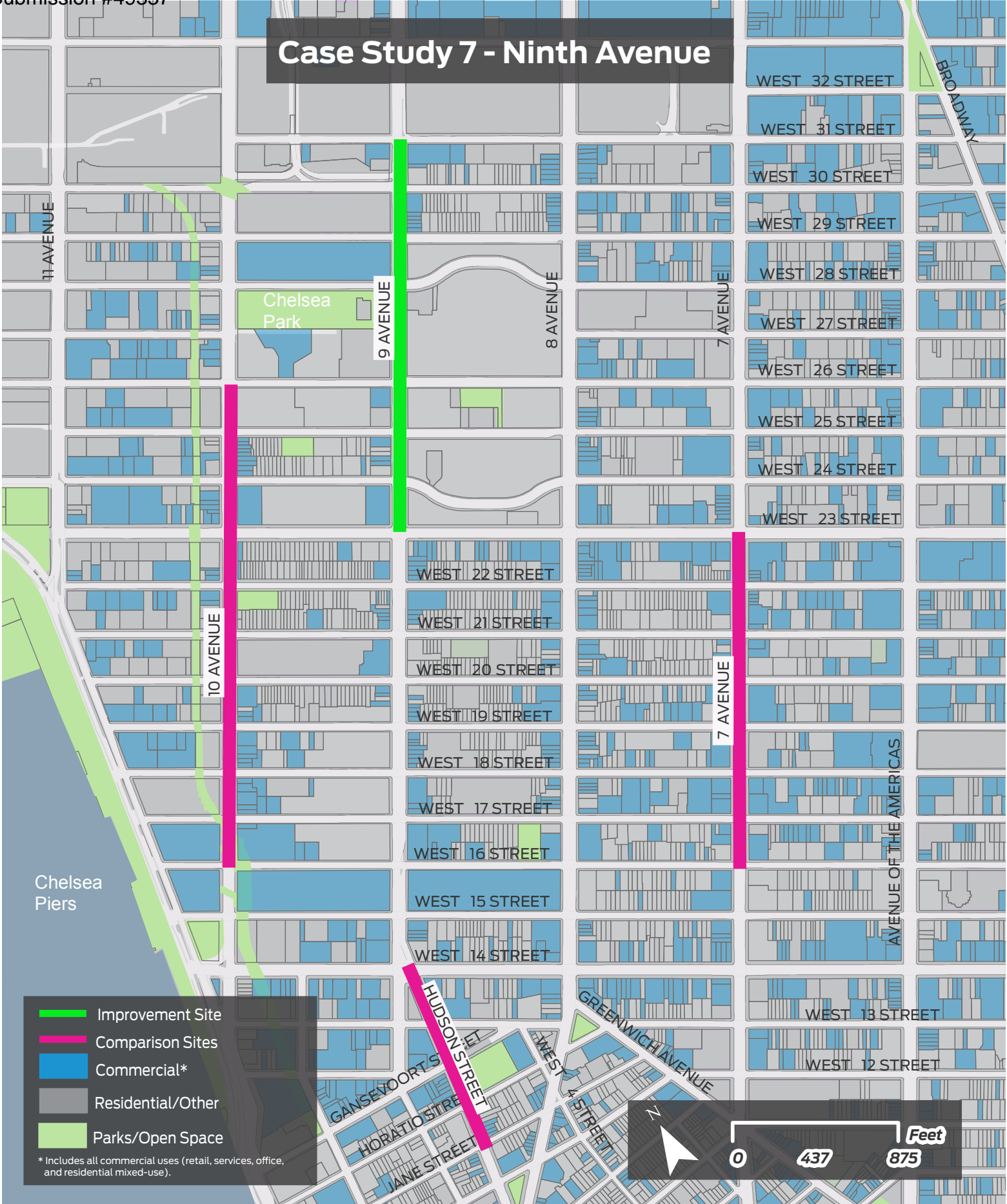
Summary:

The Fordham Road SBS improvements helped this segment of Fordham Road experience higher levels of economic activity than other similar comparison areas during the study period through adoption of Bus Rapid Transit and associated street improvements, improving the experience for bus users and pedestrians.

Combined Sales : Improvement Sites vs. Comparisons Sites - Bx12 Select Bus/Fordham Road



Case Study 7 - Ninth Avenue



Case Study 7: Ninth Avenue (W. 23rd Street to W. 31st Street), Manhattan



Implemented: 7/31/2008 – 10/30/2008

Context:

Ninth Avenue is a major southbound thoroughfare in Manhattan. The corridor passes through the neighborhoods of Chelsea and Midtown South on the west side of Manhattan, and is a one way road with four travel lanes and curbside parking on both sides. The combination of travel and parking lanes created a 70'-wide roadway putting pedestrians at risk when trying to cross. Improvements to this segment of Ninth Avenue extended the existing bicycle network following earlier changes between W. 14th Street and W. 23rd Street completed in 2007.

Goals:

1. Create safe and comfortable experience for all users
2. Higher quality experiences for cyclists of all levels
3. Secure and pleasant pedestrian experience
4. Provide clear and safe space for turning vehicles

Approach:

- **Cross-section Modifications** – Installed a parking-protected bike lane and left turn lanes by repurposing one travel lane. On-street parking was maintained and left turn lanes were added at westbound streets.
- **Bicycle Signals** – Dedicated vehicular turn lanes and separate bicycle signal phases were added at all cross streets, reducing bicycle/vehicle turning conflicts.
- **Pedestrian Safety/Comfort** – Landscaped pedestrian safety islands were added to reduce crossing distances and enhance the corridor's aesthetics.

Results:

Economic performance along this corridor increased steadily during the three years following the completion of the improvement. Importantly, this trend was not already underway during the baseline period. During both the second and third years following improvements, sales along the corridor easily outpaced both the borough and all comparison sites. Additionally, the number of businesses reporting sales data increased during the study period, suggesting that new businesses may have entered the area and contributed to the increase in sales. The benefits to local businesses were complemented by a greener streetscape, shorter crossings and a reduction in injuries.

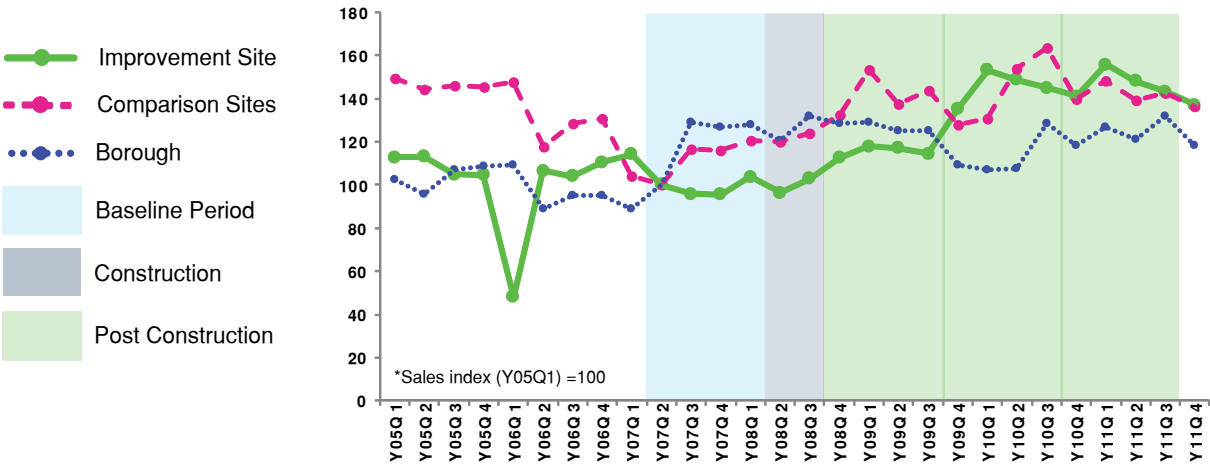
Improvement Site	Comparison Sites
Ninth Avenue (W. 23rd Street to W. 31st Street)	Seventh Avenue (W. 16th Street to W. 23rd Street)
	Tenth Avenue (W. 16th Street to W. 26th Street)
	Hudson Street (Jane Street to W. 14th Street)

Summary:

Providing another example of the success of a Complete Street approach to street improvements, this segment of Ninth Avenue experienced economic success above and beyond the borough and all comparison sites. Parking protected bike lanes, enhanced streetscape, pedestrian safety and improved traffic flow were all achieved along this corridor, and economic vitality was also improved.



Combined Sales : Improvement Sites vs. Comparisons Sites - Ninth Avenue



Conclusions



Conclusions

Based on New York City DOT and Bennett Midland’s study, it is now possible to document the impacts of changes to the street environment on surrounding locally-based retail businesses in a rigorous and compelling way, expanding the range of metrics that government agencies as well as communities have at their disposal to measure the success of these projects. This does not mean that all projects will show economic benefits, just as not all projects improve the operations of a particular mode or improve all measures of safety.

Being able to demonstrate the potential economic benefits of better-designed streets can be a powerful tool for several critical reasons:

- Data on business impacts can now be used for project evaluation (identifying project impacts), joining other metrics that transportation agencies such as DOT have been publishing. It can help address the concerns of local residents and business owners about the impact of projects on businesses, replacing anecdote or personal experience with comprehensive data.
- By providing a broader understanding of potential project benefits, the data has the potential to activate the business community in support of appropriately designed and effective street improvement projects.
- Empirical results allow cities to link street design more closely with economic development, just as cities are beginning to link street design with public health (through the Active Design movement) and environmental health.

Contingent on a proper methodology – appropriate project and comparison site definitions; reliable and properly cleaned tax filing data – this type of study can provide a powerful, quantitative picture of the relationship between changes in street design and

local retail sales, something that has been absent from the toolbox of transportation agencies. Pairing before-and-after retail data with quantitative or qualitative data on the actual shopping patterns of street users (e.g. the number of trips, trip mode and amount spent by retail patrons), such as through an intercept surveys of shoppers, could create an even stronger causal link and therefore an even more compelling explanation of this relationship. Undertaking such studies across several different neighborhood types and project types is therefore recommended as an area for further research that could further strengthen the state of the practice.

It is important to note that based on the analysis presented here, the contribution that 21st-Century streets can make to local economies applies just as much to lower-income neighborhoods with “mom & pop” retail as to glitzier areas with sky-high rents. Better streets provide benefits to businesses in all types of neighborhoods, from the central business district to modest retail strips in residential areas. This insight can help policymakers and designers integrate the measures described in this report into the toolbox for local economic development, capturing more spending in neighborhoods, and growing jobs.

Planning, budgeting and engineering decisions are only as good as the data they are based on. In order to continually refine and enhance the strategies they employ, cities must gain a clearer understanding of the efficacy and value of their projects by measuring the full range of outcomes. It is clear that rolling out safer, more inviting and sustainable streets is rarely detrimental to local businesses and in the great majority of cases can be a boon to them. New York City DOT believes that this study offers a significant contribution in the U.S. and around the world to the advancement of a 21st-Century approach to urban street design that recognizes the full range of not only transportation benefits but also economic development benefits that can be provided.

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Generation Zero is a youth-led climate action organisation that mobilises New Zealanders to engage with decision-making and campaign for intergenerational climate justice.

As the Christchurch City Council is set on building the Te Kaha arena, it is important that there is a plan to build suitable infrastructure surrounding it that can handle around 25,000 visitors (maximum sports seating) to surges of up to 36,000 visitors to the arena (for large concerts). This requires public and active transport integration to allow for the most efficient movement of crowds while also allowing businesses to take advantage of the increased business that the arena brings. As such we strongly support Option 1 but would like to see some changes made.

This plan should also allow for transport corridors in the area surrounding the stadium to be redesigned to provide safer travel paths for pedestrians, cyclists and other active transport users both for arena events and for daily travel. It should also allow for greater capacity for public transport to and from events to allow for more efficient movement of people through the city.

Lichfield Street (Manchester to Madras)

We strongly support the Option 1 plan to turn Lichfield Street into a 10km/h shared-use zone. This creates a safe route for people to walk to/from the bus interchange to the arena while also allowing businesses to take advantage of the shared-use area with outdoor dining and new cycle stands. Below are some considerations needed for this road.

Poplar and Ash Street need retractable bollards such as the one on Oxford Terrace that allows only trams, delivery vehicles and other authorised vehicles to travel through and deliver for a short time. Both streets are too small to allow trams, customers, pedestrians and other active transport to deal with unauthorised vehicles rat-running through. The tram tightly turning onto Poplar Street from Lichfield Street has caused problems in the past with unauthorised parked cars on the street, as shown in Figure 1 below.



Figure 1 - Collision between car and tram on Poplar Street. The car was parked in a manner that did not provide the tram clearance to turn.

Another consideration is that space is required to allow active transport to cross from Poplar Street onto Huanui Lane/Rauora Park paths at a right angle to the tram tracks to prevent wheels getting into the grooves of the tracks.

It is important that Lichfield Street between the bus interchange and arena can be opened up to allow more space for pedestrians walking to/from events by temporarily closing to private vehicle traffic. There may be provisions needed to allow buses to continue travelling into the bus interchange through the Manchester-Colombo section of Lichfield Street, despite the closure to private vehicle traffic, if it is necessary for the operation of bus routes.

Multiple studies have shown that walkable streets increase customers for businesses and also increase productivity of workers. The loss of an insignificant number of car parks on this street would be outweighed by the boost in revenue that would come from the improvements of turning Lichfield Street into a shared-use zone, as well as the benefits of being right next to Te Kaha stadium. Generation Zero agrees with the proposed street improvements, that will reflect the function of the street as a street for people and a nice place to be, rather than a vehicle movement corridor.

Madras Street (St Asaph to Latimer Square)

We strongly support all aspects of the redesign of this section of this street, especially the widening of the footpath on this section of Madras Street by removing car parks on the east side of the road, as well as the planned cycle lane. We also support the reduction of the speed limit to 30km/h as this will allow for a safe speed for cyclists and vehicles to travel on the road while also reducing the severity of a pedestrian-vehicle or cyclist-vehicle crash. Generation Zero is in favour of speed calming devices such as raised safety platforms (or crossings, including zebras) that help to reinforce lower operating speeds and a reduction in speed limits.. Since the 2016 inception of the Central City 30 km/h zone, the speed reductions have shown to reduce crash injury severity and the likelihood of crashes occurring - so extending this zone makes sense for public health. We also support the planned disability parking on the western side of the road.

Madras Street (Moorhouse to St Asaph)

We strongly support the planned signalised crossing on this section of this street. This street is dangerous to cross for pedestrians coming from Ara and Countdown.

We also support the reduction of the speed limit to 30km/h, the planned cycle lane and the shared path on the eastern side to connect with the existing cycle ways.

Tuam Street (Madras to Barbadoes)

We support the widening of the northern side footpath as a variety of active and mobility transport would be used in this area.

We believe that this section of Tuam Street must be reduced to 30km/h as it is next to the arena and would be consistent with other speed limits around the area. The cycle lane on this section would only cater to cyclists confident riding alongside cars going 50km/h. If a 50 km/h speed limit is retained, people who cycle need to be separated from the vehicle traffic. The ideal situation is both a separated cycleway and a 30 km/h speed limit, the same as the western end of Tuam Street. This would allow for a complete cycleway that can cater to all users of varying confidence.

Tuam Street (Barbadoes to Fitzgerald)

We support the conversion of this section of Tuam Street into a one way road. We also believe this road could provide additional public transport capacity with more areas for buses to park near the arena to transport visitors to and from events.

Other parking further east on Tuam Street also could be used to park buses and coaches. For very large events, the street could be used as loading zones for buses that travel from the event at the arena to park and ride facilities in areas such as Rangiora, Kaiapoi, Rolleston or closer such as the various suburban malls in Christchurch.

We believe that this section of Tuam Street must be reduced to 30km/h as it would be consistent with other speed limits around the area.

Lichfield Street (Barbadoes to Fitzgerald)

We strongly support the proposal for a two way road on this section of Lichfield Street and a reduction of speed limit to 30km/h. We support plans for a speed platform to reinforce the lower speed environment. This street would be suitable as a taxi loading zone.

Barbadoes Street (Hereford to Tuam)

We strongly support the redesign of this section of this street, especially the widening of the footpath on this section of Barbadoes Street by removing car parks on the western side of the road.

We believe that this section of Barbadoes Street must be reduced to 30km/h as it is next to the arena and would be consistent with other speed limits around the area. The cycle lane on this section would only cater to cyclists confident riding alongside cars going 50km/h and parked cars that could open their doors in front of them. We believe that the eastern side of the road should have a separated cycleway rather than the painted one. There is a lack of separated north to south connections within the central city, especially on the east side, so it would be a good opportunity to begin here. This should connect with the Rapanui/Shag Rock Cycleway and Heathcote Expressway Cycleway.

What is missing?

We would like to see all of the central city streets within the four avenues have their speed limits reduced to 30km/h to remain consistent. This would likely increase compliance with the speed limit within the central city while also making it safer for active transport users to travel alongside cars, and reduce the crash injury severity and likelihood of a crash occurring between a pedestrian/cyclist and a car.

As aforementioned, all surrounding streets should have fully separated cycleways (physical separation) to encourage people cycling to events. Christchurch sees cycle mode share of 7-10%, so all the streets surrounding the stadium must be safe and designed for these 1,750 - 2,500 people riding bikes for an event with 25,000 people. For an event with 36,000 people, this may be up to 3,600 people cycling to an event. Accordingly, the Te Kaha stadium must have safe and secure bike parking for this many bikes.

Closing statements

To move 25,000 people to and from the Te Kaha arena, we would require approximately 500 buses with the capacity for 50 people, or 12,500 cars with two people in them. The Central City road network cannot handle that many cars and would likely be gridlocked before and after an event. While Te Kaha is being built, we have the time to design our transport networks so that people are incentivised to take public and active transport to the event. Therefore, the spaces should be inviting and safe for pedestrians, cyclists, scooter and mobility device users while also allowing vehicles to use the one way systems to move around the city when no events at the arena are on.

These planned changes to these transport routes would also be used day-to-day by workers, residents and visitors in the city, bringing many benefits from the increased accessibility afforded by these changes. Therefore, we implore the council to continue with this plan in full.

Contact details:

Roman Shmakov

Generation Zero Ōtautahi Convenor





Te Kaha Surrounding Streets

Submission from Spokes Canterbury

Reference: <https://ccc.govt.nz/the-council/haveyoursay/show/549>

Tēnā koutou katoa

Thank you for the opportunity to comment on the proposed Te Kaha Surrounding Streets improvements. These changes are essential to ensure that users of the stadium have a great experience from day one and it is also an opportunity to improve day-to-day transport in Christchurch for everyone. A financially successful Te Kaha that attracts a wide range of large and medium events and provides a pleasant environment when not in use benefits everyone.

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80.

Proposal

Two drivers inform our submission:

- the need to bring 25 000 people to a typical event. If all these people come by bus or car, this equates to 500 coach-loads (at 50/coach) or 6000 cars (at 4/car).
- improvements that will enhance the day-to-day transport needs of Christchurch people, in particular cyclists and other active transport users.

There is a lot to like about these proposed changes but overall, the proposal seems to pay little attention to the role that people on bikes, scooters, mobility scooters and other forms of active transport might play to enable the necessary number of people to get to the venue.

Perhaps a better place to start planning for Te Kaha might have been a travel plan, then re-organising the streetscape to meet the requirements of the travel plan. How will Te Kaha handle the crowds as they arrive to avoid people waiting on the roads and spilling out into the traffic?

Lichfield Street (Manchester to Madras)

- Spokes strongly supports Option 1. This will create an amazing space for pedestrians and cyclists, and make accessing Te Kaha from the Bus Interchange more pleasant, attractive, and safer. Sight-lines are significantly improved for movements between cyclists, pedestrians, trams,

and drivers with the removal of on-street parking. Rain gardens, bicycle parking, and outdoor dining areas will be a real asset.

- There is currently no formal cycling provision along this section of Lichfield Street. Sharrows would help. Spokes assumes that the wide path on the south side is shared
- Many cyclists use Huanui Lane (or the path further east) and Poplar Street to move north/south across the city to hook up with other cycleways. This route avoids the shared cycle path on Manchester Street as it tends to have a lot of pedestrians particularly at the intersections and the major bus stop. There needs to be space on Lichfield Street to easily cross between Huanui Lane and Butchers Lane (currently a car park) as it allows a safe 90-degree angle crossing the tramlines on a bike and avoids the tight Poplar St turn.
- As drawn, the turn into Poplar Street looks very tight. Cyclists tend to use the west side of the tram tracks as there is more space and pedestrians tend to use the east side. Purchasing a small triangle at the corner of 140 Lichfield Street would help avoid a new building being built potentially flush with the boundary that would create a blind spot. Already a popular pedestrian route, during an event there will be lots of pedestrians using Poplar Street to get to and from all the bars and restaurants around High Street and St Asaph Street.
- While the tram might provide some nice atmosphere, its contribution to transporting the necessary numbers of people is miniscule and the tracks create hazards for both cyclists and pedestrians.
- Good idea to include the slip lane from Madras St to Nurseryman Lane to maintain access to the carparking building. Can Ash Street and Poplar Street please be made no-car zones to prevent rat-running in this pedestrian area? Renaming them Lanes might also help to better indicate use.
- The proposed cycle parking is appreciated and will be well used. There should also be provision for hundreds of spaces nearer to Te Kaka.
- The Manchester Street/Lichfield Street intersection lights need a cycle option from the shared path on the south across Manchester Street (and for the cyclists coming down High Street) towards the Bus Interchange
- Option 1 will make it very easy to close a portion of Lichfield Street for a bigger event. This should be designed in from the start, including signage.
- The containers on Lichfield Street before the Bus Interchange that force cyclists into the traffic and pedestrians to the other side of the road need to be gone well before Te Kaka opens.

Madras Street (St Asaph to Latimer Square)

- Spokes fully supports the need to cater for large numbers of people walking and using active transport to get to events by widening the footpath and the speed reduction to 30km/h.
- It would be helpful to have a plan of the area immediately outside Te Kaha where bottlenecks are likely to occur.
- The plan encourages cyclists to use the west side of Latimer Square which is safer. Cyclists will also want to ride through to Latimer Square so there needs to be enough space at the lights for this to happen.
- Fully support mobility parking adjacent to the earthquake memorial garden on the CTV site.

- Fully support widening the footpath, which necessitates the removal of on-street parking on the eastern side.
- Fully support the flush median style paint separating the cycle lane, which visually narrows the road space and hopefully encourages a slower speed for motorists.
- Fully support left-turn shared lane with sharrows on the approaches to Cashel and Hereford streets. How wide is the cycle lane along Madras Street? Does it meet the minimum width requirements? Will the painted sharrows be accompanied by signage instructing/reminding drivers it is a shared lane and cyclists should ride in the centre of this lane? Is there a wider education campaign planned to educate all road users on sharrows?
- Will the paved areas at intersections be raised to encourage a reduced speed and space-sharing (while also reducing trip hazards for pedestrians)?
- Fully support street trees and landscape planting to help absorb rainwater, make the space more attractive, and visually narrow the space to encourage slower travelling speeds. Will there be any bollards to prevent people parking/driving on the landscaped areas? Please try to think of all the non-rule abiding behaviour that could happen and try to plan to prevent it causing danger to other road users (cyclists, pedestrians, etc.). The changes will encourage more heavy/oversized traffic to use Moorhouse Ave, Bealey Ave and Barbadoes Street instead, where possible, which will increase safety for all.
- Fully support bicycle parking stands being added wherever there is space to do so.

Madras Street (Moorhouse to St Asaph)

- This is a dangerous section of road for pedestrians and cyclists. Every day you see close calls as cyclist and pedestrians try to cross the road from Countdown, the bus stop and the two side streets to Ara and back again.
- Fully support the signalised pedestrian and cycling crossing between Ara and Countdown as staff and students are currently dashing between traffic to cross the road. This will also make it easier and safer to cross at Allen and Southwark Streets when the traffic is paused.
- This design will improve safety for bus users outside Countdown.
- Fully support the reduced speed limit of 30 km/h.
- Fully support the proposed short section of shared path along the east side of Madras Street to improve access to the Ara campus. This will provide much safer counterflow access to Ara along Madras St.
- Ara has had secure bike parking for its staff for many years, but until now City Council has not addressed the barrier to accessing this bike parking.
- This is an opportunity to discuss with Ara ways of improving safe campus access for cyclists and pedestrians to the Rakaia and other buildings that could be integrated into this plan. Currently for cyclists and pedestrians the first option to access the Ara campus if coming from the north on the east side is the car park exit. There is room for a shared short path on Ara land from the road to the Rakaia entrance on the rough ground before the car park exit going south which would remove the conflict with vehicles.
- Fully support the changes to car parking time limits. Previous work by Spokes and Ara has shown that many of these parks are occupied by employees of local businesses in the absence of meaningful time limits. It is the task of these businesses to provide for their staff.

- Fully support the on-road cycle lane on the western side of Madras Street (with lots of green paint and flush median style paint where possible) and the wider shared path on the eastern side of Madras St.

Tuam Street (Madras to Barbadoes)

- Spokes supports the conversion of the full length of Tuam Street to one-way traffic (for the section that is currently two-way).
- The current separated cycleway should be extended from Madras Street to Barbadoes Street.
- Fully support the widened footpath, necessitating the removal of on-street parking on the northern side.
- While Spokes supports the retention of an on-road cycle lane on the northern side of Tuam Street for confident cyclists (with flush median style paint and green paint as often as possible), it is our least preferred solution unless the 5.8M path was also a shared space.
- Fully support the installation of bicycle parking stands wherever there is space.
- Fully support street trees and landscaping to make the space more attractive and help with stormwater management.
- Fully support paved crossings at intersections – will these be raised to encourage safer driving speeds and minimise trip hazards for pedestrians?
- Please reduce the speed limit to 30 km/h adjacent to Te Kaha as a bare minimum, but ideally the entire stretch (in fact the whole CBD for consistency and safety).
- Perhaps include some mobility parking on the southern side?

Tuam Street (Barbadoes to Fitzgerald)

- See our response to the Madras to Barbadoes section.

Lichfield Street (Barbadoes to Fitzgerald)

- Spokes supports the proposal to two lane Lichfield Street
- Fully support the reduction in speed limit to 30 km/h and the mid-block speed platform to encourage safer speeds.
- The drop off area should be on the south side only during events to reduce the risk of dooring of pedestrians, scooters and cyclists.
- Clarkson Avenue and Duke Street should have stop signs.
- Fully support the paved area at the intersection with Barbadoes Street. Will this be a raised platform? The speed platform at the intersection with Clarkson Avenue includes the triangles that indicate a raised platform, but other paved areas do not include this paint marking. If other paved areas are also raised, please consistently use paint marking to indicate this change in surface level.
- Fully support pedestrian crossing facilities at Fitzgerald Avenue. The Fitzgerald Ave intersection crossing should include a cycle option. Please ensure this is wide enough to manoeuvre in a wheelchair, mobility scooter, or cargo bike/trike.
- Is it possible to include street trees and landscaping areas as per the other surrounding streets? This will make the space more attractive and encourage slower speeds.

- Fully support the 30 km/h red paint work on the road surface at the entrance off Fitzgerald Avenue. Please include this at the entrance off Barbadoes Street also.
- Please include sharrow markings along the full length of this block, not just at the Barbadoes Street approach.
- Fully support the right turning lane off Fitzgerald Avenue. Will there be turning arrows to improve safety at this point?

Barbadoes Street (Hereford to Tuam)

- Spokes fully supports the proposal to cater for large numbers of people walking, by widening the footpath.
- There seems to be little provision to cater for a wide range of people biking to Te Kaha from residential areas east of Barbadoes Street. Painted cycle lanes going down “high volume” roads only caters for the confident cyclists. There is significant evidence on the inadequacy of this approach, and the way it creates barriers for women, families and less confident cyclists. The footpaths should be shared.
- Fully support widening the footpath, which necessitates the removal of on-street parking on the western side (there is a typo in the printed info).
- Spokes supports reducing the speed limit to 30 km/h, ideally for the entire stretch in the CBD, but minimally from Armagh (making Christchurch East School safer to access) to Moorhouse Avenue (instead of the variable speed limit outside Catholic Cathedral College and Marian College).
- Fully support pedestrian crossing upgrades at the intersections with Tuam, Lichfield, and Cashel Streets.
- Perhaps the “unrestricted” parking on the eastern side should be P10 for better taxi/uber services plus some mobility parking?
- Fully support the on-road cycle lane on the eastern side with the flush median style paint work and lots of green paint for confident cyclists.
- Fully support installing cycle parking stands wherever there is space to do so.

What is missing

1. West-bound connectivity is absent between the end of the cycleway along Worcester Street and the Tuam Street and St Asaph Street cycleways.
 - a. The Te Kaha project is going to dramatically increase traffic in this area, so provision needs to be made for people on bikes via separated infrastructure.
 - b. Presently, people in the eastern areas of the city are short-changed for safe cycling infrastructure and Te Kaha will make this barrier worse.
2. Along the same lines, Hereford Street and Cashel Street are important direct routes from Linwood Avenue to Te Kaha yet no provision is made in the proposal for people riding their bikes along this route. Converting one or both to 30km/h would help.
3. A consistent approach to speed limits is missing from the proposal. A speed limit plan for the CBD is required, and ideally this would be 30km/h. Christchurch East School on Gloucester St is proposed to get a 30km/h zone on Gloucester Street between Fitzgerald and close to Latimer Square. Catholic Cathedral College/Marian College is proposed to get a variable 30km/h speed limit on Barbadoes

Street between Ferry Road and Moorhouse Ave, and on Moorhouse Ave between Washington Way and Iverson Terrace (roughly). Consistency encourages better compliance, allowing speeds to be painted on the road when entering an area, and traffic lights to be properly synchronised.

4. Latimer Square is currently problematic for people riding bikes, especially travelling toward Bealey Avenue.
 - a. As previously noted, the Te Kaha project is going to dramatically increase traffic in this area. Latimer Square therefore needs to be included in the plan, and provision needs to be made for people on bikes.
5. There seems to be little provision for direct public transport access for large numbers of people to Te Kaha. As already noted, if 25,000 people come to an event this translates to 500 bus-loads of people at 50/bus.
 - a. The proposal notes a vague intention for “coach, taxi and uber drop-off / pick up points east of Barbadoes Street” but does not specify where.
 - b. There seems to be no provision for people who might travel mixed-mode. Will there be designated park and ride/cycle/scooter areas?
 - c. The underlying assumption is that people will drive their cars to events at Te Kaha. Spokes finds this assumption disappointing and a lost opportunity to encourage alternatives (and reduce carbon emissions).
6. Where will the major bike parking be located for events? Hundreds of spaces are potentially required. Making it easier to cycle to events will reduce vehicle traffic and make it more pleasant for all.
7. There is no mention of safety considerations in this area such as improved lighting.

I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arises.

Anne Scott
Submissions Co-ordinator
Spokes Canterbury



Submission by Jillian Frater on Te Kaha Surrounding Streets

Thank you for the opportunity to comment on the proposed changes to Te Kaha surrounding streets.

I consider the proposed changes are needed to provide for the successful future use of Te Kaha.

My overall concern however is that the focus seems to remain on access to Te Kaha via private motor vehicle. Comments such as the following reinforce this, as in this example, the assumption seems to be that people will travel to events in the same way many currently do. That is, people coming to the stadium will travel by car, park in surrounding streets and then walk to the stadium from wherever they park their car. (I don't think the statement below is about people walking from the homes in the eastern suburbs to Te Kaha.)

"We expect more pedestrians to cross from the eastern suburbs, so we're planning to upgrade the signalised crossings at the intersections with Tuam, Lichfield and Cashel streets."

Surely, in 2022, and given New Zealand's commitment to reduce its greenhouse gas emissions to net zero by 2050, this mindset needs to change.

A better approach would have been to come up with a travel plan for how people would access Te Kaha and design upgrades with this in mind.

Lichfield Street (Manchester to Madras)

I strongly support Option 1. Significant improvements to this part of Lichfield Street are greatly needed and will have significant benefits to the future use of Te Kaha as it will provide a desirable pathway for people walking, cycling and scootering to access Te Kaha. It will also benefit some local businesses as there will be increased outdoor dining opportunities and greater numbers of pedestrians will enhance spending at these businesses.

I support the improved streetscape and landscaping, increased outdoor dining opportunities, provision of cycle and scooter parking, rain gardens, speed reductions and improvements to the Lichfield-Manchester Street intersection.

Madras Street (St Asaph to Latimer Square)

I support the widening of the footpath and the speed reduction to 30km/hr.

I support the provision of mobility parking on the western side of Madras Street.

Three lots of five cycle parks are shown on Madras Street near Ash Street, Bedford Row and near the Transitional Cathedral. This will be insufficient to cater for the large numbers of people who are likely to access Te Kaha by bicycle. Provision for cycle parking should be greatly increased in the vicinity of the stadium, or at least space set aside for this in the future. You only have to visit places like The Piano when events are on, to see how used the cycle parking is already (never mind in the future).

Further thinking needs to happen regarding bike use of Latimer Square. I cycled from the north to Worcester Street yesterday and there wasn't even a cut out for bike access on the northern side. Latimer Square should be able to be used by cycles to avoid travelling by bike on Madras Street to get around the park.

Madras Street (St Asaph to Moorhouse Ave)

I support the limiting of carparking time to 120min on the eastern side of Madras Street.

I support the new pedestrian/cycle crossing between Ara and Countdown.

There needs to be provision made for cyclists and walkers travelling south on a shared path on Madras Street to enter the Ara carpark via what is currently only a vehicle exit. This will require discussion by CCC with Ara as it is on Ara land.

I support the on road cycle lane on the western side of Madras Street.

Tuam Street (Madras to Barbadoes)

I support the widening of the footpath on the northern side of Tuam Street and the provision for coach parking in this area.

Currently, about 7 carparks on the southern side of Tuam Street opposite the stadium are not shown to have any time limitations. This should be changed.

I support suggested improvements through planting trees and landscaping.

I support the reduction in speed to 30km/hr.

The opportunity also exists to link cycleways created by CERA in the central city such as the Tuam Street cycle path and the St Asaph Street Cycle Path with the Rapanui-Shag rock cycleway, which currently ends at the corner of Worcester and Madras Street. This should be included in this re-design as it would greatly assist with transport between Te Kaha and the east.

Lichfield Street (Barbadoes to Fitzgerald)

I support changing Lichfield Street to two lanes, the reduction in speed to 30km/hr and the mid-block raised platform to encourage slower vehicle speeds.

Stop signs will be required at the intersections with Clarkson Ave and Duke St.

All raised or pave areas should include warning triangles.

I support improvements to the Fitzgerald Ave/Lichfield Street pedestrian crossings.

I support parking restrictions proposed for Lichfield Street between Clarkson Ave and Barbadoes Street, so that this area can be used for pick-ups and drop offs.

Barbadoes Street (Hereford to Tuam)

I support the changes proposed.

I support the speed reduction to 30km/hr and the widening of the footpath on the western side of Barbadoes Street.

I think the unrestricted parking on the eastern side of the street should be restricted, particularly when the stadium is in use. People in most cities in the world would not expect to be able to park for free directly across the road from a city stadium.

Te Kaha Surrounding Streets

Lichfield Street (Manchester to Madras)

- I strongly support Option 1. This will create an amazing space for pedestrians and cyclists and make accessing Te Kaha from the Bus Interchange more pleasant, attractive, and safer. Sight-lines are significantly improved for movements between cyclists, pedestrians, trams, and drivers with the removal of on-street parking. Rain gardens, bicycle parking, and outdoor dining areas will be a real asset.
- Many cyclists use Huanui Lane (or the shared path slightly further east) and Poplar Street to move north/south across the city to link up with other cycleways. This route avoids the shared path on Manchester Street which tends to have a lot of pedestrians, particularly at the intersections and the bus super stops. There needs to be space on Lichfield Street to easily cross between Huanui Lane and Butchers Lane (only ridden very slowly) as it allows a safe 90-degree angle crossing of the tramlines on a bike and avoids the busy Poplar St area.
- As drawn, the turn into Poplar Street looks very tight. Cyclists tend to use the west side of the tram tracks as there is more space and pedestrians tend to use the east side. Purchasing a small parcel of land at the corner of 140 Lichfield Street and Poplar St would help avoid a new building being built potentially flush with the Poplar St boundary that would create a blind spot. Already a popular pedestrian route, during an event there will be lots of pedestrians using Poplar Street to get to and from all the bars and restaurants around High Street and St Asaph Street.
- While the tram might provide some nice atmosphere, its contribution to transporting the necessary numbers of people is miniscule and the tracks create hazards for both cyclists and pedestrians.
- Good idea to include the slip lane from Madras St to Nurseryman Lane to maintain access to the carparking building. Can Ash Street and Poplar Street please be made no-car zones to prevent rat-running in this pedestrian area? Renaming them Lanes might also help to better indicate use.
- The proposed cycle parking is appreciated and will be well-used.
- If option 1 is implemented, the Manchester/Lichfield/High Street intersection traffic signals need a cycle crossing option from the south-eastern corner across Manchester Street, towards the Bus Interchange (along the south side of Lichfield St) to complement the crossing on the north side of Lichfield St.
- Option 1 will make it very easy to close this portion of Lichfield Street for a bigger event. This should be designed in from the start (i.e. include retractable bollards), including signage.
- The shipping containers on Lichfield Street east of the Bus Interchange that force cyclists into the traffic and pedestrians to the other side of the road need to be gone well before Te Kaha opens. Is the Council putting enough pressure on the land-owner to secure the façade so the containers can be removed?

Madras Street (St Asaph to Latimer Square)

- I fully support the need to cater for large numbers of people walking and using active transport to get to events by widening the footpath and the speed reduction to 30 km/h.
- The plan encourages cyclists to use the west side of Latimer Square, which is safer. Cyclists will also want to ride through Latimer Square, so there needs to be enough space at the traffic signals for this to be catered for.

- Fully support mobility parking adjacent to the earthquake memorial garden on the CTV site.
- Fully support widening the footpath, which necessitates the removal of on-street parking on the eastern side.
- Fully support the flush median style paint separating the cycle lane, which visually narrows the road space and hopefully encourages a slower speed for motorists.
- Fully support left-turn shared lane with sharrows on the approaches to Cashel and Hereford streets. Will the painted sharrows be accompanied by signage instructing/reminding drivers it is a shared lane and cyclists should ride in the centre of this lane? Is there a wider education campaign planned to educate all road users on sharrows?
- How wide is the cycle lane along Madras Street? Does it meet the minimum width requirements?
- Will the paved areas at intersections be raised to encourage a reduced speed and space-sharing (while also reducing trip hazards for pedestrians)?
- Fully support street trees and landscape planting to help absorb rainwater, make the space more attractive, and visually narrow the space to encourage slower travelling speeds. Will there be any bollards to prevent people parking/driving on the landscaped areas? Please try to think of all the non-rule abiding behaviour that could happen and try to plan to prevent it causing danger to other road users (cyclists, pedestrians, etc.). The changes will encourage more heavy/oversized traffic to use the Moorhouse Ave, Bealey Ave and Fitzgerald Ave instead (where possible), which will increase safety for all in the CBD.
- Fully support bicycle parking stands being added wherever there is space to do so.

Madras Street (Moorhouse to St Asaph)

- This is a dangerous section of road for pedestrians and cyclists. Every day you see close calls as cyclists and pedestrians try to cross the road from Countdown, the bus stop and the two side streets to Ara and vice versa.
- Fully support the signalised pedestrian and cycling crossing between Ara and Countdown. This will also make it easier and safer to cross at Allen and Southwark Streets when the traffic is paused.
- This design will improve safety for bus users outside Countdown.
- Fully support the reduced speed limit of 30 km/h.
- Fully support the proposed short section of shared path along the east side of Madras Street to improve access to the Ara campus. This will provide much safer counterflow access to Ara along Madras St.
- Ara has had secure bike parking for its staff for many years, but until now City Council has not addressed the barrier to accessing this bike parking.
- This is an opportunity to discuss with Ara ways of improving safe campus access for cyclists and pedestrians to the Rakaia and other buildings that could be integrated into this plan.
- Fully support the changes to car parking time limits. Previous work by Spokes and Ara has shown that many of these parks are occupied by employees of local businesses in the absence of meaningful time limits. It is the task of these businesses to provide for their staff, not Council.
- Fully support the on-road cycle lane on the western side of Madras Street (with flush median style paint and lots of green paint where possible) to cater to confident cyclists. How wide is the cycle lane? Does it meet the minimum width requirements?

Tuam Street (Madras to Barbadoes)

- Fully support the widened footpath, necessitating the removal of on-street parking on the northern side. Will this be a shared path for less-confident cyclists or pedestrians only?
- I support the retention of an on-road cycle lane on the northern side of Tuam Street for confident cyclists (with flush median style paint and green paint as often as possible). How wide is the cycle lane? Does it meet the minimum width requirements?
- Fully support the installation of bicycle parking stands wherever there is space.
- Fully support street trees and landscaping to make the space more attractive and help with stormwater management.
- Fully support paved crossings at intersections – will these be raised to encourage safer driving speeds and minimise trip hazards for pedestrians?
- Please reduce the speed limit to 30 km/h adjacent to Te Kaha as a bare minimum, but ideally the entire stretch (in fact the whole CBD for consistency and safety).
- Perhaps include some mobility parking on the southern side?

Tuam Street (Barbadoes to Fitzgerald)

- I support the conversion of the full length of Tuam Street to one-way traffic for consistency.
- Please consider extending the separated cycleway from the current end at Madras St all the way to Fitzgerald Ave and provide a safe transition to the other Major cycleways (Worcester St and Ferry Road).

Lichfield Street (Barbadoes to Fitzgerald)

- I fully support the proposal to change Lichfield Street to two-way.
- Fully support the reduction in speed limit to 30 km/h and the mid-block speed platform to encourage safer speeds.
- Clarkson Avenue and Duke Street should have stop signs.
- Fully support the paved area at the intersection with Barbadoes Street. Will this be a raised platform? The speed platform at the intersection with Clarkson Avenue includes the triangles that indicate a raised platform, but other paved areas do not include this paint marking. If other paved areas are also raised, please consistently use paint marking to indicate this change in surface level.
- Fully support pedestrian crossing facilities at Fitzgerald Avenue. The Fitzgerald Ave intersection crossing should include a cycle option. Please ensure this is wide enough to manoeuvre in a wheelchair, mobility scooter, or cargo bike/trike.
- Is it possible to include street trees and landscaping areas as per the other surrounding streets? This will make the space more attractive and encourage slower speeds.
- Fully support the 30 km/h red paint work on the road surface at the entrance off Fitzgerald Avenue. Please include this at the entrance off Barbadoes Street also.
- Please include sharrow markings along the full length of this block, not just at the Barbadoes Street approach.
- Fully support the right turning lane off Fitzgerald Avenue. Will there be turning arrows to improve safety at this point?

Barbadoes Street (Hereford to Tuam)

- I fully support the proposal to cater for large numbers of people walking by widening the footpath, which necessitates the removal of on-street parking on the western side (there is a typo in the printed info).
- There seems to be little provision to cater for a wide range of people biking to Te Kaha from residential areas east of Barbadoes Street. Painted cycle lanes going down “high volume” roads only caters for the confident cyclists. There is significant evidence on the inadequacy of this approach, and the way it creates barriers for women, families, and less-confident cyclists. The footpaths should be shared, or separated cycling infrastructure provided.
- Please reduce the speed limit to 30 km/h adjacent to Te Kaha as a bare minimum, alternatively from Kilmore Street (making Christchurch East School safer to access) to Moorhouse Avenue (instead of the variable speed limit outside Catholic Cathedral College and Marian College), but ideally the entire CBD stretch.
- Fully support pedestrian crossing upgrades at the intersections with Tuam, Lichfield, and Cashel Streets.
- Perhaps the “unrestricted” parking on the eastern side should be P10 for better taxi/uber services plus some mobility parking?
- Fully support the on-road cycle lane on the eastern side with the flush median lots of green paint for confident cyclists. How wide will this cycle lane be? Will it meet minimum requirements?
- Fully support installing cycle parking stands wherever there is space to do so.

What is missing

1. Cycleway connectivity is absent between the end of the cycleway along Worcester Street and the Tuam Street and St Asaph Street/Ferry Road cycleways.
 - a. The Te Kaha project is going to dramatically increase traffic in this area, so provision needs to be made for people on bicycles via separated infrastructure.
 - b. Presently, people in the eastern areas of the city are short-changed for safe cycling infrastructure and Te Kaha will make this barrier worse.
2. A consistent approach to speed limits is missing from the proposal. A speed limit plan for the CBD is required, and ideally this would be 30km/h. Christchurch East School is proposed to get a 30 km/h zone on Gloucester Street between Fitzgerald Ave and close to Latimer Square. Catholic Cathedral College/Marian College is proposed to get a variable 30 km/h speed limit on Barbadoes Street between Ferry Road and Moorhouse Ave, and along Moorhouse Ave between Washington Way and Iverson Terrace (roughly). Consistency encourages better compliance, allows speeds to be painted on the road when entering an area, and traffic lights to be properly synchronised for efficient travel.
3. Latimer Square is currently problematic for people riding bikes. I look forward to the improvements being made following the consultation earlier this year.
 - a. As previously noted, the Te Kaha project is going to dramatically increase traffic in this area. Latimer Square and Hereford Street therefore need to be included in the plan, and provision needs to be made for people on bicycles and scooters.
4. Where will the major bicycle parking be located for events at Te Kaha? Hundreds of spaces are potentially required. Making it easier to cycle to events will reduce motor vehicle traffic and make it safer and more pleasant for all accessing the venue.
5. There is no mention of safety considerations in this area such as improved lighting.

To: Christchurch City Council (the **Council**)

Name of Submitters: EntX Limited Partnership (the **Submitter**)

This submission relates to: Te Kaha Stadium surrounding streets consultation

Our submission is as follows:

- 1 The Submitter's property, EntX complex, is located on the corner of Lichfield Street and Colombo Street at 617 Colombo Street approximately 500m west of Te Kaha Stadium, as shown with a red X in Figure 1 below.



Figure 1: Approximate location of Submitter's property

- 2 The Submitter's property is Christchurch's home of entertainment and eateries in the central city. It has a HOYTS cinema complex upstairs and a diverse ground floor dining precinct. It has prime location in the city with the bus exchange across the road and plenty of car parking nearby.
- 3 This prime location was chosen due to its centrality to the retail and business hubs as provided for in the Christchurch Central Recovery Plan post-earthquake.

Preferred option

- 4 The Submitter's preferred option is for the status quo to remain until such time as a cost benefit analysis has been completed on the effects of Te Kaha Stadium and any changes to the layout of the surrounding streets, including impacts on existing businesses.

Lichfield Street west (Manchester to Madras) – Option 1 or 2

- 5 Between Option 1 and Option 2, the Submitter's preference is **Option 2** for the following reasons:

Access and adverse effects to businesses in the city centre

- 5.1 Option 2 retains the status quo of two-way traffic which provides the public access and an efficient route back into the city centre where most businesses, retail and shops are operating after investing heavily to revitalise the city centre post-earthquake.
- 5.2 Option 1 converts Lichfield Street to a one-way east bound. This limits car users access back into the city centre area where most businesses have established post-earthquake. The Submitter notes the bus exchange and parking buildings are located

further down Lichfield Street, closer to the city centre. Option 1 would limit access and the most direct route from Madras Street to these places.

- 5.3 Option 2 is a minimal design option which will be less disruptive for businesses in the area. Option 2 is the lower priced option, saving the Council money and potentially utilising it elsewhere in the city where required.
- 5.4 Option 2 supports the early initial feedback from the Central City Business Association which were concerned with the effects of Option 1 on local businesses. Businesses that have invested heavily post-earthquake and set up successful and thriving businesses in the city centre need to be supported. Option 1 has the potential to cause significant economic loss to the city centre.

Comments on other proposed changes:

Madras Street north (St Asaph to Latimer Square)

- 6 Reducing the speed limit on Madras Street to 30km/h for a venue that will only be in use mostly in the evenings and weekends and for limited number of days during the year, will have adverse effects on traffic and road users during the times Te Kaha Stadium is not in use.
- 7 Madras Street is an arterial route and main thoroughfare. By reducing the speed, it will become like Manchester Street and be heavily congested and have a negative impact on the surrounding networks. This will have adverse effects on businesses in the area as the public will not want to use the street due to congestion.

Madras Street south (Moorhouse to St Asaph)

- 8 The Submitter agrees there is longstanding safety concerns for Ara students crossing the Madras Street, and therefore support the proposed new, shared mid-block pedestrian and cycle signalised crossing between Countdown and the Ara campus. However, the Submitter does not support the reduced speed to 30km/h along this Street for the same reasons stated in paragraph 7.
- 9 As shown on the National Speed Limit Register (**NSLR**)¹, most of the central city is already a 30km/h zone (pale orange areas are 30km/h and green areas are 50km/h as shown in Figure 2 below). Expanding this reduced speed limit east to capture Madras Street would have detrimental effects to the free-flowing traffic being maintained by this corridor and drive the public away from the city centre and businesses successfully operating in the city centre that invested heavily post-earthquake.

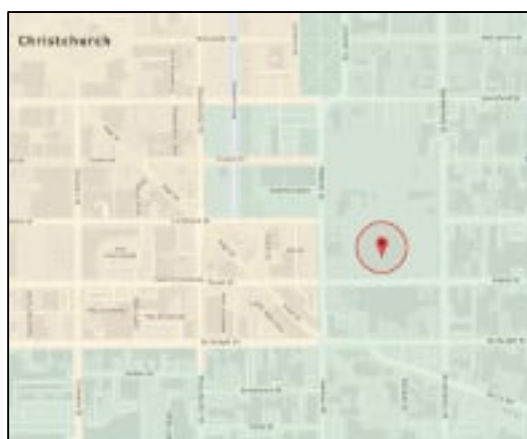


Figure 2: NSLR map of area surrounding Te Kaha Stadium

¹ <https://speedlimits.nzta.govt.nz/>

Tuam Street (Madras to Fitzgerald)

- 10 The Submitter is neutral on this. However, by not reverting the Barbadoes Street to Fitzgerald Avenue section to a one-way street eastbound would save money which could be used elsewhere.

Lichfield Street (Barbadoes to Fitzgerald)

- 11 The Submitter is neutral on this. However, for similar reasons as stated in paragraph 10, there is no need to change this section from one-way to two-way and would save money. Tuam Street, which is currently a two-way street, and Lichfield Street are parallel to each other and only one block away. Keep the status quo for both of them and save money.
- 12 The Council states that this section of Lichfield Street will be the main area for taxis and Ubers for pick up and drop off. Given the number of entrances to Te Kaha Stadium, it is difficult to know when and where people will choose to get a taxi or Uber. The taxi and Uber can park up on Cashel Street given this is a two-way street already.

Barbadoes Street (Hereford to Tuam)

- 13 The Submitter is neutral on this.

Overall

- 14 Retain the status quo until such time as a cost benefit analysis has been completed on the effects of Te Kaha Stadium and any changes to the layout of the surrounding streets, including impacts on existing businesses.
- 15 The Submitter's preferred option between Option 1 and 2 to Lichfield Street west (Manchester to Madras) upgrades is Option 2. This option will reduce the adverse effects on local businesses especially those within the city centre.
- 16 Retain the two-way traffic on Lichfield Street as it is a key connector to the city centre, EntX, and other businesses in the city centre.
- 17 Reducing the speed further east to encompass the roads surrounding Te Kaha Stadium would cause more congestion and prevent free flowing traffic during the days/times when Te Kaha Stadium was not in use. If Madras Street is reduced to 30km/h people will avoid using it as they have done with Manchester Street, affecting businesses in that area. The Submitter notes the speed limit around the Orangetheory Stadium in Addington has not been reduced, and it has numerous events hosted throughout the year. Therefore, maintain the current speed limits on Madras Street.
- 18 The focus of government and local government post-earthquake was for investment and businesses to be located in the city centre. Extending this to the area surrounding Te Kaha Stadium will have an effect on those businesses located more centrally such as EntX, Riverside Market and other businesses west of Madras Street.

The Submitter would like to speak to the Hearings Panel about their submission.

Date: 30 November 2022

Katherine Forward
Solicitor for the Submitter

Address for service of the submitter is:
Duncan Cotterill
148 Victoria Street
Christchurch 8013

Duncan Cotterill
PO Box 5
Christchurch 8140

Please direct enquiries to:
Katherine Forward
Duncan Cotterill



To: Christchurch City Council (the **Council**)

Name of Submitters: Innovation Carpark Limited and MP Innovation Limited (the **Submitter**)

This submission relates to: Te Kaha Stadium surrounding streets consultation

Our submission is as follows:

- 1 The Submitter's property (carpark and ground floor tenancies) is located at 160 Lichfield Street, across the road from Te Kaha Stadium as shown with a red X in Figure 1 below.



Figure 1: Location of Submitter's property

- 2 Access is currently off Lichfield Street and down Nurseryman Lane which is a one-way street. Lichfield Street is a two-way street and therefore the public and customers of the Submitter's property can currently get to Lichfield Street via Manchester Street and Madras Street.
- 3 The ground floor of the Submitter's property has the following tenants:
 - Snap Fitness
 - 9 Round Boxing
 - Dominos
 - The Slate Room
 - Tre Fratelli

Preferred option

- 4 The Submitter's preferred option is for the status quo to remain until such time as a cost benefit analysis has been completed on the effects of Te Kaha Stadium and any changes to the layout of the surrounding streets, including impacts on existing businesses.

Lichfield Street west (Manchester to Madras) – Option 1 or 2

- 5 Between Option 1 and Option 2, the Submitter's preference is **Option 2** for the following reasons:

Access

- 5.1 Option 2 retains the status quo of two-way traffic which provides users of the Submitter's property access from Lichfield Street both ways.
- 5.2 With Option 1, Lichfield Street will become one-way eastbound. Although it states a slip road from Madras Street to Nurseryman Lane will maintain access to the Submitter's property, this will mean only one way for public to access the Submitter's property via Nurseryman Lane. This will limit the existing route available to the public to access the Submitter's property. Access is already very limited given Nurseryman Lane and Madras Street are both one-way streets. Making Lichfield Street a one-way street as well will considerably impact the viability of the Submitter's property.
- 5.3 The Submitter's property provides future users of Te Kaha Stadium a very close and viable option for parking and the current roading arrangement provides easy and efficient access to the Submitter's property. The Submitter considers Option 2 provides the best outcome for users of the Submitter's property as it retains the current access routes.

Adverse effects to businesses in the city centre

- 5.4 Option 2 supports the early initial feedback from the Central City Business Association which were concerned with the effects of Option 1 on local businesses. Businesses that have invested heavily post-earthquake and set up successful and thriving businesses in the city centre need to be supported. Option 1 has the potential to cause significant economic loss to the city centre.
- 5.5 Option 1 converts Lichfield Street to a one-way east bound. This limits car users access back into the city centre area where most businesses have established post-earthquake. The Submitter notes the bus exchange and parking buildings are located further down Lichfield Street, closer to the city centre. Option 1 would limit access and the most direct route from Madras Street to these places.
- 5.6 Option 2 retains on street parking on the northern side which gives the Submitter's ground floor tenants and customers alternatives between parking on street or using the parking building.
- 5.7 Option 2 is a minimal design option which will be less disruptive for businesses in the area.

Other

- 5.8 Option 1 is preferred by the Council which also provides for the crossing to the Manchester-Lichfield Street intersection to be improved by providing opportunities to make diagonal crossing when trams are not present. There is no reason why this improvement to the intersection cannot happen under Option 2, and the reasoning provided that it would compromise the efficiency of the surrounding road network is weak.
- 5.9 Option 2 is the lower priced option, saving the Council money and potentially utilising it elsewhere in the city where required.

Comments on other proposed changes:

Madras Street north (St Asaph to Latimer Square)

- 6 Reducing the speed limit on Madras Street to 30km/h for a venue that will only be in use mostly in the evenings and weekends and for limited number of days during the year, will have adverse effects on traffic and road users during the times Te Kaha Stadium is not in use.
- 7 Madras Street is an arterial route and main thoroughfare. By reducing the speed, it will become like Manchester Street and be heavily congested and have a negative impact on the

surrounding networks. This will have adverse effects on businesses in the area as the public will not want to use the street due to congestion.

Madras Street south (Moorhouse to St Asaph)

- 8 The Submitter agrees there is longstanding safety concerns for Ara students crossing the Madras Street, and therefore support the proposed new, shared mid-block pedestrian and cycle signalised crossing between Countdown and the Ara campus. However, the Submitter does not support the reduced speed to 30km/h along this Street for the same reasons stated in paragraph 7.
- 9 As shown on the National Speed Limit Register (**NSLR**)¹, most of the central city is already a 30km/h zone (pale orange areas are 30km/h and green areas are 50km/h as shown in Figure 2 below). Expanding this reduced speed limit east to capture Madras Street would have detrimental effects to the free-flowing traffic being maintained by this corridor and drive the public away from the city centre and businesses successfully operating in the city centre that invested heavily post-earthquake.



Figure 2: NSLR map of area surrounding Te Kaha Stadium

Tuam Street (Madras to Fitzgerald)

- 10 The Submitter is neutral on this. However, by not reverting the Barbadoes Street to Fitzgerald Avenue section to a one-way street eastbound would save money which could be used elsewhere.

Lichfield Street (Barbadoes to Fitzgerald)

- 11 The Submitter is neutral on this. However, for similar reasons as stated in paragraph 10, there is no need to change this section from one-way to two-way and would save money. Tuam Street, which is currently a two-way street, and Lichfield Street are parallel to each other and only one block away. Keep the status quo for both of them and save money.
- 12 The Council states that this section of Lichfield Street will be the main area for taxis and Ubers for pick up and drop off. Given the number of entrances to Te Kaha Stadium, it is difficult to know when and where people will choose to get a taxi or Uber. Taxis and Ubers can park up on Cashel Street given this is a two-way street already.

Barbadoes Street (Hereford to Tuam)

¹ <https://speedlimits.nzta.govt.nz/>

13 The Submitter is neutral on this.

Overall

- 14 Retain the status quo until such time as a cost benefit analysis has been completed on the effects of Te Kaha Stadium and any changes to the layout of the surrounding streets, including impacts on existing businesses.
- 15 The Submitter's preferred option between Option 1 and 2 to Lichfield Street west (Manchester to Madras) upgrades is Option 2. This option will reduce the adverse effects of access to the Submitter's property and the effects on local businesses especially those within the city centre.
- 16 Retain the two-way traffic on Lichfield Street as it is a key connector to the city centre, EntX, and other businesses in the city centre. It will also retain the status quo and preserve the current access routes to Submitter's property.
- 17 Reducing the speed further east to encompass the roads surrounding Te Kaha Stadium would cause more congestion and prevent free flowing traffic during the days/times when Te Kaha Stadium was not in use. If Madras Street is reduced to 30km/h people will avoid using it as they have done with Manchester Street, affecting businesses in that area. The Submitter notes the speed limit around the Orangetheory Stadium in Addington has not been reduced, and it has numerous events hosted throughout the year. Therefore, maintain the current speed limits on Madras Street.
- 18 The focus of government and local government post-earthquake was for investment and businesses to be located in the city centre. Extending this to the area surrounding Te Kaha Stadium will have an effect on those business located more centrally such as EntX, Riverside Market and other businesses west of Madras Street.


The Submitter would like to speak to the Hearings Panel about their submission.

Date: 30 November 2022

Katherine Forward
Solicitor for the Submitter

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Submission on Te Kaha surrounding streets

To: Christchurch City Council

Submission on: Te Kaha surrounding streets

Name of Submitter: Fire and Emergency New Zealand

This is a submission on an application on the proposed street redesigns around Te Kaha – the multi-use arena in Christchurch City. The proposed upgrades to the streets surrounding Te Kaha are designed to reduce the need for expensive area-wide traffic management plans (EMTPs) at each event. The specific elements that Fire and Emergency's submission relates to is the provision for timely and adequate emergency access through the surrounding streets and to access firefighting water hydrants.

Fire and Emergency's submission is:

Fire and Emergency New Zealand (Fire and Emergency) has a responsibility under the Fire and Emergency New Zealand Act 2017 (FENZ Act) to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in street upgrades to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

Fire and Emergency has principal objectives of reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property land, and the environment. To achieve these objectives, Fire and Emergency requires adequate access to developments to ensure they can respond to emergencies. In addition to fire safety and response, Fire and Emergency's functions under the FENZ Act include involvement with transport accidents, medical emergencies and hazardous substances incidents.

In reprioritising street space, care must be taken to prevent negative impacts on Fire and Emergency's ability to respond to emergency events. In some cases, narrowing roads, reducing speeds, introducing landscaping, may inadvertently slow down a route commonly used by Fire and Emergency to get to an area quickly.

Fire and Emergency have expressed the following concerns in relation to the surrounding streets:

- Lichfield Street – the reduction of Lichfield Street to one lane eastbound may slow emergency service response to the buildings located on the southern side of the road due to restriction on traffic flow.
- To access the apartments on the north side, fire appliances will avoid travelling down Lichfield Street.
- Hydrants on the north side of Lichfield Street will need to remain unimpeded by plantings and landscaping as they are required for the firefighting water compliance of buildings along Lichfield Street and also Te Kaha.
- A turning radius should be provided for into Nurseryman Lane and Tuam Street to allow for a Type 4 aerial appliance as per the Fire and Emergency New Zealand Designers guide to emergency vehicle access e.g., outer radius of 12.5m.

Fire and Emergency seek the following actions:

- Fire and Emergency is engaged with further particularly in regard to the implications raised above.
- Fire and Emergency access to buildings and hydrants is maintained.

Fire and Emergency welcomes any questions on this submission and looks forward to working with Christchurch City Council regarding the upgrades.



Signature of person authorised to sign on behalf of
Fire and Emergency

Date:

30 November 2022

**Electronic address for service of person
making submission:**

[REDACTED]

[REDACTED]