
Hearings Panel City Mall and Oxford Terrace Access Changes AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: Thursday 18 March 2021
Time: 9.30am
Venue: Council Chamber, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Panel

Members
Councillor James Daniels
Councillor Anne Galloway
Councillor Sam MacDonald

12 March 2021

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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

Bind together the strands of each mat and join
together with the seams of respect and reciprocity

Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

Being open,
transparent and
democratically
accountable

Promoting
equity, valuing
diversity and
fostering inclusion

Taking an inter-generational approach
to sustainable development,
prioritising the social, economic
and cultural wellbeing of
people and communities
and the quality of the
environment, now
and into the
future

Building on the
relationship with
Te Rūnanga o Ngāi Tahu
and the Te Hononga-Council
Papatipu Rūnanga partnership,
reflecting mutual understanding
and respect

Actively collaborating and
co-operating with other
local, regional
and national
organisations

Ensuring
the diversity
and interests of
our communities
across the city and the
district are reflected in
decision-making

Community Outcomes

Resilient communities

Strong sense of community
Active participation in civic life
Safe and healthy communities
Celebration of our identity
through arts, culture, heritage,
sport and recreation
Valuing the voices of all cultures
and ages (including children)

Liveable city

Vibrant and thriving city centre
Sustainable suburban and
rural centres
A well connected and accessible
city promoting active and
public transport
Sufficient supply of, and
access to, a range of housing
21st century garden city
we are proud to live in

Healthy environment

Healthy water bodies
High quality drinking water
Unique landscapes and
indigenous biodiversity are
valued and stewardship
exercised
Sustainable use of resources
and minimising waste

Prosperous economy

Great place for people, business
and investment
An inclusive, equitable economy
with broad-based prosperity
for all
A productive, adaptive and
resilient economic base
Modern and robust city
infrastructure and community
facilities

Strategic Priorities

Enabling active
and connected
communities
to own their future

Meeting the challenge
of climate change
through every means
available

Ensuring a high quality
drinking water supply
that is safe and
sustainable

Accelerating the
momentum
the city needs

Ensuring rates are
affordable and
sustainable

Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with
the community and
partners

Strategies, Plans and
Partnerships

Long Term Plan
and Annual Plan

Our service delivery
approach

Monitoring and
reporting on our
progress

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1. Apologies / Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Election of a Chairperson / Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4. City Mall and Oxford Terrace Access Changes

Reference / Te Tohutoro: 21/217875

Report of / Te Pou Matua:	Mike Thomson, Transport Engineer michael.thomson@ccc.govt.nz Jennie Hamilton, Engagement Advisor – jennie.hamilton@ccc.govt.nz
General Manager / Pouwhakarae:	Carolyn Gallagher, GM City Services – carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Hearings Panel with information on the City Mall and Oxford Terrace access changes proposal and community views following public consultation. Also to inform the Panel of the preferred option recommended by staff, to consider alongside the written and oral views of submitters. The report requests that the Panel makes a recommendation to Council.
- 1.2 The proposal is to change the legal status of City Mall from a Pedestrian Mall to a shared zone, and to further limit the use by motor vehicles for this proposed shared zone, along with changes to the existing shared zone of Oxford Terrace.
- 1.3 This proposal responds to the forthcoming installation of fixed and retractable bollards, which will restrict motor vehicle access into Oxford Terrace on the south side of Hereford Street, and also the downstream City Mall area.
- 1.4 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people affected and the level of community interest.
- 1.5 The community engagement and consultation outlined in this report and in the attachments reflects this assessment.

2. Proposed Officer Recommendations / Ngā Tūtohu

That the Hearings Panel, after considering the written and oral views of submitters, recommends that Council:

1. Declares that pursuant to Section 336 of the Local Government Act 1974, the 16 February 1981 Special Order of Council and subsequent amendments of conditions to that Special Order, that created the Pedestrian Mall (known as City Mall) on Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street and on High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, be revoked.
2. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that all previous resolutions, permitting vehicle use of the existing Oxford Terrace shared zone, from its intersection with Hereford Street to its intersection with Lichfield Street, be revoked. This does not apply to the one way restrictions and the speed limit, which will remain unchanged.
3. Approves, pursuant to Clause 20 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street, to be a shared zone.

4. Approves, pursuant to Clause 20 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, to be a shared zone.
5. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street. This restriction does not apply to the following:
 - Cycles at any time.
 - Trams at any time.
 - Emergency vehicles at any time.
 - Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - Trade and other vehicles (included those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
 - Goods vehicles, for the purposes of deliveries between the hours of 5:00am and 10:00am, on any day and between the hours of 4:00 pm and 5:00pm on any day.
6. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street. This restriction does not apply to the following:
 - Cycles at any time
 - Trams at any time
 - Emergency vehicles at any time.
 - Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - Trade and other vehicles (included those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
 - Goods vehicles, for the purposes of deliveries between the hours of 5:00am and 10:00am, on any day and between the hours of 4:00 pm and 5:00pm on any day.
7. Approves, pursuant to Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street, be a one-way street, where vehicles must travel in an east bound direction only. This restriction does not apply to cyclists, or emergency vehicles requiring access in an emergency situation.
8. Approves, pursuant to Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, be a one way street, where vehicles must travel in a northwest bound direction only. This restriction does not apply to cyclists, or emergency vehicles requiring access in an emergency situation.
9. Approves, pursuant to Clause 27 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with Section 2.7 of the Speed limits Rule that the speed limit for

Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street, be set at 10km /h.

10. Approves, pursuant to Clause 27 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with Section 2.7 of the Speed limits Rule, that the speed limit for High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, be set at 10km /h.
11. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on Oxford Terrace, from its intersection with Hereford Street to its intersection with Lichfield Street. This restriction does not apply to the following:
 - Cycles at any time
 - Trams at any time
 - Emergency vehicles at any time.
 - Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time
 - Trade and other vehicles (included those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time
 - Goods vehicles, for the purposes of deliveries between the hours of 5:00am and 10:00am, on any day and between the hours of 4:00 pm and 5:00pm on any day.
12. Approves that pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, no permitted vehicle – as specified in recommendation 5 above, is to be parked or stopped for a period longer than is required for its authorised purpose on Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street.
13. Approves that pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, no permitted vehicle – as specified in recommendation 6 above, is to be parked or stopped for a period longer than is required for its authorised purpose on High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street.
14. Approves that pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, no permitted vehicle – as specified in recommendation 11 above, is to be parked or stopped for a period longer than is required for its authorised purpose on Oxford Terrace, from its intersection with Hereford Street to its intersection with Lichfield Street.

3. Background / Te Horopaki

- 3.1 A pedestrian mall for a section of High Street and a section of Cashel Street was declared by Council on 16 February 1981, by way of a Special Order of Council, pursuant to Section 336 of the Local Government Act 1974. This mall was named the City Mall.

Note 1: At this time the only legal mechanism for a Road Controlling Authority to change a standard roadway to increase the Level of service for pedestrians, while still allowing motor vehicle access was to create a Pedestrian Mall, in accordance with Section 336 of the local Government Act 1974.

Note 2: When the Local Government Act 2002 was enacted, most sections pertaining to roading matters within the 1974 Act were not repealed, including section 336.

- 3.2 In 1981, the company Whitcoulls, was already an established business fronting Cashel Street. As well as its significant bookselling retail store, it operated an associated printing and publishing business. The Whitcoulls' requirement for vehicle access resulted in the Council setting times of access for goods vehicles to the new City Mall at 5am-10am and 4pm-11pm on any day, for the purposes of servicing this and other businesses.

- 3.3 At its meeting of 25 March 2010, the Council considered and approved a Hearing's Panel recommendation to vary the 1981 City Mall Special Order. One of the main reasons for the variation was to facilitate the use of the Mall by Trams.

Note 3: The earthquake sequence occurred relatively soon after, which delayed the commencement of the tram operation within the mall.

Note 4: As part of the City Mall redevelopment, the significant changes made to management of the mall (by way of the amended Special Order) was to reverse the one way status for any motor vehicles- due to the tram travelling only eastbound on the Cashel Street section, and to restrict cycling within the mall (potential conflict with cycles and tram tracks).

Note 5: This change of one way status for the City Mall, was also applied to Oxford Terrace, between Hereford Street and Cashel Street (City Mall). This one way status was also due to the required tram travel direction. This resulted in the only legal access traffic route for motor vehicles into the Mall, to be via Oxford Terrace, from Hereford Street.

- 3.4 On 10 September 2010 and onwards into 2011, the earthquake sequence changed City Mall, with many buildings destroyed, and businesses relocating. An outcome was the temporary Container Mall, which was then, in part, temporarily relocated to the now Riverside Market site.
- 3.5 On 1 November 2012, the Land Transport Rule- Traffic Control Devices Amendment 2012 came into force, as New Zealand legislation. This was initiated by the New Zealand Transport Agency (now known as Waka Kotahi), with the intention of providing a traffic control device called a shared zone - to increase the level of service and safety for pedestrians on public roads.
- 3.6 On 11 December 2014, the Government issued two New Zealand Gazette notices as part of the post -earthquake recovery for the Christchurch Central Business District. These gazettes made amendments to the operative Christchurch City Council Traffic and Parking Bylaw, and Speed Limits Bylaw as follows:
- Declared Oxford Terrace, between Hereford Street and Cashel Street (City Mall) as a shared zone, with access for goods Vehicles for the purposes of deliveries, restricted to before 10am and after 4pm.
 - Reconfirming the north to south one way status of Oxford Terrace, between Hereford Street and Cashel Street (City Mall).
 - All shared zones within the Christchurch Central City will have the speed limit set at 10 km /h.

Note 7: the Road user rules applicable to a shared zone are as follows:

- *A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone.*
- *A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.*

Note 8: While the creation of a shared zone does not necessarily mean that stopping or parking is prohibited for the general motorist, the December 2014 Gazette notice specifically prohibited parking and stopping within these relevant sections of the Oxford Terrace shared zone.

- 3.7 On 26 April 2018, Council approved the recommendations of the Infrastructure Transport and Environment Committee meeting of 11 April 2018 (Item 16). This approved that the restriction on the entry of goods Vehicles to Oxford Terrace from its intersection with Hereford Street, match the existing restriction times for the City Mall.

Note 9: The rationale was that the creation of Oxford Terrace, between Hereford Street and Cashel Street (City Mall) as one way southbound, meant that the only legal motor vehicle entry to the City Mall (between Oxford Terrace and Colombo Street) was via the Hereford Street / Oxford Terrace intersection. Therefore, the times of restrictions between the shared zone (Oxford Terrace) and City Mall (Cashel Street) had to be aligned.

- 3.8 On 16 October 2019, Council staff received an email from The New Zealand Police. This email highlighted the serious safety concern if a motor vehicle is driven into an area where people are congregating. The email was as follows:

“I have consulted with the Area Commander for the city and his view is that the risk here is the mix of pedestrians, alcohol, and motor vehicles. The ability to put in place a barrier/bollards to prevent or at least delay a car driving on that piece of road at relevant times would suffice. Preventing the 5 May 2007 Edgeware Road type scenario which resulted in two deaths, numerous serious injuries and the offender jailed for 17 years is where this needs to be pitched. “

- 3.9 Other tragedies with similar circumstances, have occurred. On 20 January 2017 at Burke Street Mall, Melbourne, where a car was driven into people, with six people killed and 27 people injured. On 14 July 2016, a truck was driven into people at Nice, France, with 86 people killed and 458 people injured.
- 3.10 In addition to this safety concern, vehicles have been parked in the shared zone, contrary to the restrictions in place, and have blocked tram movements. Also, motorists have been observed for a number of years, driving vehicles into the area at restricted times, driving the wrong direction, and parking their vehicles for an extended period of time.

Note 10: With the planning for the installation of retractable bollards, it became immediately apparent that due to the current permitted times of access to both Oxford Terrace and the City Mall, the bollards would be required to be lowered to allow access from 4pm to 11pm. This evening time has been identified by the Police, the tram operator, and Council staff as the time of most risk regarding safety and obstruction due to the interaction of general motor vehicles, pedestrians and other legitimate road users.

- 3.11 In response to the concerns outlined above, the installation of retractable bollards has been included as a line item in the Council's 2020/2021 budget. The installation will be completed as part of the Hereford Street upgrade project.
- 3.12 The proposal, outlined in the detail below and Officers Recommendations above, seeks to mitigate the current issues.

4. Community Views and Preferences / Ngā mariu ā-Hāpori

Public Consultation / Te Tukanga Kōrerorero

- 4.1 Staff discussed the proposed shared zone in City Mall with property owners on The Terrace and the Central City Business Association (CCBA) when they met to talk about the planned bollards on 8 September 2020. This was followed by a meeting on 1 October 2020 with representatives of the Christchurch Central City Business Association (CCBA) executive.

- 4.2 The project team proceeded with planning to convert City Mall to a shared zone with a 10 km/h speed limit, and to limit access times for goods vehicles to between 5am and 10am daily. Council considered a report on these proposals on 10 December 2020 and approved consultation. This opened on 18 January and closed on 18 February 2021.
- 4.3 More than 180 leaflets (**Attachment A**) were delivered to businesses in the central city blocks potentially affected by the proposed changes. Others were posted to 44 property owners and sent to local libraries. Information was also emailed to 195 stakeholders, including businesses, advocacy groups, and residents' groups in and around the city centre.
- 4.4 Stakeholders were asked if they had any comments on:
 - 4.4.1 Changing City Mall from a pedestrian mall to a shared zone.
 - 4.4.2 Limiting the access of goods vehicles to between 5am and 10am daily on Oxford Terrace, from Hereford Street to Lichfield Street, and City Mall.
- 4.5 One hundred and seventy nine submitters provided feedback on one or both of these proposals. (**Attachment B**)

Views on changing City Mall from a pedestrian mall to a shared zone

- 4.6 Analysis of responses revealed that most submitters supported the proposal:
 - Support/generally support - 105
 - Oppose/generally oppose - 59
 - Views not indicated/mixed - 15
- 4.7 Those who were most supportive of the shared zone said:
 - 4.7.1 The City Mall should be accessible to cyclists.
 - 4.7.2 The proposed change provides consistency between City Mall and Oxford Terrace.
 - 4.7.3 A shared zone in the mall legalises what is already happening.
- 4.8 Cyclists already travel through City Mall. Some submitters commented that both cyclists and scooter riders need to travel slowly and their speed regulated or enforced. The proposed 10 km/h speed limit would apply to cycles and electric scooters as well as motor vehicles. As one submitter pointed out, the issue is the speed of travel, not the type of vehicle.
- 4.9 More than half the 59 submitters who did not support the shared zone were opposed to cyclists in the mall because of the risk to pedestrians, particularly those who had a disability. The pedestrian mall would be safer for pedestrians and should be retained, according to 19 submitters, including the Waimaero/Fendalton-Waimairi-Harewood Community Board (Community Board).
- 4.10 The CCBA said it supported most of the changes outlined in the Council's Statement of Proposal and agreed that pedestrian safety was critical, particularly along Oxford Terrace at night. However, it believed that allowing the introduction of cyclists to City Mall would radically reduce the level of pedestrian safety and questioned how Council would control cyclist behaviour.
- 4.11 Operator of the tram, Christchurch and Hanmer Springs Attractions, was concerned about people not having the patience required to navigate the proposed shared zone. This would be a significant health and safety issue for tram drivers and pedestrians, it submitted.
- 4.12 Waka Kotahi (New Zealand Transport Agency) said the Council's proposal aligned with the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and intent of the Speed Management Guide. The Speed Management Guide states that the speed limit for a

Shared Space with high place function and a concentration of active road users should be set at 10km/h.

- 4.13 Waka Kotahi noted that City Mall should be designed to ensure vehicles travel at around 10km/h (i.e. walking speed). Waka Kotahi also noted that a speed limit sign is not able to be legally combined with a shared zone sign. Separate signs would add to street clutter and it was unlikely enforcement action would be taken against a 10km/h speed limit itself.

City Mall has been designed to reduce vehicle speeds by inclusion of a narrow vehicular corridor, type of surfacing etc, however, this corridor is potentially straighter than desired due to the tramway tracks. Staff believe that the environment lends towards supporting a 10km/h speed limit. Staff will ensure that all signage will be installed to comply with legal specifications. Refer to the legal implications section 7.4 below.

- 4.14 The Community Board supported the 10 km/h speed limit through City Mall but recommended that visual pollution, such as signage, should be restricted where possible. Sandwich boards along the accessible route on City Mall were of particular concern to Blind Low Vision New Zealand (formerly Blind Foundation).
- 4.15 Two submissions requesting an increase to the proposed speed in City Mall from 10 km/h to 15 km/h are not supported by the project team as this would be inconsistent with shared zones, or any other streets in the central city.
- 4.16 Submitters, both in support and opposed to the shared zone, generally supported the installation of bollards which would restrict motor vehicles in City Mall outside specified times. Several said bollards were needed at other access points to stop vehicles entering the mall.

Views on limiting the access of goods vehicles to between 5am and 10am daily

- 4.17 More than half the submitters supported restricting the daily access time for goods vehicles to between 5am and 10am to improve safety. Those who did not agree included businesses along City Mall.
- 4.18 A City Mall access plan (**Attachment C**) outlines adjacent loading zones available for deliveries by good vehicles.
- 4.19 Result of analysis:
- Support/generally support - 94
 - Oppose/generally oppose - 40
 - Views not indicated/ mixed - 45
- 4.20 Some submitters who supported the access restrictions said that goods and service vehicles currently ignored access times clearly shown at the beginning of the one-way entrance to Oxford Terrace off Hereford Street. The bollards will prevent unauthorised vehicles entering Oxford Terrace outside the specified hours.
- 4.21 Other submitters suggested either extending or shortening morning access hours by goods vehicles. After considering feedback the project team considered that 5am-10am provided a reasonable time span for goods to be delivered in the morning before foot traffic increases.
- 4.22 The CCBA and individual businesses submitted that goods vehicles needed to enter Oxford Terrace in the afternoon as many businesses could only receive their deliveries then. Hospitality and catering deliveries would be particularly badly affected, according to some submitters.

- 4.23 As a result the project team is recommending that goods vehicles can access Oxford Terrace from 4-5pm, daily, with these hours being monitored to ensure there are no significant issues for businesses. The proposed 4-5pm time extension is supported by Police.
- 4.24 The project team's responses to key issues and questions raised by submitters are available (**Attachment D**).

5. Details / Te Whakamahuki

Decision Making Authority / Te Mana Whakatau

- 5.1 The proposal is to create an environment within the current City Mall and Oxford Terrace shared zone, where the level of service and safety for pedestrians in particular, is enhanced.
- 5.2 This can be achieved by a number of proposed changes where the City Mall and relevant sections of the Oxford Terrace shared zone, are subject to the same traffic and parking management rules.
- 5.3 The proposed changes are detailed below:
- a) Current City Mall
 - i) Revoke the Pedestrian Mall Status of City Mall, and any restrictions /conditions relating to the mall, pursuant to Section 336 of the Local Government Act 1974.
 - ii) Declare a shared zone on Cashel Street between Oxford Terrace and High Street, and on High Street between Cashel Street and Hereford Street.
 - iii) Set a speed limit on the new shared zone to be 10 km/h.
 - iv) Allow cyclists to use the new shared zone.
 - v) Declare the new shared zone to be one way eastbound (Cashel Street section) and northwest bound (High Street Section). These one way restrictions will not apply to cyclists, or emergency vehicles (needing access in an emergency situation).
 - vi) Prohibit the use by motor vehicles of the new shared zone, with the exception of Goods Vehicles between 5:00am and 10:00am and between 4:00pm and 5:00pm on any day, for the purposes of services businesses in the new shared zone only, trams and emergency tram service vehicles at any time, emergency vehicles at any time, street cleaning and maintenance at any time, any other vehicle authorised by the Christchurch City Council's Head of Transport.
 - b) Current Oxford Terrace Shared Zone
 - i) Prohibit the use by motor vehicles of the Oxford Terrace shared zone, with the exception of Goods Vehicles between 5:00am and 10:00am and between 4:00pm and 5:00pm on any day, for the purposes of services businesses in the shared zone only, trams and emergency tram service vehicles at any time, emergency vehicles at any time, street cleaning and maintenance at any time, any other vehicle authorised by the Christchurch City Council's Head of Transport.

6. Options

- 6.1 Preferred option: The description of the preferred option is set out in Section 5 Details section above.

Advantages:

- Reduces potential conflict between congregating people and motor vehicles within any part of the existing or proposed shared zones.

- Removes motor vehicles from the existing and proposed shared zones at inappropriate times.
- Removes the current observed problem of motor vehicles being driven contrary to the one way requirement.
- Creates a consistent speed limit of 10km/h within the shared zones that is both a consistent speed limit throughout the shared zones, and is closer to the average walking pace of pedestrians.
- Any future required traffic management changes to the current City Mall will be able to be made more efficiently due to the removal of the Special Order process required at present.
- Trams in the evening are less likely to be obstructed by illegally parked vehicles.

Disadvantages:

- The combination of legal restrictions (via Council approval) and physical restraints (installation of retractable bollards) means that motorists, including commercial vehicles, will not be able to enter at non-permitted times.

6.2 Do nothing (Status Quo).

Advantages:

- The existing restrictions allow for a wider window of time for deliveries to Oxford Terrace and the existing City Mall.

Disadvantages:

- Continuing risks to patrons of cafes /bars in the evenings from passing motorists, noting that while the bollards will be installed, they would have to be retracted in the evenings.
- No consistency with traffic, parking and stopping requirements within the adjoining areas of the existing shared zone and existing City Mall.

7. Legal Implications / Ngā Hīraunga ā-Ture

- 7.1 Section 336 of the Local Government Act 1974 provides for Council, by using the special consultative procedure (SCP), to 'declare a specified road or part of a specified road to be a pedestrian mall', and also to use the same process to revoke a pedestrian mall (subsections (1) and (8)).
- 7.2 Unlike other SCPs, section 336 provides for a power of appeal to the Environment Court following the declaration being made (unless the declaration gives effect to the provisions of an operative district plan under the Resource Management Act 1991, which is not the case here). The statement of proposal for this consultation needs to include information on the right of appeal (section 339(9)).
- 7.3 The other changes proposed are not matters that need to be consulted on by way of an SCP, but are also included in this consultation (although the right of appeal will not extend to those other matters.) The power to make the resolutions for these changes comes from the Christchurch City Council's Traffic & Parking Bylaw 2017, clauses 7, 8, 16 and 20.
- 7.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004. Under the legislation a speed limit sign is not meant to be installed on the same post as a shared zone sign. Note, staff will ensure that all signage will be installed to comply with legal specifications. This relates to the Waka Kotahi submission at 4.13 above.

Risks / Ngā Tūraru

- 7.5 The recommendations to be submitted to the Hearings Panel seek to mitigate risk to the general public by further restricting observed unnecessary motor vehicle traffic in this high pedestrian area.

Next Steps / Ngā Mahinga ā-muri

- 7.6 At the conclusion of the Hearing, the Panel will decide on and report its recommendations to the Council on the proposal to change the legal status of City Mall, and changed access provisions to this area as well as for Oxford Terrace.
- 7.7 The Hearings Panel may recommend additional actions to enhance the proposal and any further changes the Panel considers appropriate to reduce impacts on affected parties.

Attachments / Ngā Tāpirihanga

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Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

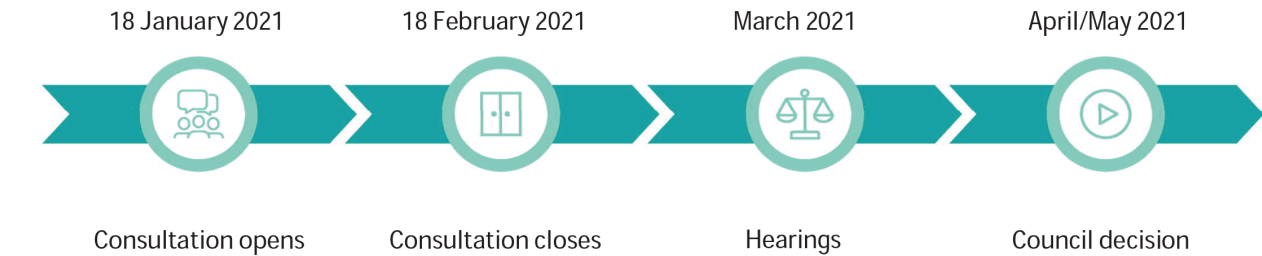
Authors	Michael Thomson - Transport Engineer Jennie Hamilton - Engagement Advisor Judith Cheyne - Senior Legal Counsel
Approved By	Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services

Right of appeal

The proposed changes to revoke the current pedestrian mall status require a special consultative procedure under section 336 of the Local Government Act 1974. There is a right of appeal to the Environment Court under section 336(3). This right must be exercised within one month after the Council makes the declaration to revoke the pedestrian mall, or within additional time allowed by the Environment Court.

The right of appeal will only apply to the revocation of the pedestrian mall status. It does not include any other matters consulted on in relation to the proposed shared zone — and the proposed changes re access times. General submissions will be considered by a Council Hearings Panel in March 2021.

Timeline:



View of City Mall from Colombo Street/High Street intersection



View of City Mall from Colombo Street/Hereford Street intersection

To comment on the proposal and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
- Christchurch City Council,
PO Box 73016, Christchurch 8154

- Speak to Jennie Hamilton
Engagement Advisor
- 03 941 5207
Jennie.hamilton@ccc.govt.nz

Consultation open until Thursday 18 February 2021

A safer way

Statement of Proposal

Have your say on access changes to City Mall and Oxford Terrace

Consultation open until Thursday 18 February 2021

ccc.govt.nz/haveyoursay

Changing from a pedestrian mall to a shared zone

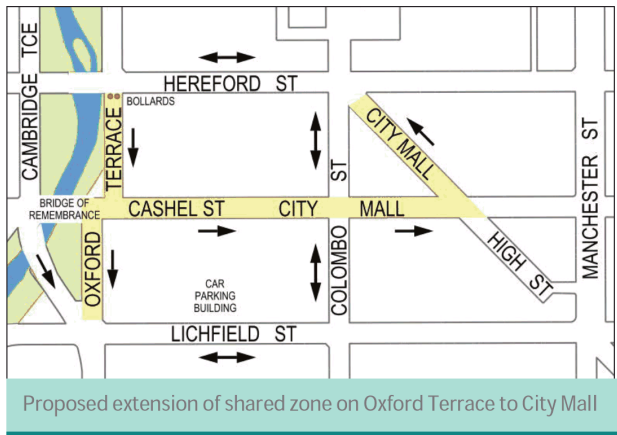
We're making it safer for people walking and gathering along Oxford Terrace and City Mall.

We're proposing to create consistent rules along Oxford Terrace and City Mall by:

- reducing the speed limit in City Mall to 10 km/h
- restricting goods vehicle access times to mornings only between 5am and 10am daily
- allowing people to bike through at a slow speed
- changing the legal status of City Mall from a pedestrian mall to a shared zone. This would extend the shared zone on Oxford Terrace.

What the proposed changes look like

	Current City Mall Cashel Street and High Street	Current Oxford Terrace (Hereford to Lichfield)	Proposed shared zone in City Mall / Oxford Terrace
Speed limit	30 km/h	10 km/h	10 km/h
General vehicle access	No	No	No
Cyclist access	No	Yes	Yes
Goods vehicles	5am to 10am and 4pm to 11pm any day	5am to 10am and 4pm to 11pm any day	5am to 10am any day



Proposed extension of shared zone on Oxford Terrace to City Mall

We will also be installing retractable bollards at the intersection of Oxford Terrace and Hereford Street. Emergency vehicles and the tram will still be able to access the area at all times.



Talk to the team

If you would like to discuss this proposal with the team, please join us.

Date: Thursday 28 January 2021

Time: 12.30pm to 1.30pm

Location: Bridge of Remembrance

Bollards to improve safety along Oxford Terrace

Bollards will be installed to limit access to a high use public area on Oxford Terrace. They will be placed on the south side of the Hereford Street intersection, in mid-2021. Three of the bollards will be retractable to allow authorised vehicles to enter. The number of bollards is yet to be finalised

The Council endorsed the installation of the bollards in the 2020/2021 Annual Plan. These bollards will reinforce the existing approved entry restrictions to Oxford Terrace by motor vehicles.

We propose to restrict entry to Oxford Terrace (and City Mall) to all motor vehicles at any time with the following exceptions:

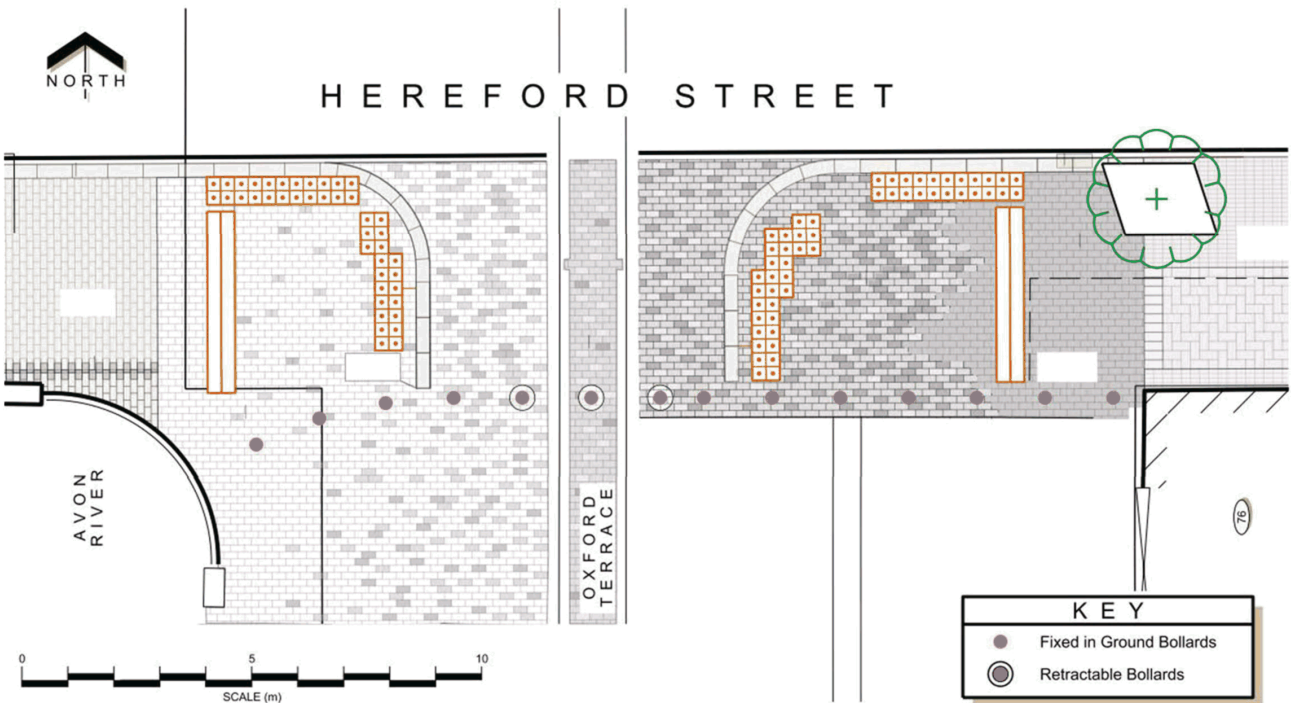
- Trams
- Emergency vehicles
- Council-authorised vehicles (eg maintenance vehicles)
- Goods vehicles to service businesses between 5am and 10am daily. (A goods vehicle is a motor vehicle that is designed exclusively or principally for the carriage of goods, or used for the collection or delivery of goods in the course of trade.)

Safety concerns

The Police consider the current afternoon entry time from 4pm to 11pm is a safety issue as many people gather on the Terrace at this time.

The proposed changes would also reduce the speed limit from 30 km/h to 10 km/h in City Mall and provide consistency with Oxford Terrace. Cyclists will also be able to legally travel along City Mall.

Planned bollard location, Oxford Terrace



Location of bollards on Oxford Terrace, south of Hereford Street intersection

Options considered

Option one

Shared zone in City Mall and changed access times to Oxford Terrace and City Mall (recommended option). This option is considered the most effective because it improves safety in the predominantly pedestrian environment of these streets, and means restrictions in City Mall are consistent with adjacent Oxford Terrace.

Advantages:

The shared zone status will align with the Oxford Terrace changes by:

- Reducing the speed limit to 10 km/h (which also enhances safety in the area);
- Providing legal access for cyclists;
- Reinforcing parking restrictions; and
- Restricting goods vehicles to mornings has the advantage of increased safety for users of this area at night-time.

Disadvantages:

- Goods vehicles will not be allowed between 4pm and 11pm as currently permitted, which could inconvenience some businesses; and
- Apart from trams, emergency vehicles and authorised vehicles, and goods vehicles between 5am to 10am, no other motor vehicles will be allowed entry.

Option two

Retain the pedestrian mall in City Mall and keep the status quo.

Advantages:

- Businesses in the area can still have evening deliveries and pick-ups, with access by goods vehicles in the evenings between 4pm and 11pm; and
- Cost saving on signage as no changes are required.

Disadvantages:

- The current 30 km/h speed limit in City Mall is less safe for pedestrians;
- The inability to restrict access to high use public areas on Oxford Terrace makes it less safe for pedestrians; and
- The speed limit and cycle access rules are inconsistent with Oxford Terrace.



View of City Mall from the Bridge of Remembrance

Proposed access changes to City Mall and Oxford Terrace

#	Sub ID	Changing City Mall from a pedestrian mall to a shared zone	First name	Last name	Organisation	Role
		Support or generally support shared zone				
2	36150	Agree. The change give consistency	Richard	Houghton		
3	36151	Fully in support. Having more zones for cyclists separated from regular traffic will assist in encouraging cycling. Provided cyclists go slow and pedestrians keep look out it should be fine (sign posts to this effect would help).	Jayden	Carr		
6	36154	I support this, particularly allowing cyclists to ride through at a sensible speed	Mitchell	Cocking		
7	36155	I support this	Amie	Murray		
9	36157	In favour but make it clear to cyclists and e-scooters that they are to maintain a slow speed	Chris	Odell		
10	36158	I am all for it, so long as there is strict punishments for cyclists who hit pedestrians, and that there is CCTV footage to use as evidence. A speed limit is necessary but it needs punishment measures to back it up	Duncan	Dixon		
11	36160	I support the change to allow cyclists to cycle at a slow speed through City Mall as it is currently confusing being able to cycle on Oxford Terrace and having this suddenly stop at City Mall. It will make it easier for cyclists to safely ride through the city and will encourage people to cycle to the City Mall shops. I think it will be important to have signage reminding cyclists to ride slowly (especially for those on e-bikes) and to look out for pedestrians.	Jessica	Gunby		
12	36161	A shared zone would be really useful. As a cyclist, I often want to go through that area to get to shops or on my way home. As long as cyclists are respectful and it's clear where they can cycle I think it would be a great addition.	Michelle	Horn		
14	36166	I think this is a great idea which would reduce dependence on cars to use the cbd	Tessa	Hiscox		
15	36167	Would be good. Make sure bikes can still move through the space.	Adam	Parker		
16	36169	The City Mall designation should be changed to it's actual use - a Shared Zone. I have always cycled through this area (is a shared space appropriate way) as I was totally unaware that 'cycles were not allowed'. It would be entirely ridiculous for the council to leave the status unchanged when the actual use is shared.	Alister	Bennett		
17	36170	Support option one. Support bollards to restrict vehicle entry outside of posted times. Support speed decrease to 10km/h. Suggest e bikes and scooters are GPS restricted to the speed limit	Michele	Dyer		
18	36171	Great idea to make is a shared zone - reducing speeds, limiting vehicle access and making bikes legal. We need more shared use spaces including careful cycling in these.	Kate	Purton		
20	36173	This is an entirely sensible idea, extending the already shared space along the river. I fully support the proposed changes.	Kathy	Beswick		

21	36175	Absolutely make it a shared zone. The area designated by the tram tracks should be for cyclists, trams (eventually) and goods/private vehicles with a permit to use the zone. The pedestrian part should be allocated to the sides in the areas the verandas of the buildings cover up to the area indicated in the previous sentence.	Simon	Acker		
22	36176	I support this.	Ben	Hart		
25	36179	I never knew the City Mall did not have cyclist access as of now, as cyclists zoom through the place all the time as well as electric scooters. Since this is already happening it makes sense to make it a shared zone. I do however have concern on how well we can regulate the speed cyclists and electric scooters travel in this area. I was once shopping in the City Mall with my family like many others, and a cyclist rushed past us at full speed, near missing my 2 year old by a split second. I dare not imagine what would have happened had they collided. So in short my concern in short is "how do we minimise the risk of accidents in this area involving families and young children".	Douglas	Chang		
26	36180	I support changing city mall to a shared zone	Bradley	Moorfield		
27	36181	I agree. We need to get more like European cities with shared spaces where the slowest has right of way i.e. bikes to pedestrians etc.	Joy	McLeod		
29	36185	I'm happy with the proposed option ONE.	Alex	Fletcher		
30	36187	Just do it!	David	DUFFY		
31	36189	Great idea. Cyclist use the space anyway, so it makes sense to encourage it and limit the speed.	Matthew	Vannoort		
36	36196	I support the extension of the shared zone to Oxford Terrace. There may be some conflict between users but evidence of shared use in thousands of European cities shows that generally shared use works well. Some cyclists, like some e-scooter riders, will not observe the 10km/h limit. Some pedestrians will wander along with ear buds in, eyes glued to their phones, recreating the random flight of the bumble bee. Such is life.	Mark	Darvill		
37	36199	I support this change for preferred option 1	Matt	Hanson		
38	36200	There is plenty of room for considerate sharing between cyclists and other users of the space. It is also common for cycles to be used in mall, so having clear speed restrictions makes sense.	Jake	Chinn		
39	36201	I support the proposal	Matthew	Grace		
40	36202	I support most of option 1, but think delivery of goods should still be able to happen as they now do. More consideration needs to be given for legal access for cyclist (perhaps a marked lane) as parts of those areas can become quite congested when there are a lot of people around, especially with Tram traffic to take into account as well. I support bollards being placed to prevent injury to pedestrians by vehicles through malicious events or accidental.	Di	Trower		
42	36205	I think this is a good idea. As a cyclist, it is good to know that I can use this space to get across town.	Maxine	Rhodes		
43	36206	I support the proposal.	Bruce	James		
45	36208	As long as the bollards are installed and use restrictions are enforced great work.	Luke	Tarplett		

46	36209	Yes I work in this area and would like to see bikes allowed through this area as a safe cycle route that follows the river	Cameron	Paintin		
50	36213	I think it should be able to be used by cyclists too	Olivia	Baker		
52	36216	My only concern is the amount and speed of cars in the shared zone. Although it sounds as if this will improve overall. The concept of "shared zone" feels like an invitation to cars but so long as bollards and enforcement are kept up should be okay :)	Blake	Quartly		
53	36219	I think this should be a shared zone with slow cyclings as suggested by the proposal. More people are getting about on e bikes etc anything to get more people into the central city! Maybe a different coloured strip for bicycles? Should definitely have more things to lock bikes up. I bike to work sometimes from east side of town through to the west and bike through the city mall in the morning we'll before shops are open. Didn't realise this was not allowed!	Uigā	Bashford		
54	36220	Sounds great bro	Brad	Baxter		
59	36225	I'd love cyclists to be included. It adds vibrancy, and encourages more to bike	Jordan	Wyatt		
60	36226	I'm for a change to allow cycling in the mall.	Peter	Lambert		
63	36229	I support this	Tessa	Peach		
67	36233	I support this proposal	Peter	Jahn		
69	36235	Good idea for consistency and allowing cyclists.	Jonathan	de Wit		
70	36236	No problem at all. Currently electric scooters utilise the entire City Mall areas plus the fact that a number of cyclists currently used the City Mall areas.	Louise	Clark		
71	36238	I am in agreement with making this a shared mall, we are wanting to get people out of cars - so we should be encouraging cycling and scooters. Encouraging cycling and scooters from outer suburbs in the city as well - I for one feel unsafe cycling down Halswell road down to Lincoln road through to the city and would love a safer cycling lane to get into the city.	Rebecca	Strickland		
72	36240	Connecting Oxford Terrace with the City Mall as a shared space is a good idea - it's a natural extension of the area. Reducing the speed from 30 to 10 for all vehicles is also a good idea. This will slow vehicles & scooters to suit the area's slower nature. It's only a block or two, and it should make everyone feel more comfortable.	Dana	Dopleach		
77	36258	Happy to change the zoning with the restriction to 10 km/h as this reflects pretty much what already happens but gives a little more authority on the speed of non-pedestrians.	Reece	Browne		
78	36259	I am supporting this idea. The more cyclist friendly the city becomes the better.	Albert	Adcock		
79	36261	Great idea. Matches the natural use of the space and will stop cars clawing back the space overtime.	Simon	Kong		
83	36275	I didn't even know cycling wasn't permitted in this area. I have always biked through there. Many scooters use it so why not cycles. I am all for making it a shared zone.	Gina	Anson		
84	36278	Seems like a really great idea... It's a place I have visited a bunch of times by bike. Low speed will be important to avoid conflict with pedestrians.	Ewan	Wymer		
85	36280	I support this change. I live and work in the city CBD and use Cashel Mall & Oxford Tce every working day and some weekends. I support cyclists using the Mall however I recommend that further "watch for tram line" warning signs are displayed. I also recommend that visual	Keiran	McNabb		

		indications of where cyclist should bike (rather than the whole area) would make sense and help pedestrians too. EG have a painted green lane. I am aware the pedestrians including young children currently walk out of the Riverside Market past the tables straight onto Oxford Tce while vehicles travelling at speed pass by. Definitely an accident waiting to happen, if it hasn't already. Thank you for considering this change and adding the bollards or drivers would continue to use it whether prohibited or not.				
86	36281	Please note that I work for Council, but this submission is purely in my personal capacity as someone who uses this area several times a week. I support this proposal - it makes sense that the rules in the City Mall are the same as the adjacent Shared Zones along Oxford Terrace, and it's a useful cycle link to get to the stores I visit regularly. I also support the 10km speed limit.	Anne	Heins		
88	36285	This seems like a very sensible idea. City Mall is already extensively used by cyclists, so it makes sense to "legalise" what is already happening. Installing bollards at the Hereford Street entrance is also a great idea, as you frequently see private vehicles accessing City Mall illegally at present.	Isabel	Carlyon		
90	36288	Kia ora team, I've had a look at the proposals and they look good, and I can confirm Police support these. Please keep in touch as they progress, particularly around discussion re enforcement and education, along with Emergency services access.	Greg	Cottam	NZ Police	Acting Inspector - Road Policing Manager
94	36299	It should happen, let cyclists everywhere	Matt	Stent		
95	36300	I support changing it to a shared zone.	Josie	Knox		
97	36304	I support this but would suggest a speed limit of 15 km/hr instead of 10 km/hr.	Antony	Gough	The Terrace Christchurch Ltd	Managing Director
98	36307	I think this is a great proposal that will make the area a better environment for all, including safer for children, reducing air and noise pollution.	David	Grogan		
99	36308	I think this is a great idea to limit vehicle traffic except bikes/scooters	Josie	Schroder		
100	36310	I fully support the change from pedestrian mall to shared zone (bicycles including e-bikes, pedestrians, scooters, skateboards, and other micro-mobility devices), with a speed limit of 10 km/h (to be enforced/encouraged).	Fiona	Bennetts		
101	36314	It is about time that this will become a shared zone. Having one are where it is allowed to ride a bike and other not doesn't make sense.	Carmen	Jacobs		
102	36316	This is a great idea! Less cars, better for people - on foot, on bikes, and socialising.	James	Gardner		
103	36318	Being able to safely and sensibly ride through City Mall is a great idea. I think it would encourage more people to use their bikes to get around town instead of vehicles.	Vicki	Alexander		
104	36319	Given the time restrictions on vehicle traffic I support the proposal for extending the shared zone to City Mall, however, I believe it would be useful if some consideration was given to how this would work if pedestrian and cycling numbers increased in the coming years, given the risks cyclists can pose to pedestrian safety (I'm not convinced simply telling cyclists to cycle at slow speeds will be effective, or easily policeable, as 'slow' is subjective).	Joshua	Campbell-Tie		

106	36321	Seems like a good idea to me.	Richard	Derham		
108	36324	at certain times of the day ok the trees must be kept	Jane	Cartwright		
109	36325	Sounds a very good proposal to allow pedestrians and bikes to mix at low speed and reduce the delivery vehicle times. Good idea	wolfgang	bopp		
113	36330	allowing cyclists to legally ride city mall is a great idea	Steven	muir		
116	36336	Sounds good to me, I support initiatives that make Christchurch more pedestrian friendly	Laurel	Winter		
117	36337	I agree with option one.	Alison	Downes		
121	36343	Good idea Allow slow speed cycling so pedestrians are safe	Richard	Parker		
123	36346	I agree with CCC's proposal. City Mall should be a shared zone, in particular limiting access for cars and allowing cyclists to use it legally. I access City Mall fairly regularly both on foot and on my bicycle. I work during the week nearby and our family often visits in the weekends, and after school hours.	Sarah	Elicker		
124	36347	I support this change	Thomas	Young		
126	36351	I support the proposed changes	Digby	Symons		
127	36354	I support the proposal, it makes sense to have consistent regulations in shared use spaces. This should really be extended the full length of the Oxford terrace space right from Armagh St to Antigua St - there is no benefit to allowing cars in these areas and car drivers generally treat these areas like they have priority.	Matt	Jackson		
128	36355	I support this change so that there is safe access to pedestrians and cyclists and consistent rules for these areas.	Rachel	Smith		
129	36358	Make it cycle friendly	Vis	Les		
130	36362	I appreciate the cycleways that the council have planned and built in the city. I use the City Mall to get from one cycleway to another. Having no traffic there at the moment is a good use of the space. When the city mall has events there, large crowds gather around, having traffic moving through the space would make it unsafe	Karen	Clarke		
131	36363	Great idea to extend the shared zones, giving priority to foot, and cycle traffic	Rosemary	Neave		
132	36364	I am a cyclist and agree to the proposed change as it allows better links within the CBD. Many people are already cycling through this area.	Tom	Brennan		
134	36372	I fully support the proposal, it will make it safer for everyone and also make bike use in the mall officially sanctioned (current regulations are ignored by most cyclists).	Rex	Johnstone		
135	36375	I support these changes. Access for cycles etc needs to be accompanied by education / enforcement of the 10k speed limit	Ross	Kennedy		
136	36383	Yes, it's a good idea which I fully support.	Haidee	Scott		
137	36394	I fully support the plan to change this to a shared zone. I work in the CBD and commute by bike every day. I often visit shops on the City Mall on my way home or over the weekend. Being (legally) allowed to bike through the City Mall will make it easier for me to access those shops and the bike parking in the vicinity. I support the reduction in speed limit to ensure the area is	Arthur	McGregor		

		safe for everyone, and hope there will be suitable signs and enforcement in place. I support the bollards but would like to see additional bollards put in place so that there can be no access from any entrance, except when allowed. I have often seen vehicles turning into City Mall the wrong way from Colombo St or High Street which is dangerous. Also, there are often vehicles parked along City Mall at night (not doing deliveries!)				
138	36400	I am supportive of this change	Natalie	Brodie		
139	36408	Fully support, it will be good to reduce vehicle access and allow cyclists access to city mall	Will	Miller		
140	36415	I am in favour of the proposed changes. They are a small start to giving the pedestrian and cyclist real preference over cars in the city centre. This will make the City Mall a much more pleasant environment. Similar changes need to become much more widespread and combined with free public electric transport, at least around the city centre. We know we are facing a climate emergency. We know we have to rapidly become less dependant on petrol-fuelled vehicles. The Climate Commission has signalled that we are likely to be shocked by the extent to which we need to cut our emissions and by the means to do so that will be presented in their soon to be released report. I hope the revised CCC climate strategy will include extensions to car-free zones in the city centre.	Paul	Broady		
141	36483	I support all aspects of this proposal. Allowing cyclists access to City Mall will ensure there is a consistency with Oxford Tce and mean cyclists have the option of staying off main roads. It will potentially make the area more vibrant and active, too.	Oliver	Lewis		
142	36491	I am in favour. This model is the standard in most European cities. There is one possibly missing piece of supporting regulations/legislation, that is that in most EU countries, shared spaces allow cycling only at "limited speed" (4-10kph in practice).	Philip	Lamb		
146	36632	I support the recommended changes. The area is getting a great pedestrianised feel about it and is fast becoming the meeting/ gathering point for the city. This is good for hospitality and retail businesses. This relaxed feel can be compromised by vehicles in what is essentially a no vehicle zone. Having pedestrians, cyclists and scooters all sharing these spaces is good, but care needs to be taken by all. Adding vehicles to the mix is counter productive.	Robert	Fleming		
147	36636	I approve of the plan	Sophie	Morton		
149	36853	The proposed changes are excellent and I hope they go ahead.	Connor	McIver		
151	36923	I agree with the proposal to change City Mall to a shared zone because it is currently used as a shared zone by many cyclists in a safe manner (even though it technically isn't a shared zone). It is also important to encourage cycling as an alternative to driving for the environment and to prevent congestion.	Holly	Jamieson		
153	37062	It seems appropriate to extend the shared zone area given that we are encouraging more pedestrian space.	Margaret	Jenkin		
154	37086	I support the proposal, but keeping cyclists/people on scooters in the middle area of the mall (essentially around the tram tracks) would be good so that people with mobility issues or with young kids have a pedestrian-only walking area.	Finn	Jackson		
155	37166	I support the change from a pedestrian mall to a shared zone.	Louise	Landess		
158	37188	Yes, many pedestrians walk through on their way to work. The goods vehicles are a hazard. Several times I have been forced to take wide detours to avoid the drivers you have no	Simon	Olliver		

		consideration that they are in a shared zone. Essentially it is only safe for pedestrians to use this area after 10am. Surely goods vehicle access can be earlier say 4am to 6am?				
160	37463	This would be a great change as it is already happening & I was unaware that cycles weren't allowed to cycle through city mall. I cycle slowly through city mall most days as a safe alternative to get to work	Teresa	Whiteside		
161	37495	I support the proposal to change the City Mall from a pedestrian mall to a shared zone extending the existing Oxford Terrace shared zone. I recommend that more bike stands be installed at key points to enable cyclists to securely lock their bicycles.	Mike	Currie		
162	37579	I support this change. Although I am mindful that pedestrians may prefer to not have people cycling past them in the mall area, this change might offer an opportunity to better control or manage something that is already happening, and will likely continue regardless. It would give cycling the same permission as riding an e-scooter in the mall. Would it be possible to keep cycling within the central part of the mall strip, between the rows of bollards and raised gardens that are currently a few metres off the tram tracks, typically on the grey pavers? Whether anything legal or just markings, this could keep cyclists away from riding past the front of shops and in the areas that vision and mobility-impaired pedestrians are likely to use.	Ben	Dodgshun		
163	37594	Yes. It is an obvious cycle route in both directions and this should be permitted	Wayne	Phillips		
164	37604	I support allowing cycle access. This is a convenient route and destination for cyclists. The nature of the space makes it difficult to ride at high speed anyway and the low speed zone allows for enforcement.	Stephen	Judd		
165	37614	This is a really good idea, the shared zone on Oxford Terrace works well and provides a safe cycle link between Armagh and Hereford St. It will be good to extend this into the City Mall area. The speed limit of 10km/h is appropriate for the shared space.	Joseph	Carey		
167	37646	I think that the proposed changes make sense and I agree with them.	Robert	Helps		
170	37682	Yes I support these changes. It's ridiculous to have a 30kph speed limit along Cashel Mall and High St. Mall. Way too fast for the conditions. 10kph is reasonable. Yes to bikes being able to legally access these streets. The reality is that cyclists do this already. The issue isn't so much what vehicle you're using, but rather the speed of travel. E-scooters are similar. It's not the vehicle, but how it's being driven.	Kay	Robertson		
175	37708	I support the proposed change to a shared zone to address the existing inconsistency between the streets. As with the Oxford Promenade, please ensure that the resulting bylaw allows for two-way operation of cycles along City Mall, and I suggest that you use A43-8 (contra-flow cycle facility) and R3-5.2 (except cycles) signs to inform all users of this. Please also investigate installing south-facing signals at Hereford/Oxford so that contra-flow cyclists know when it is safe to cross here.	Glen	Koorey		
178	38317	I am writing in regards to the proposed access changes for the City Mall along Cashel and Oxford Terrace. I am writing as the manager of Scorpio Books, a shop that is very close to the City Mall along Cashel Street.	Wellner	Ahluwalia	Scorpio Books	Manager

		In general, we are in support of changing the City Mall from a pedestrian mall to a shared zone. This would better reflect the current use of the zone by cyclists, and the proposed reduced speed limit would help keep pedestrians safer. Thank you for considering this submission.				
		Oppose or generally oppose shared zone				
1	36149	I think people should just pay attention and watch where they are walking. These proposals will just cause more congestion and delays traffic wise	Chenille	Anderson		
4	36152	Leave it as a pedestrian mall, no cycling	Tuan	Truong		
5	36153	Keep it a pedestrian mall! Bikes and pedestrians can safely mix. Introduce cars and safety issues can arise. Cyclists are a lot more likely to make eye contact with pedestrian to avoid accidents, car drivers less likely	Adam	Mercieca		
8	36156	Cyclists should NOT be allowed in the City Mall area. Even if the lower speed is adhered to they are still a hazard in areas with a large number of pedestrians	Kim	Roebuck		
19	36172	As a cyclist and pedestrian I believe it is far to dangerous to have the suggest areas permitted for cyclists as well as pedestrians. It is a densely populated area at times and allowing cyclists would present quite a danger to pedestrians and it would also tarnish the reputation of cyclists further in the view of pedestrians there would be hostility between both parties when some cyclists speed past pedestrians or the occasion near miss would occur also. I would also be concerned for the elderly who may not be able to move out of the way quickly enough when faced by an on coming cyclist, plus parents with small children would have to be extra vigilant of their kids walking in these areas who could easily find themselves in the path of a cyclist which could be fatal. As a parent I would be reluctant to walk around these areas shopping with my young kids when there are cyclists using the same area as the chance of them getting hit would be to high. Lets keep this area safe and not allow cyclists.	David	van Schreven		
23	36177	No no no! In space of 5 mins I nearly got taken out by 2 woman cyclists. The first on shared path & the 2nd in Cashel Mall. Vehicles are legally required to give cyclists 1.5 m. I don't know if there is any similar requirement for cyclists v pedestrians?	Vicky Anne	Adams		
24	36178	It should definently not be a shared zone. With kids, disabled, blind, and groups using the area while walking they do not need to be fighting with cyclists. Cyclists need to stick to cycle lanes and adhere to road rules.	sandy	chapman		
28	36182	Keep it as a pedestrian mall, there's no need for vehicle access and it's nice to be able to relax in a safe area to walk and shop and chat with friends. Vehicles also bring unpleasant exhaust fumes.	Chalice	Penman		
33	36191	Totally against allowing cycles in there. Stop turning the city into a cycle park. There are plenty of cycleways already. What's with this Council and it's preoccupation with cycles. No problem	Lindsay	Richards		

		with the Goods Vehicles - the central city need them to support business - and no problem with the reduced speed limits, but keep the cycles out. NO SHARED ZONE PLEASE !				
34	36192	Your constant fascination with hurting cars and promoting bikes is disgusting. It needs to stop.	Andrew	Cooper		
35	36195	I oppose allowing cyclists in a shopping mall. Pedestrians will be more unpredictable and will change direction unexpectedly. Cyclists go too fast and I am not expecting the speed limit to be reinforced. I am concerned about my toddler, young children do not walk in straight lines and I'm concerned about their safety.	Natasha	Spink		
41	36203	You state you are making it safer as a shared zone. Cyclists think and act like they own the roads, riding two or three abreast and refusing to use the cycle ways. So the concern is that they would be equally irresponsible in the mall.	Jeanette	Gray		
44	36207	Against it - slowly means nothing to a lot of people. I should be able to walk freely on the footpaths without close encounters from cyclists/scooter riders, (except for watching for cars approaching from driveways etc). and it should be the same for pedestrians in the City Mall area. It is starting to feel like the city is anti pedestrian and has become all about cyclists/scooter riders.	Catherine	Harris		
47	36210	I love that it's limited to tram only in some spaces.. being able to wonder around the city centre without worrying about vehicles makes it a much nicer experience.. especially with children I definitely think the bollards should be added for anti terror.. better to be prepared then wait till something happens first	Sarah	Willis		
48	36211	I'm for lowering the speed limit but leaving as pedestrian only, no cycles. In my experience, when cycle ways and pedestrian zones are shared, cyclists are rude and don't care that they are sharing with people on foot - the shared pathway in the centre of linwood ave is a prime example.	Karlijna	Loos		
49	36212	I reject this proposal, even though it has elements of merely legitimising current practice. Pedestrians are neglected in this city. Already most footpaths in the suburbs are flooded with bikes, scooters, e-bikes, e-scooters, skateboards and god knows what else. It is time that pedestrian areas were restricted to pedestrians and mobility scooters, for the safety of all concerned. There are plenty of cycle-ways already.	Gordon	Findlay		
51	36215	I personally believe City Mall should remain as a pedestrian Mall and only shared with bicycles. There is a unique feel about being able to walk through a major city mall without the congestion of cars and trucks. It should be noted that all major suburban shopping malls such as Westfields and The Palms to name a couple have dedicated parking within their areas to allow for delivery vehicles to be able to park up and deliver what they need to , to the local businesses by way of using either a sack barrow or small trolley cart, both of which they can carry in their delivery vehicles and you do not see any of these drivers complaining they just get on and do what they have to to get the delivery done. Also the local businesses need to just get real and adapt , after all one of the reasons some may not want to visit some sectors of The CBD is because of the current policies allowing vehicles to access the city Mall and Oxford Terrace precinct. Council should look at purchasing a couple of strategically located sections located as close to City Mall and Oxford Terrace Precinct and that can be a drop and delivery point for the couriers and other	Wayne	Hawker		

		delivery vehicles to use and which should be carefully policed by council staff to ensure some do not abuse the sites				
56	36222	I demand some statistics regarding collisions with pedestrians and the resultant injuries sustained by pedestrians. In the event of such incidents resulting in injury I would encourage those affected to pursue the council via legal process in order to hold them fully accountable for their crass stupidity in allowing cyclists and scooters to ride on the same footpaths as the elderly Your dysfunctional bicycle brainlessness has already gone too far! Where people especially pensioners or the infirm once felt safe you have allowed cyclists and electric scooters to buzz about with no regulation whatsoever. CCC has no regard for this and as such has earned my disgust. Its only one aspect of your dystopian regime.	percy	sugden	the silent majority	member
57	36223	You cant rely on cyclists to ride slowly through the mall so please don't introduce this. They dont give way to pedestrians safely. Especially with e bikes at speed. It would discourage me from shopping and eating in the mall	Clare	Ogier		
58	36224	I am hard of hearing and find shared zones dangerous. I do not hear cyclists approaching from behind and can inadvertently walk into their path. Also i find some cyclists inconsiderate and sometimes rude as they appear to think that they have precedence over pedestrians	Philip	Richards		
61	36227	Cycles can now easily achieve 20 - 30km without too much effort thanks to e-bikes. It is dangerous enough now walk yourself or your dog on any shared paths. I am nearly hit everyday by cyclists trying the "make" the lights travelling at excessive speeds on a shared path. I would not support this proposal	Nathan	Kirkness		
62	36228	No, cyclists do not belong in the walkway. They are inconsiderate enough already.	Emma	Lyng		
64	36230	Its a pedestrian mall and should be left as one. Limit vehicles more and ticket those who don't obey, no need to have someone on gard as this could be done by camera.	David	Rose		
65	36231	Pedestrian's only.	Brian	Williams	BPW Marketing	Owner
66	36232	I do not think allowing bikes to cycle through is a safe move for walkers. It is not a big effort for cyclists to get off and walk that stretch if they feel the need to get through. An option I would agree to would be to restrict them to the tram lane and make it clear to all that this is a tram/cycle/walk area, while other areas are walk only.	John	Lawson		
68	36234	Definitely do not make it a shared zone. This needs to stay a safe place for blind/deaf. Some cyclists will NOT go through there slowly. Please leave it just pedestrians.	Sam	Last		
73	36242	Don't agree to change. The reason is there is no designated cyclist lane in City Mall. Biking will pose a risk at higher speed and a higher impact position against pedestrian.	James	Gong	MINISO South Island (NZ) Ltd.	Manager
75	36249	No	Damien	Wright		
76	36254	Totally ridiculous to share this area with cyclists- totally against it for safety reasons. They have cycle lanes and should not be cycling and scootering through there. It would ruin the experience having to watch out for moving obstacles and is unsafe. I think it would ruin the areas special character and not be suitable for older people, children and the vulnerable to enjoy a safe space	Amanda	Evans		

80	36264	No keep it pedestrian. Cyclists and scooters, often dumped obstructing pedestrians, are a hazard to young and old alike. Please keep some areas like these free from them. It is a nightmare walking in town as it is, constantly dodging wheeled people who seem to feel they have right of way. If you want us to come into the four avenues encourage walkers and make parking affordable. The roads are bad enough (ie manchester and tuam are nightmares) please don't make the mall a free for all too.	Lesley	Isaac		
81	36266	I think it should all be pedestrian zones and bollards should be installed for pedestrian protection.	Joanne	Hulatt		
82	36270	Please keep as a pedestrian mall only	Marc	Duff		
87	36282	I object to having bicycles being allowed in the City Mall and Offord Terrace. Millions of our dollars have been spent on new cycleways throughout the city. Leave the City Mall and Oxford Terrace for pedestrians only.	Douglas	George		
89	36287	I oppose any move to introduce more vehicles to city streets. City Mall has always been pedestrian only and should remain that way. Maybe if the bus service was getting better instead of getting worse, more people would be willing to take the bus into the city and leave their cars behind. This is the kind of city we should be advocating for. I can't think of any good reason that anyone should drive their car down city mall.	Kris	Herbert		
92	36294	What is the actual Purpose of these changes, It would seem these are being implemented only "For the sake off" and to subvertly let cyclists Cycle on and in a heavily populated area and are of the CBD Why has CCC not included any projected costs with this Are these changes considered ESSENTIAL especially as Christchurch is about to have its 10th Anniversary of the Feb Earthquakes and there is much actual Damage to be repaired including our roads especially in the New Brighton Area and the fact our Water Supplies are failing.	Lindon	Boyce		
93	36298	Looks like a false-good idea (and I'm a cycling commuter). This will allow e-bikes and e-scooters to also get in and a 10km/h speed enforcement will be hard to ensure. This will definitely decrease safety for pedestrians (often with young kids).	Fabian	Gilson		
96	36303	Bikes and pedestrians only	Mikaere	Greenslade		
105	36320	Please keep this space as it is ! No cars ! It's such a wonderful space and so nice watching people with little kids, not having to worry about their safety and cars. The hustle and bustle of people just walking free is what we need to keep in the central city.	Karin	Scheepers		
107	36322	I totally disagree with this proposal. Cars on Oxford Terrace are a real nuisance and I don't like the shared pathway at all. Having a pedestrianised city is fantastic. Why would you want to ruin that with cars? Is that because people don't like walking a block or two from their car parks? Next thing they will be doing is parking in the pedestrianised (or shared) roads. I live in the city and walk a lot. I don't want to see central city dwellers having to have cars on every street.	Sue	Allard		
110	36326	Make the proposed changes EXCEPT for allowing bike access. DO not allow bike access. The main reason I am happy to visit City Mall is that I, the elderly and those with disabilities can walk	Janette	Kear		

		without fear of being hit by vehicles or cyclists, and do not have to move out of the way of cyclists. Cyclists have plenty of other thoroughfares to use and can easily wheel their bikes if they wish to use City Mall as a thoroughfare. I am also a cyclist and have no problem wheeling my bike in pedestrian Malls. Please keep the Mall safe and friendly to pedestrians.				
111	36328	I oppose this proposal in its entirety. There are already multiple through routes for regular passenger vehicles in a west to east direction in close proximity to City Mall eg. Hereford and Lichfield Streets. City Mall is often often bustling with people and the pedestrian only nature adds to its charm and point of difference. Safety issues could arise due to conflicts between vehicles and pedestrians or people on scooters/bikes - I've noticed in other CBD shared zones such as those in the SALT district that some cars drive too fast and others park illegally despite the presence of signage discouraging them from doing so. Partially sighted people could also be at a disadvantage when crossing and moving about in City Mall. City Mall has been closed to traffic since the early 1980's and given all the significant recent changes to the central cityscape since the Canterbury Earthquake sequence (2010/2011), it is now more important than ever to retain historic aspects of CBD design and planning.	Melanie	Muldowney		
112	36329	Seems pointless, cars regularly drive fast down both sections - there is no point in having any rules if they are never enforced. There needs to be a physical barrier to cars entering the area because a lack of enforcement means no one cares what the rules say.	mark	penrice		
114	36331	Bicycles should NOT be ridden through the mall. Apart from the danger to pedestrians there is also a danger to cyclists from wheels catching the tram tracks. There is no way to police and restrict cycle speed. Ban the riding of cycles.	Brian	SPEAR		
119	36339	Once again Cyclists rule. It will not feel safe to walk anywhere in the city soon. Bad enough with scooters and skate boards.	Stephen	Martin		
120	36340	Cyclists should not be allowed to cycle through the pedestrian area. It should remain as a pedestrian only area with limited times for vehicles to off load and pick up goods. It is already dangerous for pedestrians as the cyclists do not consider pedestrians. They treat shared areas as cycle lane and consider pedestrians intruders. Shared zones within the CBD are deterrents for pedestrians and will reduce patronage to local businesses.	Tina	Bailey		
122	36344	ENFORCEMENT WHO BY,all the CCC changes to date are NOT enforced just a joke,eg cyclists cycle slowly on the shared path Rolleston Ave DOES not happen.E scooters will they be limited to 10kph if so how current geo fencing is a joke suspect CCC will say up to user as CCC have only issued a licence to occupy a public space with the e scooter companies.Currently scooters,skate boards etc are banned from areas such as Margaret Mahey,Victoria Sq no signage to say so no geo fencing no enforcement so it will be another example of my vehicle my rules!!	Geoffrey	Allison		
125	36349	I definitely don't want this area to become a shared area as being a cyclists and a driver myself, I know that some cyclists disregard all road rules including individuals on skateboards and lime line scooters etc. Please keep this area for pedestrians. Also bigger and brighter signs need to go up with regards to not cyclists.	Meredyth	Anderson		
133	36366	This is going in completely the wrong direction. It's good as it is - a pedestrian mall. Keep the cars out.	Julie	Downard		

		<p>Instead, council should be going in the opposite direction. Forget City Mall - it's working just fine. Instead, fix what's not working fine - Colombo St is a shambles. Get the through cars out by making it clear to drivers that Colombo St is not a way through the city. Do this by pedestrianising the part of Colombo St south of the square down to Cashel St or further. At present the traffic queues are affecting bus travel along Tuam St, making bus services less efficient and attractive.</p> <p>The climate and ecological emergency should be your first priority in any project you do. How do your current proposals reduce our carbon emissions from transport? They don't. You can focus on far more important and effective things than this.</p>				
144	36597	Please retain the pedestrian mall in City Mall and keep the status quo.	M	Hossain		
145	36598	I think this is a ridiculous idea. Cyclists at present don't respect pedestrians and it will only be worse if you allow the shared space. I don't feel safe now walking along there because the cyclists think they own the space	Jennifer	Lawrence		
152	36946	<p>I oppose option one. I am a city centre resident and regularly visit City Mall and Oxford Terrace on foot with my young family. Permitting cycling in City Mall would compromise stated objective of the change: enhancing pedestrian safety and enjoyment.</p> <p>I am surprised that the options do not acknowledge any potential risk to pedestrians from cyclists. It is also unclear how e-scooters will be treated under either option.</p> <p>I would support an alternative option (not considered) of changing Oxford Terrace to a pedestrian mall to align with City Mall, and harmonising the speed limit in both areas at 10km/h. It is unclear why this has not been considered.</p>	Will	Brydon		
156	37176	Option 2 the status quo should remain. This is a pedestrian mall for pedestrians and is safer this way with children and the elderly wandering around and people looking at shops rather than where they are going, and the proposed 10km limit will make no difference either. The CCC have created many separate cycleways in the city for the safety of our cyclists so why we can we not retain a separate pedestrian mall for the safety of our pedestrians? Or are they not as important? Hereford Street cycleway is now complete so cyclists can access that, it runs parallel to Cashel Mall, is easily accessible and also connects to the Oxford Tce cycleway as well so they don't need to use the Mall at all.	Eve	Grocott		
157	37186	I disagree with a shared zone along cashel city mall .I walk through the mall frequently. It would put pedestrians at risk	kyle	haskell		
166	37643	We would like Cashel Mall to stay a pedestrian mall, we see a number of cyclists and electric scooters who travel very fast down the mall putting pedestrians in danger	Annabel	Turley	Unichem Cashel	Pharmacist and Owner
169	37681	<p>Introduction</p> <p>1. The Waimaero/Fendalton-Waimairi-Harewood Community Board ("The Board") appreciates the opportunity to submit on the council's proposed City Mall and Oxford Street access changes.</p> <p>2. The Board does not wish to be heard in support of its submission</p>	David	Cartwright	Fendalton Waimairi Harewood Community Board	Chair

		<p>Comments</p> <p>3. The Board commends the Council for looking to improve safety for pedestrians in the City Mall and Oxford Terrace areas and would like to make the following recommendations:</p> <ul style="list-style-type: none"> • While the Board fully encourages the use of alternative means of transport such as cycling, using electric scooters or skateboarding it would prefer to see the City Mall retained as a pedestrian only zone (with the exception of mobility scooters). The Board sees this as a key area for people to walk freely and enjoy the relaxed pace. Even with the proposed reduction in speed limit through the City Mall, there is a risk that if cycles and scooters are ridden through the area, their speeds will still be sufficient to cause safety concerns. This, coupled with the increased use of quiet electric scooters and electric bikes, makes it very difficult particularly for our older adults and those who are hearing or visually impaired, to feel and be safe in shared space environments such as the City Mall area. <p>To support and encourage cyclists and scooter users coming to City Mall and Oxford Street, the Board would recommend that a number of bike/scooters stands be installed at each of the City Mall and Oxford Street entrance points.</p> <ul style="list-style-type: none"> • In supporting the proposed 10 kilometre speed limit through City Mall and Oxford Street the Board recommends that consideration be given to restricting the level visual pollution such as speed signage, where possible. 				
171	37691	I would prefer that bicycles weren't allowed in City Mall. It is a pedestrian mall.	Nicki	Carter	Carter Group Ltd./The Crossing	General Counsel
173	37702	<p>Option 2-</p> <p>I do not want it changed to a shared zone. We frequent the city mall often with our children, parents and grandparents and always feel safe being able to walk without having to worry about being hit by a bike. There is nothing wrong with people biking into town, putting their bikes in the bike stands and walking down Cashel mall. If it changes we won't be shopping and eating there anymore.</p>	Lisa	Bennett	Merivale	
174	37703	I do not think this should be a shared zone. Myself, my friends and my grand children walk safely within this area without the fear of being run over by a cyclist. I have difficulty walking and if I was hit it would cripple me for life. There is no good reason to put cyclists above pedestrians unless you want a city with no one out walking. If you change this zone I will no longer consider it safe for myself and my young grandchildren and will avoid the Christchurch City CBD at all costs.	Sophie	Elliot		
177	38160	<p>Changing City Mall from a pedestrian mall to a shared zone. What has driven this potential change?</p> <p>I see this as an issue - in particular when the city returns to normal with international visitors who flood this area. We already see a significant number of people crossing across the tram</p>	Sue	Sullivan	CEO	Christchurch & Hanmer Springs

		tracks, not looking up. Our drivers are trained to look for such incidents, however those that will be using this in a shared zone capacity , will not have the patience required to navigate this proposed shared zone. I see this change as a significant H&S issue for our Tram Drivers and pedestrians.				Attractions
		Views on shared zone not indicated/ mixed				
13	36164		Paul	Talbot	Country Lane Group (the social platter co)	Director
32	36190	I am happy to change the speed limit and implement the use of bollards.	Nina	Hanlon	Burgerfuel hereford street	Manager
55	36221		Victoria	Hudson-Craig		
74	36248		Christos	Merentitis		
91	36289		Rob	Palmer		
115	36332	City Mall should have wind-breaks across it to temper the winds sweeping along the street.	Donald	McEwan		
118	36338	Ultimately shared spaces are ideal, the potential issues are with regards to how the spaces are shared. An example of problematic sharing is along Rolleston Ave from the hospital to Hagley Park. In short it's a commuting space that has grown and the one size fits all solution creates numerous issues for example, tourist congestion (they dont understand how the space is used). Cyclist and walking, jogger sharing (people do not stay to one side in either direction despite any sharing footpath messages). Scooter speed (saftey for all users). In light of what ive identified I suggest that walking and non-walking are clear about what travel zone to use and what direction to go in. To make another point using the ChCh driving experience as an example. Im very critical of some of the ChCh driving experiences and believe that the problems transport authorities identify as behavioral are in part created by planning authorities. Moreover one doesnt need to be an expert in transport planning to see what the issues are... for example; random use of the green turning arrow in right hand turns at critical intersections promotes risk, taking, bullying, hesitation this is a common ChCh driving experience. In Auckland one knows that wherever they drive a green light is guaranteed (in contrast). To bring this back to the shared Mall experience, cute ideas about navigation will not work, there needs to be strong determined user experience for those using the space. Im sure the planners understand that what they want people to do and what people actually do are two different things. Is it possible to plan based on what people actually do! The one thing that has always	Mike	Williams		

		impressed me about Sydney planning is how robust it is in terms of clear, strong, decisive visually and in navigation. True also have i noticed this in the USA big cities particularly with signage, even if the signage appeals to the lowest denominator in understanding, one is clear about the required actions.				
143	36596		Paul	Bonini	Westpac	Facilities Manager
148	36807	Please make this area safe for everyone!	Ella	Porter		
150	36871	We are hoping that if this goes ahead there would be definitive pedestrian-only walkways on the mall so walkers are separated from those on wheels Also how is it proposed to ensure cyclists, especially e bikes, stay in bike lane and travel at no more than 10 km. In our experience cyclists often ignore road rules :)	Ian & Verna	Stewart		
159	37406	A combination of the 2 options would be good, People already cycle the Mall and by all means reduce the speed limit but allow some Goods vehicles access, see below.	Sam	Astin-Brown		
168	37654	Thank you for the opportunity to provide comments on the proposed changes to City Mall. The CCBA has 493 member businesses that employ many thousands of central City workers. Thirty seven percent (37.24%) of our members are located in the Retail Precinct, which the City Mall is a part of and it is vitally important our members are supported and not hindered in carrying out their day to day activities. The CCBA Board has discussed and supports most of the changes as outlined in your statement of proposal. We agree that pedestrian safety is critical and in particular along Oxford Terrace at night where often crowds of people are gathering enjoying the Avon River precinct or waiting to enter the hospitality businesses. However, we believe there are additional areas for improvement in your proposal and ask that you consider: 1. Reducing the speed limit in City Mall to 15 km/h • We believe that your proposed speed limit is too slow and will be hard to control and by raising the proposed speed reduction to 15 km/h would be acceptable and more likely adhered to. 3. Restrict loading time limits for both delivery and trade vehicles • We often receive complaints from our members about delivery and trade vehicles parking up for hours at a time and sometimes for the day. We ask that you place a time limit on all delivery and trade vehicles along City Mall and Oxford Terrace 4. Not introducing cyclists to City Mall • We have concerns introducing cyclists to City mall, as currently cyclists already ride down city mall, often the wrong way down the one-way system, on the footpath and at high speed. We question how the Council intends on controlling them • Hereford Street has dedicated east / west cycle lanes	Paul	Lonsdale	Central City Business Association	manager

		<ul style="list-style-type: none"> • We believe allowing the introduction of cyclists to City Mall will increase this behaviour and radically reduce the level of pedestrian safety. <p>5. Deputize the CCBA to have the ability to enforce parking restrictions along City Mall and Oxford Terrace</p> <ul style="list-style-type: none"> • Our Manager and Chair work and patrol City Mall and Oxford Terrace most days and see parking infringements on a daily basis. We request that you consider deputizing two CCBA Executive members with the ability to ticket infringing vehicles. <p>We request an opportunity to speak to this submission in your consultation process.</p>				
172	37677	<p>We agree that lowering the speed limit and restricting vehicles at the Oxford Tce end of City Mall will generally improve safety</p> <p>"Allowing people to bike through at a slow speed" will require further definition and a means of enforcement. A safety risk could occur if cyclists were allowed to travel close to entrances of shops, as pedestrians exiting these buildings may not be expecting to encounter cyclists in this zone, and collisions could occur.</p> <p>On a regular basis, we already see cyclists travelling up and down City Mall, some at high speed with an apparent disregard for pedestrian safety.</p>	Paul	O'Connell	J. Ballantyne & Co. Ltd	Property Manager
176	38147	<p>This email is Waka Kotahi's formal response to the City Mall 10km/h speed limit proposal under consultation by Christchurch City Council.</p> <p>The proposal aligns with the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and intent of the Speed Management Guide.</p> <p>However Waka Kotahi questions the need for the 10km/h speed limit in this circumstance. As the area will become a 'Shared Zone', the requirements in the Land Transport (Road User) Rule 2004 apply:</p> <p>10.2 Shared zone</p> <p>(1) A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone.</p> <p>(2) A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.</p> <p>To meet these requirements, it is generally understood that the shared zone environment should be designed to ensure vehicles travel at around 10km/h (ie walking speed). Where this is the case there is no need to post a speed limit as well. If the shared zone environment is not</p>	Glenn	Bunting	Waka Kotahi	Manager Network Safety

		<p>designed to achieve the requirements of a shared zone as detailed in the Road User Rule, a 10km/h sign will do little to achieve that.</p> <p>Further, a speed limit sign is not able to be legally combined with a shared zone sign. The 10km/h speed limit signs at the start and the 30km/h speed limit signs at the end of the shared zone, as proposed, will add to sign clutter, which is understood to be undesirable in this type of environment. It is unlikely enforcement action would be taken against a 10km/h speed limit itself, instead reckless or dangerous driving offences would more likely be enforceable considering the intent of the shared zone under the Road User Rule.</p> <p>I trust these observations are useful to Council.</p>				
179	38318	<p>I am assuming by stating these are now to be shared zone to mean between pedestrians and cyclists rather than service vehicles within the defined times. (Currently there are a number of vehicles that park for long stretches on Oxford). Will vehicles have a defined central route to travel and loading zones not on the accessible path? Blind Low Vision NZ support the reduced vehicle speeds and reduced time of permitted service vehicles.</p> <p>The concerns we have with the City Mall (Cashel and High Street) exist currently. The continuous accessible path of travel is currently affected by use of the 'footpath' by retail premises and adjacent buildings for advertising, displays and other items. Along with the proposed changes will this be addressed. It is essential to create a wide detectable safe route through the space for pedestrians where cyclists are required to give way.</p> <p>For example the BNZ centre has a number of sandwich boards that are placed in the accessible route daily. Reducing the number of individual signs in this area and having more directional signage combined would benefit all users and those trying to locate destinations. This could apply along the Mall to create a more inviting space. Perhaps this is an opportunistic time to do this.</p> <p>Will the bollards be at least 1 m in height with high reflective contrast in safety yellow?</p>	Carina	Duke	Blind Low Vision NZ	Rehabilitation Instructor

City Mall assess times

#	Sub ID	Limiting the access of good vehicles to between 5am and 10am	First name	Last name	Organis- ation	Role
		Support or generally support morning only access 5am-10am				
2	36150	Agree. Safety for everyone.	Richard	Houghton		
3	36151	No (comments). This seems to work on the parts of Cashel that are already pedestrianised, so I think this is fine.	Jayden	Carr		
4	36152	All good	Tuan	Truong		
10	36158	I think it's a great idea. There may be a lot of goods vehicles in early morning to think about for the riverside market.	Duncan Speak	Dixon		
14	36166	Also a good idea	Tessa	Hiscox		
15	36167	No issues.	Adam	Parker		
16	36169	I support limiting access to goods vehicles in this area to the hours proposed. I support enforcing this restriction by suitable automated barriers as merely changing the posted limitations will not change the current behaviour of the arrogant and/or ignorant minority	Alister	Bennett		
19	36172	This is a great idea.	David	van Schreven		
20	36173	It makes sense to do this.	Kathy	Beswick		
21	36175	Great idea. From my observations, the busiest time of that area certainly isn't the morning so allowing goods vehicles unhindered access to the area during that 5 hour period will certainly work. Also means a majority of the normal 9am - 5pm work day has goods vehicles stopping constantly for an hour of that time (maximum of two hours if shops open at 8am, for example) that could potentially hinder the flow of traffic through the city.	Simon	Acker		
24	36178	That is an acceptable time.	Sandy	Chapman		
26	36180	I support limiting goods vehicles to morning hours only	Bradley	Moorfield		
28	36182	Yes limit it.	Chalice	Penman		
31	36189	Excellent. Seems very logical. Keep cars out of there during busy times. Bollards are a good idea too.	Matthew	Vannoort		
32	36190	Good idea	Nina	Hanlon	Burgerfuel Hereford street	Manager
33	36191	No problems with goods vehicles and access restrictions. See comments above.	Lindsay	Richards		
36	36196	I support the limiting of goods vehicles to between 5am and 10am as proposed.	Mark	Darvill		

37	36199	I would support this if it does not place an extreme burden on businesses. From my perspective it is unlikely to create such a burden and will increase safety.	Matt	Hanson		
39	36201	I support the proposal	Matthew	Grace		
45	36208	Sounds perfect for safety reasons	Luke	Tarplett		
46	36209	Seems a sensible window when the area is not as busy	Cameron	Paintin		
47	36210	Great idea	Sarah	Willis		
48	36211	Lower the limit to 10km/h and restrict to morning only.	Karlijna	Loos		
50	36213	Seems appropriate	Olivia	Baker		
51	36215	The answer is simple, Business need to adapt and accept customer / pedestrian safety should be by far the single most important aspect for anyone visiting the inner city. Oxford Terrace should have direct access only for the tram, emergency and authorised vehicles (excluding taxi's) . Businesses need to further adapt how they operate in terms of receiving deliveries and if they cannot properly plan to have deliveries done during a respectable time during the day (before 4pm) then maybe they need to take a good look at themselves and how they operate. Reality is , especially around Oxford Terrace during evenings and especially at weekend there are serious numbers of foot traffic around with many of them intoxicated , and these people can be hard to predict their next moves so as what should be seen as a health and safety measure vehicle access through these areas should be completely curtailed apart from what I have previously mentioned	Wayne	Hawker		
53	36219	This seems ok to me.	Uigā	Bashford		
55	36221	No I think it is sensible to change from 4pm- 11pm to earlier in the day	Victoria	Hudson-Craig		
63	36229	I support this	Tessa	Peach		
64	36230	Yes do this	David	Rose		
65	36231	Thats OK	Brian	Williams	BPW Marketing	Owner
67	36233	I support this proposal	Peter	Jahn		
68	36234	Sounds good.	Sam	Last		
70	36236	Great idea, however, by only placing retractable bollards at the Hereford Street/Oxford Tce location will not keep out the many motor vehicles that make deliveries and taxi drop off & pick ups throughout the entire day. The many service vehicles including courier vans and taxis that currently enter the entire City Mall areas throughout the entire day despite the existing restrictive times will only use the other entrance & egress points to gain entry. Bollards would also be necessary at all the other locations of entry, namely: the Lichfield St/Oxford Tce intersection; the two Colombo St/City Mall locations (both west & east sides); the Hereford/ City Mall location; the Cashel Street/High Street/City Mall location and the High Street/City mall location area. If bollards are not erected at all the above mentioned entry/egress locations, then the proposed sole Hereford St/Oxford Street will completely ineffective and serve no purpose whatsoever as it occurs presently. Trucks, vans carrying out both goods and parcel deliveries as well as taxis and urber vehicles will only keep entering City Mall areas outside the permitted hours unless those other entrance points are also blocked off with bollards as well. Either spent	Louise	Clark		

		the extra money on blocking the entire City Mall off to all motor vehicles in order to be effective or waste money on installing one set of retractable bollards which will have absolutely no effect at all.				
77	36258	Very happy with this change as Oxford Terrace and Cashel should not have vehicle access as its a nice area of the city to walk around as a pedestrian and it is always disappointing to see people take up the space when driving through. The bollards will also stop people parking there to pick up others from the venues which ruins diminishes the appeal of the space.	Reece	Browne		
78	36259	This is a good idea but maybe this time could be extended earlier in the morning. Concentrating all of the deliveries into a 5 hour window might become quite hectic	Albert	Adcock		
79	36261	Business will adapt to suit.	Simon	Kong		
80	36264	Makes sense as safer than busy end of the day.	Lesley	Isaac		
81	36266	I think that's a good idea. Less pedestrians around at those times, meaning less potential to terrorise the public.	Joanne	Hulatt		
82	36270	No issues with this, should have been done earlier	Marc	Duff		
84	36278	Makes sense to keep it to low pedestrian / cyclist user times	Ewan	Wymer		
86	36281	I support this too - the area already has a lot going on with the tram tracks, planter boxes, seating etc, and vehicles take up a lot of space in peak times when lots of people are around and trying to wander through, and can be intimidating when you're walking through the area. And that afternoon/evening period is busy with folks going for after-work drinks on Oxford Terrace! The area just feels safer, friendlier and nicer when there are no vehicles around - though of course I support delivery times in the morning for the businesses to get their deliveries sorted.	Anne	Heins		
88	36285	Again, this seems like a very sensible idea that I am fully supportive of. After 4pm, City Mall is very congested with pedestrians, especially along Oxford Terrace, so it makes sense to remove vehicles from the mall at this time.	Isabel	Carlyon		
89	36287	As with above, the fewer vehicles the better. Of course goods vehicles need access and this is quite common in European cities too with large walking precincts. Early morning makes most sense for this.	Kris	Herbert		
90	36288	Kia ora team, I've had a look at the proposals and they look good, and I can confirm Police support these. Please keep in touch as they progress, particularly around discussion re enforcement and education, along with Emergency services access.	Greg	Cottam	NZ Police	Acting Inspector - Road Policing Manager
95	36300	I support limiting the access.	Josie	Knox		
96	36303	Limit as much as possible	Mikaere	Greenslade		
98	36307	I agree with is proposal too. Goods vehicles are often in a hurry and break the speed restrictions.	David	Grogan		
99	36308	Very good idea and should include limiting service vehicles such as cleaners cars etc	Josie	Schroder		
100	36310	I fully support goods vehicles only having access to both Oxford Terrace ('The Terrace') and City Mall between 5am and 10am only, to increase safety. Goods can be delivered on sack barrow or cargo bike, if required, outside of these hours. Will there be exemptions issued for sites under contruction/refurbished?	Fiona	Bennetts		

102	36316	I'm sure it will frustrate some shop owners but the improved amenity for people will hopefully balance this out with more patronage and happier customers. Happy customers spend more money.	James	Gardner		
104	36319	I am in full support of further restricting vehicle access given the popularity of the area in the evening (I've noticed vehicles using the currently restricted areas regularly outside of permitted times, so the bollards will be beneficial in this regard). I believe previously there was mention of the bollards being for anti-terrorism purposes also - something I fully support if that is still the case. Although only installing bollards at one entrance would nullify this. In a perfect world there would be bollards at all entrances/exits.	Joshua	Campbell-Tie		
105	36320	I think this is enough time for deliveries and the time is before most people with younger children or older people will be out and about enjoying the city centre.	Karin	Scheepers		
106	36321	They are always in the way when I'm on my way to work. How about making them stop at 8am?	Richard	Derham		
107	36322	5am to 9am would be better for goods vehicles.	Sue	Allard		
110	36326	Yes, the proposed changes are an improvement.	Janette	Kear		
113	36330	good idea	steven	muir		
116	36336	Good idea	Laurel	Winter		
118	36338	Make it 4am to 11am.	Mike	Williams		
120	36340	The time frame is reasonable.	Tina	Bailey		
121	36343	Good idea - keeps heavy vehicles and diesel fumes away from pedestrians	Richard	Parker		
123	36346	That makes sense as there are less pedestrians during that time, and most shops would stock up before they opened.	Sarah	Elicker		
124	36347	I support this change. The current use of these roads by "goods" vehicles in the evening, and unofficially at other times of the day, is unsafe and confusing. There appears to be no current enforcement of the existing regulations, and the roads are used at all times of day by a mix of vehicles which means that pedestrians cannot also use the roads freely without having to take into account potential vehicle movements	Thomas	Young		
127	36354	I support this proposal and physically limiting vehicle access is long overdue, this area is constantly abused by cars and trade vehicles accessing through the day blocking access for pedestrians and cyclists. 10am seems quite late for deliveries, 9am would be better. As per my comment on the previous question access should be physically restricted for vehicles all the way from Armagh St to Antigua St to make this great asset better for walking and cycling and not have to worry about inconsiderate drivers.	Matt	Jackson		
128	36355	I support changes to limit access of goods vehicles and promoting a safer environment for pedestrians and cyclists.	Rachel	Smith		
129	36358	Reduce 10am to 9am	Vis	Les		
132	36364	I support the proposed change. I often see taxis and other vehicles (not police or goods) in these areas which seems totally unnecessary. I would also like to see general vehicle access removed between Hereford St and Armagh St - I do not understand why people need to drive down this road (and they sometimes go the wrong way!).	Tom	Brennan		
133	36366	They should be limited to well outside of normal pedestrian use hours eg from 10pm until 6am.	Julie	Downard		

134	36372	I fully support limiting goods vehicle access to between 5 am and 10 am.	Rex	Johnstone		
135	36375	I support these changes	Ross	Kennedy		
136	36383	Great idea.	Haidee	Scott		
137	36394	I support this. I sometimes travel through City Mall in the morning and there is much less pedestrian traffic which makes this a suitable time for deliveries. In contrast, during the day and evening there are significantly more pedestrians and cyclists around. Most good vehicles travel at a sensible pace, but some travel too fast or reverse rapidly into the pedestrian areas. In addition, it really changes the feel of the place when there are so many around. I realise that businesses may need to adjust their delivery schedule, but I feel this will make the area much more pleasant and safe - which is good for business and will attract more people to the area!!	Arthur	McGregor		
138	36400	Restricting the access of goods vehicles between 5am-8am would be even better	Natalie	Brodie		
141	36483	I support this measure. Minimising vehicle movements on Oxford Tce and City Mall will make the space more pedestrian-friendly.	Oliver	Lewis		
145	36598	I think that is a good idea because any vehicles that come in the evening are not looking out for people dining outside Riverside or walking along the footpath. Some are really careless drivers and also toot at people to get out of the way	Jennifer	Lawrence		
146	36632	I would also support this, but appreciated this is an issue that needs to be thoroughly debated.	Robert	Fleming		
147	36636	I approve of the plan	Sophie	Morton		
149	36853	The proposed changes are excellent and I hope they go ahead.	Connor	McIver		
150	36871	Good idea	Ian & Verna	Stewart		
152	36946	I support this change, including the proposed installation of bollards.	Will	Brydon		
153	37062	It is appropriate to limit access to these hours. A possible suggestion - have a drop off point/loading bay maybe near the Riverside market / Bridge of Remembrance that could be used at other times during the day for small deliveries that can then be carried to a more distant shop/premise. This would accommodate emergency deliveries or small drop offs that occur from time to time.	Margaret	Jenkin		
155	37166	About time.	Louise	Landess		
157	37186	I agree that there should a time frame for good vehicles and that it should be between 5am and 10am as there would be less people about. Who's idea to put bollards on the cnr of Hereford st and Oxford tce. It is a total waste of money. Every time a tram travels through that intersection the bollards retract. Not only that I like a lot people are sick of all the visible pollution around the city. (electronic billboards placed in the most inappropriate places roundabouts ,overbridges, traffic lights, on building. Parking place whether one space or two have signs at each end. Overuse of traffic poles one intersection two were removed and replaced with six_). More importantly it would destroy the ambience of Oxford Tce	kyle	haskell		
158	37188	Yes, many pedestrians walk through on their way to work. The goods vehicles are a hazard. Several times I have been forced to take wide detours to avoid the drivers you have no consideration that they are in a shared zone. Essentially it is only safe for pedestrians to use this area after 10am. Surely goods vehicle access can be earlier say 4am to 6am?	Simon	Olliver		

160	37463	This would be a great change as vehicles currently drive up & down the mall all day & those that use it regularly seem to forget that it is a pedestrian mall & many drive too fast & as if they have right of way through the pedestrian zone	Teresa	Whiteside		
161	37495	I support the proposal to limit the access of good vehicles to between 5am and 10am on Oxford Terrace, from Hereford Street to Lichfield Street, and City Mall	Mike	Currie		
162	37579	I support this change, service vehicles often access the mall at busy times throughout the day.	Ben	Dodgshun		
163	37594	Yes I do. Having motor vehicles in the evening is dangerous with this area being a focal point for pedestrians now that the Riverside market is open. I support limiting access to only the morning period.	Wayne	Phillips		
165	37614	This is appropriate and allows ample time for deliveries and pickups to be completed. The current 4pm - 11pm access time does not work and I have observed conflicts between pedestrians and vehicles during this time, especially on busy Friday and Saturday evenings.	Joseph	Carey		
167	37646	I think that the proposed changes make sense and I agree with them.	Robert	Helps		
169	37681	Introduction 1. The Waimaero/Fendalton-Waimairi-Harewood Community Board ("The Board") appreciates the opportunity to submit on the council's proposed City Mall and Oxford Street access changes. • The Board fully supports the proposed restriction to the access times for those goods delivery vehicles and Council-authorized vehicles, but would ask for clarification on what a Council-authorized vehicle is, e.g. does this mean any vehicle that has a permit?	David	Cartwright	Fendalton-Waimairi-Harewood Community Board	Chair
173	37702	This would be good for increased safety to limit the time when vehicles will be driving there.	Lisa	Bennett		
175	37708	I support the proposed change to the allowed hours for goods vehicles. It may be worth considering whether some car parking closest to the Mall entrances at Hereford St, Colombo St, and High St could be converted to short-term loading zone parks to assist with goods movements at other times for Mall businesses. Please ensure that the placement of the bollards (permanent and retractable) allow for safe biking movements between them (especially given where the tram tracks will be). I guess a reasonable question might also be whether the Mall entrances at Colombo St and High St also warrant the installation of retractable bollards?	Glen	Koorey		
177	38160	Limiting the access of goods vehicles to between 5am and 10am Daily on Oxford Terrace, from Hereford Street to Lichfield Street, and City Mall. We have no objection to this.	Sue	Sullivan	Christchurch & Hanmer Springs Attractions	CEO
179	38318	Blind Low Vision NZ support the reduced vehicle speeds and reduced time of permitted service vehicles.		Duke	Blind Low Vision NZ	Rehabilitation Instructor

		Oppose or generally oppose morning only access				
1	36149	This is not a good idea, there will be delays with deliveries to these areas and cause issues with stores getting their freight.	Chenille	Anderson		
5	36153	Keep pedestrian but retain ability for delivery vehicles.	Adam	Mercieca		
13	36164	As a provider of catering services often for hundreds of office staff it is impossible for our teams to access city mall without offense as there are no loading bays or easy close access. This applies to particularly lunch deliveries for large corporates. Early morning or evening functions is currently not a problem with access available during this time. However the inability to deliver close to the corporate offices makes it very challenging for our delivery staff with large volumes of food to make it safely. Considering the quality of the footpaths and the nearest available parking spaces. Access needs to continue to be able to safely park and delivery services to the corporate citizens within the cashel mall precinct. (And access to all buildings)	Paul	Talbot	Country Lane Group (the social platter co)	Director
23	36177	No	Vicky Anne	Adams		
25	36179	I work for one of the retail stores on Cashel street, and the street is very empty after 5 or 6pm. I personally don't see a problem allowing vehicle access after trading hours.	Douglas	Chang		
27	36181	No	Joy	McLeod		
34	36192	Yes, don't limit commerce. Why would you make doing business harder? We don't need bollards, we don't need a council trying to make its people live in fear by saying we need anti terror bollards.	Andrew	Cooper		
38	36200	No.	Jake	Chinn		
40	36202	No comment, apart from the need for those vehicles to respect the speed limit. but think delivery of goods should still be able to happen as they now do.	Di	Trower		
41	36203	My concern is that you limit people's ability to drive / get into the city by car when they actually want/need to go. If you are so anti car then why not make public transport routes from parking areas cheap) close to the city and have allocated tram/buses from there. Being able to carry parcels, babies, prams, crutches or wheelchairs into the city is becoming less and less possible. It appears all you want to cater for is the cyclist. Totally discriminating.	Jeanette	Gray		
42	36205	I feel that this may restrict goods being delivered to the businesses affected by this ruling. I understand the safety concern from the police and agree that 4pm is to early to allow good vehicle to come in but maybe a later time could be considered.	Maxine	Rhodes		
43	36206	No.	Bruce	James		
58	36224	I would have thought that Goods access vehicles had enough restrictions already	Philip	Richards		
62	36228	Why are you punishing more hospitality businesses? Do you realise that some suppliers will not be able to service those hours and that will affect the buisnesses you claim to support.	Emma	Lyng		
69	36235	Seems a bit restrictive. Why not allow evening deliveries on quite nights Sunday to Thursday? Please don't dig up nice new Avon promenade areas to put bollards in! I don't like seeing new works dug up after a year or two. At least make sure the contractors leave it tidier than before. And plant some more trees please.	Jonathan	de Wit		

73	36242	Limiting the goods delivery only to between 5-10am daily is not practical in maintaining a manageable traffic flow for a sudden increase of delivery activities in the area during such a short time. Such change will incur costs as well as inconvenience to most retail businesses on City Mall who have been struggling since Covid-19. Such proposal apparently is lack of knowledge on how a retail business operates and its substantial labor cost. The reasons are: 1) Most retail business hours starts at 10am, any earlier delivery will cost a business to require staff to start early at extra cost. 2) Most retail business will do store display/top up in late pm or evening after close not during the day. Because of limited storage in store, most retail business can't handle extra stock delivered each morning. Suggested change: 1) drop speed limit to 10km/hour 2) change the delivery time to 5-11pm in winter and 6-11pm in summer (this is the time when most of retail businesses closes in City Mall and the less number of pedestrian in the area). 3) issue vehicle pass to businesses who have delivery needs.	James	Gong	MINISO South Island (NZ) Ltd.	Manager
74	36248	This would make things significantly more difficult for businesses in the area, as someone who works in a business in the area that needs restocking twice a day (especially on Friday and Saturday late nights), this is absolutely ridiculous. Town is already screwed to hell which is why so many people avoid it at all costs, and now things keep getting worse for businesses. If you want the central city to be busy, stop punishing and restricting the people and businesses bringing people into the city. Times should be 5am-10:30am, and 4pm-7pm. The 5-10 minute loading zone has 3 parking spaces that are always full, so businesses needing to unload hundreds of kilos of goods need the afternoon drop-offs. You can't expect people to carry those heavy goods from the car parks, that's unfair and ridiculous.	Christos	Merentitis		
75	36249	This I strongly suggest we don't limit access of goods vehicles, they are already under pressure of trying to navigate through town with cyclists and pedestrians, usually have a huge work load on as that industry is understaffed, will make more dangerous situations, this really will do more harm than good, I think there could be a better way to address the main issue instead of using barriers. As town grows there will be a huge demand for deliveries also.	Damien	Wright		
76	36254	Pretty difficult for businesses to restock,	Amanda	Evans		
87	36282	No. They are essential for the businesses to operate efficiently.	Douglas	George		
92	36294	Can CCC please provide all instances of Goods Vehicles being involved in incidents or accidents in this area to Necessitate this What interaction between the Businesses in the area and the Transport companies / Courier companies and all those affected has CCC had in implementing these changes This appears to be VERY poorly thought out and implemented of little value I have included a link of a video taken by a SPOKESCycle activist member interacting with pedestrians in the City Mall, is this the type of interaction CCC really wants!? https://upride.cc/incident/engrossed-on-cell-phone/	Lindon	Boyce		

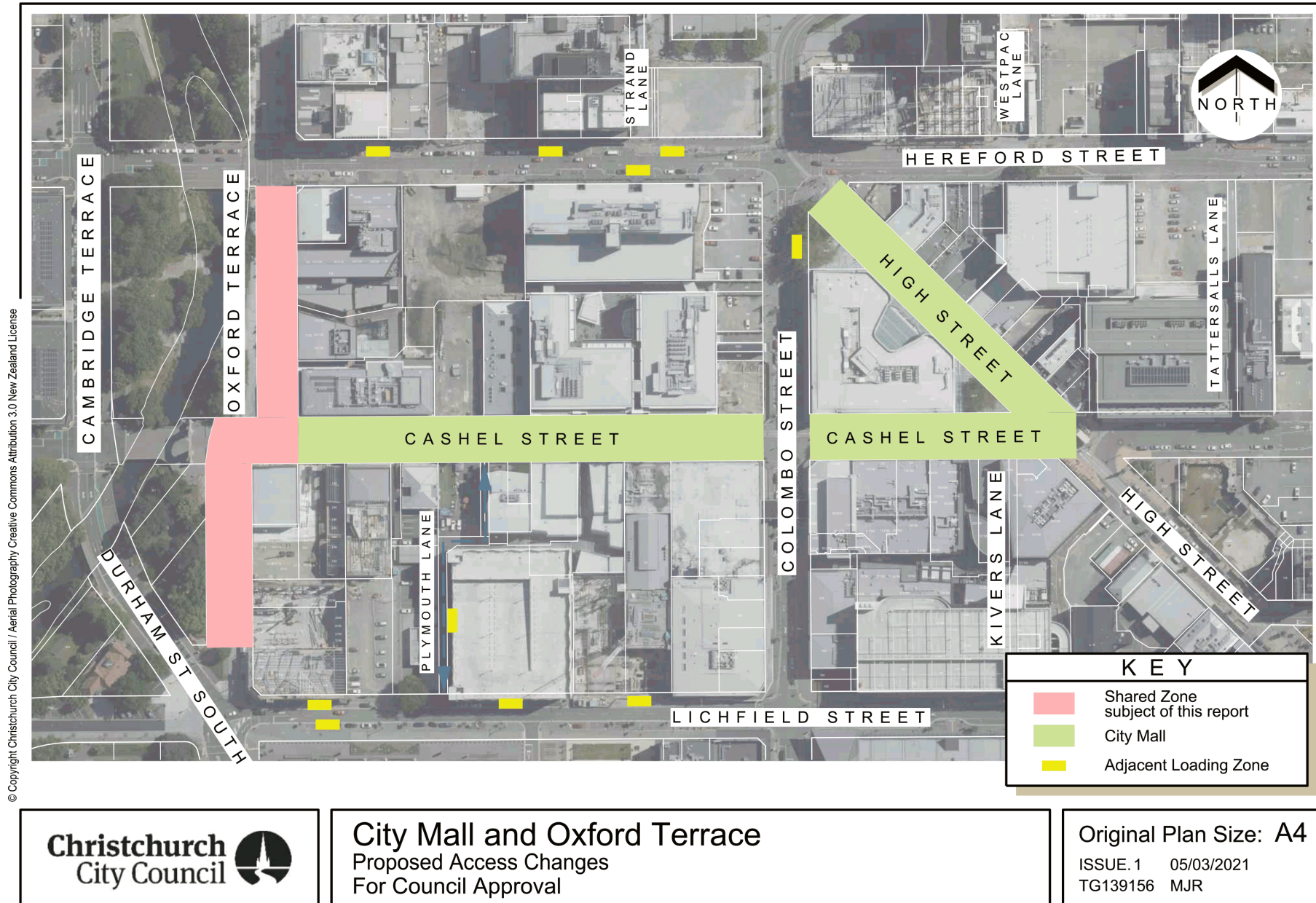
93	36298	Did you actually consult with the shops in that area to get an idea of how many/often they are delivered during the afternoon/evening slot? Maybe some middle-ground can be found, i.e. making the afternoon slot shorter (only late evening for example).	Fabian	Gilson		
97	36304	I suggest it is also to be open from 4pm to 5 pm as a lot of couriers deliver in Cashel Street at this time period.	Antony	Gough	The Terrace Christchurch Ltd	Managing Director
111	36328	Seems restrictive.	Melanie	Muldowney		
112	36329	nothing is enforced anyway so it seems pointless. I would rather see the area closed physically (needs auto bollards as there is no enforcement) to all vehicles other than the tram from 8am until 6pm.	mark	penrice		
114	36331	No	Brian	SPEAR		
119	36339	What about eateries getting their supplies. Surely they should not need to open in the morning for supplies after a busy night. How about 3 hours 4-7 pm then everyone is happy. Oh no they are not cyclists.	Stephen	Martin		
122	36344	No	Geoffrey	Allison		
125	36349	I cannot understand why this cannot be changed in any case given the way it is at present.	Meredyth	Anderson		
142	36491	No.	Philip	Lamb		
143	36596	Option 2 preferred as we require evening access to our events space for maintenance and event pack downs / outs.	Paul	Bonini	Westpac	Facilities Manager
144	36597	Please do not limit the access of goods and service vehicles to between 5 am & 10 am daily.	M	Hossain		
148	36807	Please stop access completely it is not safe	Ella	Porter		
154	37086	I'm unsure if I support this. Perhaps letting them in between 7pm and 9pm would work better, otherwise it significantly disrupts the operations of businesses.	Finn	Jackson		
156	37176	Option 2 the status quo should remain here too. Don't see this as a big problem except in warmer months when some of these places can get quite busy. So maybe some restrictions then. But also suggest in a Covid world some deliveries could be delayed so we need some flexibility to ensure the eating places in the areas are not unduly affected by these changes the CCC wants.	Eve	Grocott		
159	37406	Allowing businesses some evening access for deliveries, couriers, tradesmen etc. seems like a necessity. Maybe Monday to Thursday 4-6. Maybe businesses could apply for a badge to display in Vehicles with access to show they are allowed. This would keep the Terrace free of traffic at the busiest times but still allow business to continue.	Sam	Astin-Brown		
166	37643	We receive a large number of our orders in the late afternoon between 4pm and 6pm, we would like to see the access to goods vehicles for a limit of 10 minutes loading also between these hours	Annabel	Turley	Unichem Cashel	Pharmacist and Owner
171	37691	There needs to be a late afternoon/early evening slot for delivery vehicles. It could be between 4pm and 6pm. It doesn't need to go to 11pm. It is vital that couriers can go along City Mall in the afternoon for the retailers. Also, the city mall should be treated as a loading zone - vehicles should only stop for loading and unloading goods and only for a period of 10 minutes.	Nicki	Carter	Carter Group Limited / The Crossing	General Counsel

172	37677	As a business, we would find it very inconvenient to be limited to just early morning deliveries. We regularly carry out shop-fitting or re-merchandising work, and due to the nature and required installation times relating to this type of work, items really need to be delivered in an evening to maximise the time we have available to complete an installation overnight in time for trade the following morning. Using our alternative entrances pose safety risks due to an absence of suitably vehicle / unloading areas for large items, in addition to the increased distance required to move this equipment within our building. We also think that the access should be extended to include "service vehicles" in addition to "goods vehicles", as there is often essential access required by businesses over and above purely the delivery of "goods" - eg urgent electrical / plumbing work etc. Is there an option to allow goods / service vehicles to enter in the evening via the Colombo Street end of City Mall, as long as they do not travel down as far as Oxford Tce, given that the Police consider that the safety issue in the evening is relating to the "many people that gather on the Terrace at this time"	Paul	O'Connell	J. Ballantyne & Co. Ltd	Property Manager
178	38317	We feel that keeping an afternoon/evening access for good vehicles is important. Perhaps if there are concerns about safety for evening pedestrians, the afternoon courier hours could be reduced to something more like 4pm-7pm (rather than the current 4pm-11pm). Year-round we find we are keeping an eye out for both the morning and afternoon courier-run for the prompt flow of inwards and outwards goods. In particular during our peak season (November-December), I suspect our couriers would struggle to get all of our goods in just one shipment per day.	Wellner	Ahluwalia	Scorpio Books	Manager
		View on morning only access not indicated/ mixed				
6	36154		Mitchell	Cocking		
7	36155		Amie	Murray		
8	36156	No comment	Kim	Roebuck		
9	36157		Chris	Odell		
11	36160		Jessica	Gunby		
12	36161	N/a	Michelle	Horn		
17	36170	No comment	Michele	Dyer		
18	36171	I'm not a business owner or service provider, so I can't comment on the workability of the proposed hours. However, I think it's important that their feedback is listened too and we find ways to make shared spaces work for everyone. The last thing we need is more division on this issue. For example, this may mean still limiting speeds and access, but not hours.	Kate	Purton		
22	36176		Ben	Hart		

29	36185	Goods vehicles (for the purpose of loading and unloading) and emergency service vehicles should be the only vehicles permitted to use this shared space. The reduced speed limit is also necessary, there is no need for vehicles to travel fast through the area as it is not a thoroughfare.	Alex	Fletcher		
30	36187		David	DUFFY		
35	36195		Natasha	Spink		
44	36207		Catherine	Harris		
49	36212	No comment	Gordon	Findlay		
52	36216		Blake	Quartly		
54	36220	Also top dogs call this.	Brad	Baxter		
56	36222		percy	sugden	the silent majority	member
57	36223	If they can be limited so pedestrians aren't at risk	Clare	Ogier		
59	36225	I don't have strong opinions about this, but it would be worth consulting with local businesses affected	Jordan	Wyatt		
60	36226		Peter	Lambert		
61	36227	This is acceptable if its meets all the needs of the affected businesses. Some of the restaurants/bars may not have staff in attendance to receive goods and might impact them most.	Nathan	Kirkness		
66	36232	I would rather not have vehicles there in the late afternoon and evening, as this is when shoppers and diners are about. At the same time I am not aware of the logistics for the retail businesses and the practicality of only being able to get products to and from their businesses on the morning. Some more info would be needed to have an informed opinion.	John	Lawson		
71	36238	no comment here	Rebecca	Strickland		
72	36240	I'd speak to the businesses, as they may need to restock before the evening. Perhaps there could be a shorter slot, or two slots - one at the beginning and one at the end of the evening to allow for transport of temporary venue items to be brought in and out as needed. I'm sure the businesses will a solution.	Dana	Dopleach		
83	36275	I am okay with it as long as it doesn't inconvenience the businesses in the area and the people who deliver the goods.	Gina	Anson		
85	36280		Keiran	McNabb		
91	36289	I am a contractor that changes the light pole banners throughout Christchurch for the CCC and Christchurch NZ and have to use a truck mounted Cherry picker. For the city mall area we have to do it out of hours , e.g. starting at about 10 pm and going on thru till about 4.30 am because of the Trams especially the Restaurant Tram. We also install Xmas decorations for the CCC and signboards. We also service the CCC Ceremonial Flagpoles e.g. the Bridge of Remembrance 14m and the 4 small 1.4m flags on the Bridge Arch, and when we are asked to 1/2 mast it has to happen fast and need access for the	Rob	Palmer	Straight-Up Services	

		Cherry picker truck. For this all to happen we will require a key / tool for dropping the bollards if they are installed. Note , we have been doing this work for the CCC for about the last 25 years. Special arrangements can be authorised for this work.				
94	36299	No comment	Matt	Stent		
101	36314	A common speed limit it important and useful. Policing this in the beginning will be important.	Carmen	Jacobs		
103	36318	Great idea! Will limit the potential for accidents if cyclists are allowed to share the space.	Vicki	Alexander		
108	36324		Jane	Cartwright	NZ Breastfeeding Alliance	
109	36325		wolfgang	bopp		
115	36332		Donald	McEwan		
117	36337		Alison	Downes		
126	36351		Digby	Symons		
130	36362		Karen	Clarke		
131	36363		Rosemary	Neave		
139	36408		Will	Miller		
140	36415		Paul	Broady		
151	36923		Holly	Jamieson		
164	37604		Stephen	Judd		
168	37654	2. Restricting goods vehicle access times to between 5am – 10am plus 4pm – 6pm • We have no issue changing the vehicle access times but ask that you introduce a second time slot in the afternoon as many businesses only receive some of their deliveries in the afternoon. It is our understanding is that some delivery times cannot be changed due to stock logistics but believe adding this additional time slot will not overly change the outcome you are trying to achieve.	Paul	Lonsdale	Christchurch Central City Business Association	manager
170	37682	In Europe, they use small EVs for goods deliveries (similar to the Paxters the posties currently use - just a little bigger. We might think about encouraging CBD business to move in that direction some day.	Kay	Robertson	N/A	
174	37703	I have no comments on this.	Sophie	Elliot		
176	38147	This email is Waka Kotahi's formal response to the City Mall 10km/h speed limit proposal under consultation by Christchurch City Council. The proposal aligns with the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and intent of the Speed Management Guide. However Waka Kotahi questions the need for the 10km/h speed limit in this circumstance. As the area will become a 'Shared Zone', the requirements in the Land Transport (Road User) Rule	Glenn	Bunting	Waka Kotahi	Manager Network Safety

		<p>2004 apply:10.2 Shared zone (1) A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone.(2) A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.To meet these requirements, it is generally understood that the shared zone environment should be designed to ensure vehicles travel at around 10km/h (ie walking speed). where this is the case there is no need to post a speed limit as well. If the shared zone environment is not designed to achieve the requirements of a shared zone as detailed in the Road User Rule, a 10km/h sign will do little to achieve that. Further, a speed limit sign is not able to be legally combined with a shared zone sign. The 10km/h speed limit signs at the start and the 30km/h speed limit signs at the end of the shared zone, as proposed, will add to sign clutter, which is understood to be undesirable in this type of environment. It is unlikely enforcement action would be taken against a 10km/h speed limit itself, instead reckless or dangerous driving offences would more likely be enforceable considering the intent of the shared zone under the Road User Rule.I trust these observations are useful to Council.</p>				
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City Mall and Oxford Terrace access changes: key issues and questions for staff response

Issue	Project team response
Access by cyclists	The officer's recommendation is to allow cyclists to use proposed shared zone, with travel permitted in both directions
Safety of pedestrians, including those with visual and hearing impairment	Improved situation due to further restriction on motor vehicle use and a slower speed limit. Note: while cyclists are not currently permitted, regular use of the area by cyclists does occur now.
Shared zone a health and safety issue for tram drivers	Tram drivers are currently required to operate in this area at a walking pace. No change in this requirement is proposed. Tram drivers will benefit with less motor vehicles, and less parking infringements (parking too close to the track)
Request for statistics regarding collisions with pedestrians and the resultant injuries sustained by pedestrians.	We analysed the NZTA Crash analysis system from 2010 until now. Our assessment also included that part of City Mall known as High Street, which has had no recorded collisions in that time. A few notes to assist: <ol style="list-style-type: none"> 1) Any official recorded collision involving any road user (including pedestrians), results when a Police officer attends an incident and reports to the NZTA. 2) Council staff know that collisions happen throughout the City, where police do not attend, therefore there is no official record of the incident. 3) Council staff believe that if a cyclist, for example, collided with a pedestrian in the City mall, and injuries were sustained, then it is most likely St John ambulance (and then Police) would attend. 4) We do not have any anecdotal information about collisions involving pedestrians. 5) Observations are that cyclists regularly use City Mall at present, and have done so for some time. <p>Since 2010, there have been two recorded collisions in City Mall. Both have occurred on the Cashel street section of City Mall. One collision involved a vehicle striking street furniture (bench seat) and the other collision involved a vehicle striking a fixed bollard.</p>
Speed of many scooters and bikes	The proposed change in speed limit –from 30 km/h to 10 km/h will apply to all wheeled vehicles and recreational devices.

Speed limit – 10 km/h	The proposed speed limit of 10 km /h aligns the current city mall area with the adjoining existing Shared Zone area, providing a consistent environment for all road users. As well as this, a 10 km /h speed limit is much closer to a walking pace, creating a safer environment.
Motor vehicles travelling in City Mall throughout the day, despite entry restrictions,	The installation of retractable bollards will prevent motor vehicles from entering. If motorists enter from Colombo Street to travel west they will travelling against the one way requirement.
Enforcement	Parking infringements can be issued by the City Council Compliance team or the Police. Moving traffic infringements can actioned by the Police.
Different lanes for different users	The proposal is for this area to be a shared zone. Creation of separate lanes is not feasible in many locations due to street infrastructure (furniture etc) and is contrary to the Shared Zone principle.
Shared zone a health and safety issue for tram drivers and pedestrians	See above.
Need for bollards at other entrances of the mall.	This will be reviewed at a later date, and will depend on the degree of non-complying road use behaviour.
What is the height of the bollards?	The fixed bollards will be 1 m high and the retractable bollards will be 0.9 m high, both types with a reflectorized yellow band at the top.
More bike stands	The officer's recommendation is to permit cyclists. If this is approved, more cycle facilities, including cycle stands, can be programmed and budgeted for installation.
How is the Council managing visual pollution - signage	The proposal, if approved, will have the minimum number of traffic signs required to inform road users of their legal requirements.
Sandwich boards on accessible path in City Mall	This proposal does not change the current bylaw requirements in regard to placement of any advertising signage.
Will cause more congestion and traffic delays	As this is not a defined traffic through route and will be effective during mostly low traffic volume times of the day, no additional congestion is foreseen.
Why is the Council limiting motor vehicle access to City Mall to 5am-10am daily to goods vehicles only? (Access also proposed 4-5pm)	The report highlights a number of tragedies in the world, including here in Christchurch, where a motor vehicle has been used to collide with pedestrians with fatal consequences. Foods vehicles need access to service businesses. The general public do not need to drive a motor vehicle into this area.
What is a goods vehicle?	This is the definition from the Land transport- Traffic Control Devices Rule. Goods vehicle

	<p>means a motor vehicle that is:</p> <ul style="list-style-type: none"> • (a) designed exclusively or principally for the carriage of goods; or • (b) used for the collection or delivery of goods in the course of trade.
Can service vehicles enter?	Service vehicles that are street cleaning or maintenance vehicles etc that have been identified as authorised vehicles in the report will be allowed access. Vehicles that require access to construct or maintain a business premises etc will be required to obtain either a Temporary Traffic Management plan (TMP) or construction zone permit before being allowed to enter and or park /occupy any part of the proposed shared zone.
How can I get my goods/catering delivered outside of the proposed hours eg catering?	An attachment to the report highlights 10 loading zones in close proximity to the area. There are actually 11 loadings zones, one being located directly outside Ballantynes on Colombo Street, not shown on the plan.
What is an authorised vehicle	The report highlights the vehicles that are authorised for entry
10 minute time limit for goods	No fixed time limit is proposed. The report recommends that goods vehicles are stopped /parked only for the time taken to conduct their delivery activity.
Allow two authorised non Council people to issue tickers	Section 128 (d) of the Land Transport Act 1998, requires that only a warranted officer of a local authority (Council) can issue a parking infringement notice.
Council needs to provide more loading zones around City Mall	As stated above, Attachment C of the report shows 10 loading zones exist on immediately adjacent roads. There are actually 11 loadings zones, one being located directly outside Ballantynes on Colombo Street, not shown on the plan.
Cost of proposed changes	The retractable bollards are part of separate budget, incorporated into the Hereford Street upgrade project. The cost of signage associated with this proposal is estimated at \$3,000.
Are these changes essential?	The answer to this question can be considered subjective. Please refer to the reasons stated for the retractable bollards and consequential changes to access to the existing mall (dictating when the bollards allow access or not) to consider whether this is essential or not.

5. Hearing of Submitter Schedule

Reference / Te Tohutoro: 21/268072

Report of / Te Pou
Matua:

Liz Ryley, Committee & Hearings Advisor, liz.ryley@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens and Community,
mary.richardson@ccc.govt.nz

1. Purpose / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Hearings Panel with a schedule of submitters to speak at the hearing, in response to the consultation on the City Mall access changes, as follows:

Time	Submission Number	Name/Organisation
9.30am	Committee & Hearings Advisor calls meeting to order Elect Chair	
9.35am	Council Officer presentation and Panel questions (15 minutes)	
9.55am	37643	Annabel Turley – Representing Unichem Cashel
10.05am	36304	Antony Gough – Representing The Terrace Ltd
10.15am	36242	James Gong – Representing MINISO South Island Ltd
10.25am	37654	Paul Lonsdale – Representing Christchurch Central City Business Assn
10.35am	36596	Paul Bonini – Representing Westpac Central City
10.45am	36249	Damien Wright – no longer wishes to be heard
10.50am	36294	Lindon Boyce - Individual
	Conclusion of oral submissions	
	Deliberations by Panel	

- 1.2 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1)(e)).

2. Officer Recommendations / Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the City Mall access changes.

Attachments / Ngā Tāpirihanga

There are no attachments for this report.

6. Hearing of Submissions / Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found in Item 5.

7. Consideration and Deliberations/ Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

8. Hearings Panel Recommendations/ Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the City Mall and Oxford Terrace Access Changes to the Council.