

**Hearings Panel**  
**High Street Improvements**  
**AGENDA**

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**Notice of Meeting:**

A Hearings Panel meeting will be held on:

**Date:** Thursday 23 February 2023  
**Time:** 9.30 am  
**Venue:** Committee Room 1, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Panel**

Members Councillor Melanie Coker  
Councillor Mark Peters  
Coastal-Burwood-Linwood Community Board Member John Miller

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**14 February 2023**

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# Developing Resilience in the 21st Century

Strategic Framework

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

<p>Being open, transparent and democratically accountable</p> <p>Promoting equity, valuing diversity and fostering inclusion</p>	<p>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</p>	<p>Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect</p>	<p>Actively collaborating and co-operating with other local, regional and national organisations</p> <p>Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making</p>
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### Community Outcomes

<p><b>Resilient communities</b></p> <p>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)</p>	<p><b>Liveable city</b></p> <p>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</p>	<p><b>Healthy environment</b></p> <p>Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste</p>	<p><b>Prosperous economy</b></p> <p>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</p>
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### Strategic Priorities

<p><b>Enabling active and connected communities to own their future</b></p>	<p><b>Meeting the challenge of climate change through every means available</b></p>	<p><b>Ensuring a high quality drinking water supply that is safe and sustainable</b></p>	<p><b>Accelerating the momentum the city needs</b></p>	<p><b>Ensuring rates are affordable and sustainable</b></p>
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### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

<p>Engagement with the community and partners</p>	<p>Strategies, Plans and Partnerships</p>	<p>Long Term Plan and Annual Plan</p>	<p>Our service delivery approach</p>	<p>Monitoring and reporting on our progress</p>
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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. High Street Tuam to St Asaph - Options and Recommendations

Reference / Te Tohutoro: 22/1782185

Report of / Te Pou Rebecca Rimmer Project Manager, Jacob Bradbury Manager

Matua: Planning and Delivery Transport

General Manager / Jane Davis, General Manager Infrastructure, Planning & Regulatory

Pouwhakarae: Services (jane.davis@ccc.govt.nz)

### 1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is to advise the Hearings Panel members of the Early Engagement and Community Consultation process undertaken to date, and to inform them of the preferred option before they consider the views of submitters both oral and written.
- 1.2 This report is Staff generated.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement policy. The level of significance was determined by early engagement with persons who may be affected by the decisions to determine their views and preferences.

### 2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receives the information within this report, the attachments and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that the Council:
  - a. Approves the scheme design of improvements to High Street: Tuam to St Asaph, as detailed in Attachment A.
  - b. Approves the inclusion of the right turn exiting High Street to the south, onto St Asaph Street, as detailed in Attachment A.
  - c. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

#### Revocations: Traffic Controls

- d. Approves that any previously approved resolutions on High Street from its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, pertaining to traffic controls (including speed limits), made pursuant to any Bylaw or any Land Transport Rule, to the extent that they are in conflict with the traffic controls described in recommendations f-ff below, be revoked.

#### Revocations: Parking and stopping Restrictions

- e. Approves that any previously approved resolutions on High Street from its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, pertaining to parking and /or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the traffic controls described in recommendations f-ff below, be revoked.

**General Traffic Controls**

- f. Approves all kerb alignments, road surface treatments and road markings on High Street, commencing at its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, as detailed on plan TG138401, sheet 1 of 1, and attached to this report as Attachment A.

**One Way Street: (for all classes of vehicles-emergency vehicles exempted)**

- g. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Tuam Street to its intersection with Madras Street and St Asaph Street, be a one-way street, where vehicles must travel in a south-easterly direction only. This restriction does not apply to cycles and emergency vehicles requiring access in an emergency situation.

**Speed limit:**

- h. Approves that the speed limit be set at 10 km /h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017 on High Street, commencing at its intersection with Tuam Street and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street.

**Special vehicle Lane: (Cycle Lane)**

- i. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of cycles travelling in a north-westerly direction, be installed on the south-west side of High Street, commencing at a point 15 metres north-west of its intersection with Madras Street and St Asaph Street, and extending in a north-westerly direction to its intersection with Tuam Street as detailed on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as Attachment A.

**Stop Control:**

- j. Approves that the east approach of High Street at its intersection with Madras Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

**No Right Turn:**

- k. Approves that the High Street east approach, right turn into Madras Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

**No Left Turn:**

- l. Approves that the Madras Street south approach, left turn into High Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

**Stop Control:**

- m. Approves that the south approach of High Street at its intersection with St Asaph Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

**No Left Turn:**

- n. Approves that the High Street south approach, left turn into St Asaph Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

**No Right Turn:**

- o. Approves that the St Asaph Street east approach, right turn into High Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

**Cycle Path:**

- p. Approves that a path be installed for the use of cycles on High Street commencing at its intersection with Madras Street and St Asaph Street and extending in a north-westerly direction for both uni-directional and bi-directional cycle movements as detailed on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as Attachment A.

**Paid parking:**

- q. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of High Street, commencing at a point 21 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 37 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

**Paid parking:**

- r. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of High Street, commencing at a point 80 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 36.5 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

**Paid parking:**

- s. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 19.5 metres (south-east) of its intersection with Tuam Street and extending in a south-east direction for a distance of 26 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

**Mobility Park:**

- t. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south-west side of High Street, commencing at a point 44.5 metres south-east of its intersection with Madras Street and extending in a south-east direction for a distance of 6.5 metres, as detailed on Attachment A. This restriction is to apply at any time.

**Paid parking:**

- u. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 51 metres south-east of its intersection with Tuam Street and

extending in a south-east direction for a distance of 5.5 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

**Paid parking:**

- v. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 85 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 12 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

**Mobility Park:**

- w. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south-west side of High Street, commencing at a point 97 metres south-east of its intersection with Madras Street and extending in a south-east direction for a distance of 6.5 metres, as detailed on Attachment A. This restriction is to apply at any time.

**Loading Zone: (all class of vehicles)**

- x. Approves that a Loading Zone be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 103.5 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 10.5 metres. This Loading Zone is to be restricted to a maximum loading period of five minutes.

**Motorcycle stand:**

- y. Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 114 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 2.5 metres. This restriction is to apply at any time.

**No Stopping:**

- z. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at its intersection with Tuam Street and extending in a southerly and south-easterly direction for a distance of 21 metres.
- aa. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at a point 58 metres south-east of its intersection with Tuam Street and extending in a south-easterly direction for a distance of 22 metres.
- bb. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at a point 116.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly and easterly direction to its intersection with Madras Street.
- cc. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-



west side of High Street, commencing at its intersection with Tuam Street and extending in a southerly and south-westerly direction for a distance of 19.5 metres.

- dd. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 56.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly direction for a distance of 28.5 metres.
- ee. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 116.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly and easterly direction to its intersection with Madras Street.

**Streetscape Layout Scheme Design:**

- ff. Approves all streetscape layout which includes, but not limited to, footpath treatments, landscaping and new street trees, subject to detailed design and underground services, as shown on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as Attachment A.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Project Objectives are as follows;
  - 3.1.1 To provide the network transformation of the Central City road network consistent with the multi-modal road user hierarchy and public realm network improvements.
  - 3.1.2 To feature public realm network improvements identified in the Central City Recovery Plan
  - 3.1.3 To help ensure that this section of High Street becomes self-enforcing / self-explanatory low speed street which provides a key walking and cycling route.

**The proposed scheme:**

- 3.2 Is complementary to the now completed High Street upgrade works between Cashel Street and Tuam Street, and provides for the further upgrading / renewal of the southern remaining section of High Street.
- 3.3 Aims to achieve an improved traffic function in an attractive, 10km/h streetscape and walking environment with soft and hard landscaping that complements adjacent recently restored Edwardian era heritage buildings.
- 3.4 Provides a critical missing safe cycle link between Tuam and St Asaph Streets: linking the Central City cycleway networks and slow core, with the Heathcote Expressway Major Cycle Route. It provides the missing link for the connection between the key cycle routes in Ferry Road and Tuam Street.
- 3.5 Provides widened footpaths for improved access and amenity to the surrounding businesses and between the anchor projects of the innovation precinct, retail precinct, Te Kaha, and Ara campus. The project helps make the central city more pedestrian friendly and safe, and assists with the greening of the central city.
- 3.6 Delivers the principles of the central city (An Accessible City) Streets and Spaces Design Guide as they apply to this section of High Street.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

### 4.1 Removing the right turn out of High Street into St Asaph.

Advantages: simplifying the intersection.

Disadvantages: Limits accessibility to local businesses, restricts movement around city by making cars travel a further 750 metres past the Te Kaha Stadium, before connecting with the west of the city. Increases unnecessary vehicle movements. This option is not favoured by local business owners.

### 4.2 Cycle lane behind parking (i.e. to the east of parked cars).

Advantages: none.

Disadvantages: This option was highlighted as a safety risk for cyclists approaching parked cars on the driver's side.

### 4.3 Angled 60° parking east side.

Advantages: ease of parking.

Disadvantages: Again, this option posed a safety risk with cars reversing out into shared bicycle / car area, promotes short term parking / traffic congestion.

### 4.4 All parking removed to west side.

Advantages: creates more space for pedestrians.

Disadvantages: Reduces parking for local businesses.

## 5. Detail Te Whakamahuki

### Previous decisions

- 5.1 Consultation for the whole of High street was held between 14 May 2019 and 10 June 2019 with an Option which included the right hand turn.
- 5.2 The Scheme Assessment report High Street Cashel - St Asaph July 2018 states that during early consultation "the One-way south option has been taken forward as it allows the access onto St Asaph Street to be reopened which was a strong selling point during the previous round of consultation.
- 5.3 The Council resolution on 24th September 2019 decided to put this section on hold as it was strongly opposed by local business owners largely due to the reduction in parking and the possibility of not reinstating the right hand turn into St Asaph Street.
- 5.4 The Mayor, and the Waipapa Papanui Central Innes Community Board were informed of progress on this project by way of a memorandum on 13/12/2022.
- 5.5 The previous Community Board: Waikura Linwood Central Heathcote, was briefed on the project at a Board meeting on 20th July 2022.
- 5.6 The preferred option was Safety Audited in October 2022 which highlighted 3 Minor safety items and 1 moderate: none of which affect the Scheme Design. The design team are aware of these issues and all items are to be considered in the Detailed Design stage.
- 5.7 On 15 December 2016 the Council resolved that the trees outside the Duncan Building could be removed to allow the work to proceed on the construction of the building (ref. Council resolution CNCL/2016/00484). The resolution also noted that a detailed design will come back to Council prior to the trees being replanted in this section of High Street.

The developer has agreed to replace the trees, at their cost, in accordance with the Council's approved design.

## 6. Community Views and Preferences Ngā mariu ā-Hāpori

### Public Consultation Te Tukanga Kōrerorero

- 6.0 Prior to public consultation staff met with Peebles Group, KPI Stockman, Ara and Spokes to share an overview of the proposal and gather their initial feedback.
- 6.1 In response to their feedback, the Linwood Central Heathcote Community Board requested a change in the proposed cycleway design, from a contra-flow shared cycle and car lane to a separated cycle lane on the west side of High Street (outside businesses).
- 6.2 Following the change, businesses on this section of High Street were invited to a drop-in session to view the new proposal and provide feedback and/or raise concerns. Approximately 14 individuals from various businesses attended the session and their feedback fed into the design that went out for public consultation and construction planning.
- 6.3 Public consultation started on 10 October 2022 and ran until 7 November 2022 to tie in with the Te Kaha Surrounding Streets consultation. An email was sent to 29 key stakeholders, including developers on the street, High Street businesses, Ara, Spokes, the Disabled Persons Assembly and Accessible Christchurch, as well as all submitters from the 2019 consultation.
- 6.4 Businesses that were not able to be reached by email were provided with a consultation booklet which included information about the Te Kaha Surrounding Streets consultation.
- 6.5 The consultation document was also available in local community spaces: Gap Filler and High Street Black and White Coffee Cartel.

### Summary of Submissions Ngā Tāpaetanga

- 6.6 Submissions were made by 17 recognised organisations, including nine businesses on High Street, one on Tuam Street, and 115 individuals. All submissions are available at [ccc.govt.nz/the-council/haveyoursay/show/539](http://ccc.govt.nz/the-council/haveyoursay/show/539)
- 6.7 The submission form asked for a preference between:
  - Option 1 included a right-hand turning lane from High Street onto St Asaph Street.
  - Option 2 maintained a one way exit onto Madras Street with no right-hand turn onto St Asaph Street.
- 6.8 Option 1 was preferred by 47 submitters (36%), including nine businesses on High Street and three recognised organisations (Disabled Persons Assembly, Spokes and New Zealand Property Council) for the following reasons:
  - The right-hand turn increases accessibility to other parts of the central city, allowing commuters to bypass Madras Street and help ease congestion. (Mentioned by 17 submitters)
  - The right-hand turn is convenient and allows business owners and commuters easy access to parking on and travel to the SALT district. It also allows greater access to St Asaph Street for visitors who are unfamiliar with the central city. (17)
- 6.9 While Te Mana Ora: Community and Public Health selected option 2, their comments supported option 1 with modifications.
- 6.10 Option 1 was supported by all High Street building owners who originally opposed the 2019 design.

- 6.11 Option 2 was preferred by 83 submitters (64%), which included four recognised organisations (Living Streets Ōtautahi, Urban Intelligence, Ora Taiao: NZ Climate and Health Council and Te Mana Ora) and one business on Tuam Street, for the following reasons:
- The inclusion on a right-hand turn was expressed by submitters to be too car focused and was counterproductive to the direction Council has said it was taking towards a carbon neutral environment and making decisions in response to the climate crisis. (Mentioned by 52 submitters)
  - Concerns were expressed by submitters that the introduction of a right-hand turn would encourage cars to 'rat run' through High Street, damaging the character of the street. (38)
  - Concerns were expressed by submitters for cyclist safety coming across from the Heathcote expressway, as many cyclists would be moving fast and encounter cars waiting to exit at the intersection of Madras and St Asaph streets. There was also a perceived danger for cyclists changing from the protected expressway to a shared pedestrian-cyclist-car space on High Street. (39)
- 6.12 A small number of submitters expressed concerns about the existing bike parking and the bike repair station being permanently removed. However, all existing bike parking and the bike repair station will be stored until work is complete and then reinstalled.
- 6.13 **General feedback**
- Focus more on pedestrians e.g. foot traffic, to boost business (24)
  - Develop a shared space to future proof this section of High Street, with the direction the central city is taking (15)
  - Install more bike parking to support increased cyclist commuting to the central city (14)
  - Install bollards/obstacles to prevent illegal right hand turns into St Asaph Street (8)
  - Install raised platform at crossing points (5)
  - Plant more trees to encourage a slow speed character street (5)
  - Move the proposed cycle lane to the east side of the street (Ara side of High Street) and remove the parking to make way for this new cycleway (3)
  - More accessibility is needed, for example: more tactile strips for vision impaired peoples, raised pedestrian crossing, clear signage stating speed limits and give way rules (3)

## 7. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

7.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

7.1.1 Activity: Transport

- Level of Service: 16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure (STE) -  $\geq 75\%$  of the sealed local road network meets the appropriate national standard

### Policy Consistency Te Whai Kaupapa here

7.2 The decision is consistent with Council's Plans and Policies. .

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 7.4 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 7.5 Upgrades to the street only.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.6 As part of the improvements there is an opportunity to improve the urban environment with additional soft landscaping.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 7.7 The project improves accessibility by providing mobility parking, cycle lane and widens footpaths.

## 8. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 8.1 Cost to Implement - \$2.5m
- 8.2 Maintenance/Ongoing costs - minimal
- 8.3 Funding Source – Annual Plan

### Other He mea anō

- 8.4 n/a

## 9. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 9.1 n/a

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 9.2 There is no legal context, issue or implication relevant to this decision.

## 10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 There is a risk that key stakeholders and building owners along this section of High Street oppose the scheme design if it does not include the right turn which has been included in previous consultation. This could result in the project being put on hold again.

Likelihood: Moderate

Impact: High

- 10.2 Usual road construction risks in the Central City.

Likelihood: Low



Impact: Low

- 10.3 Delays to start of construction may have a negative effect on Public perception

Likelihood: Moderate

Impact: Moderate

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	High Street Scheme Design including Resolutions	23/158642	15
B 	Scheme Safety Audit Report High Street Final	23/125398	16

In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

## 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: <ul style="list-style-type: none"><li>(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and</li><li>(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.</li></ul> (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.
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## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Rebecca Rimmer - Project Manager Kiran Skelton - Engagement Assistant Jacob Bradbury - Manager Planning & Delivery Transport
<b>Approved By</b>	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management



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Attachment A Item 4



**High Street – Tuam Street to St Asaph Street**  
**Scheme Design Road Safety Audit – Option 2**  
**Christchurch City Council**

**Item 4**  
**Attachment B**







Insightful solutions. Empowering advice.

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## High Street – Tuam Street to St Asaph Street Scheme Design Road Safety Audit – Option 2 Christchurch City Council

**Road Safety Audit Team Leader:** Jeanette Ward, Technical Director - Abley

**Road Safety Auditor:** Jared White, Principal Transportation Engineer - Abley

Date issued	Status	Approved by Name
14 October 2022	For Designer Response	Jeanette Ward
21 December 2022	SAT Comments to Design Response	Jeanette Ward

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**Our Ref:**  
Attachment to report  
221782185 (Title Scheme  
Safety Audit Report High  
Street Final).DOCX

**Issue Date:**  
10 February 2023

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## 1. Background

### 1.1 Safety Audit Procedure

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc), carried out by an independent competent team who identify and document road safety concerns.

A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

**To deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.**

A road safety audit should desirably be undertaken at project milestones such as:

- Concept Stage (part of Business Case);
- Scheme or Preliminary Design Stage (part of Pre-Implementation);
- Detailed Design Stage (Pre-implementation / Implementation); and
- Pre-Opening / Post-Construction Stage (Implementation / Post-Implementation).

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the "NZTA Road Safety Audit Procedures for Projects Guidelines - Interim release May 2013" the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.

For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision (and asset manager's comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer's response to the client and the client's decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.



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## 1.2 Assessment Process

The potential road safety problems identified have been ranked as follows:

- The expected crash frequency is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, and type of vehicle involved.
- Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.
- The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Concern Assessment Rating Matrix in **Table 1.1** below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

**Table 1.1** Concern Assessment Rating Matrix

Severity (likelihood of death or serious injury)	Frequency (probability of a crash)			
	Frequent	Common	Occasional	Infrequent
Very likely	Serious	Serious	Significant	Moderate
Likely	Serious	Significant	Moderate	Moderate
Unlikely	Significant	Moderate	Minor	Minor
Very unlikely	Moderate	Minor	Minor	Minor

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each concern category is given in **Table 1.2** below.

**Table 1.2** Concern Categories

RISK	Suggested Action
Serious	A major safety concern that must be addressed and requires changes to avoid serious safety consequences.
Significant	Significant concern that should be addressed and requires changes to avoid serious safety consequences.
Moderate	Moderate concern that should be addressed to improve safety
Minor	Minor concern that should be addressed where practical to improve safety.

In addition to the ranked safety issues it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.



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### 1.3 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report. Safety audits do not constitute a design review nor an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.



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## 2. Audit Overview

### 2.1 Safety Project Team

The safety issues raised in this audit will require responses from the designer and the project safety engineer. The Client Decision and Action Completed against the safety issues will also be recorded. The following people are identified for these roles:

Designer response:	Paul Kitto of GHD
Safety Engineer:	Lachlan Beban of Christchurch City Council
Client Decision:	Rebecca Rimmer of Christchurch City Council
Action Taken:	xxxx of Christchurch City Council

### 2.2 Documents Provided

The safety audit team has been provided with the following documents for this audit:

- Option 2A Layout Plan and Typical Section Plan for Approval (12509119-04-SK002A-RA)
- Background information:
  - 19 433198 Scheme Assessment Report - High Street – Cashel to Tuam
  - Scheme Assessment Report - High Street – Cashel to Tuam
  - Original 2018 project initiation brief

### 2.3 Project Description and Scope

This audit relates to the scheme shown below in **Figure 2.1**, between Tuam Street and St Asaph Street. This is known as Option 2. This is different from the option audited in August 2022 which featured an on-road contra-flow cycle lane.

Option 2 features a northbound cycle path/lane next to and flush with the footpath. This option removes the car exiting risk caused by poor forward visibility. The car dooring risk is also reduced as driver's side occupants have good forward visibility of contraflow cyclists on the cycle path/lane adjacent to the footpath. When cars are accessing the spaces (reversing in) they do not block the cycle route as they do for the previous proposal. Pedestrian/cyclist conflicts on the cycle path is generally managed with good visibility in either direction. This option still retains some parking and loading on the west side and this aligns with the adjacent land use needs, particularly loading. The parking is also flush with the footpath and cycle path that does introduce a risk that drivers will overhang the v-channel 'kerb line' reducing the width of the cycle path.

We understand that raised platforms, although not shown below, will be located at the midblock courtesy crossing and in the right turn exit lane.

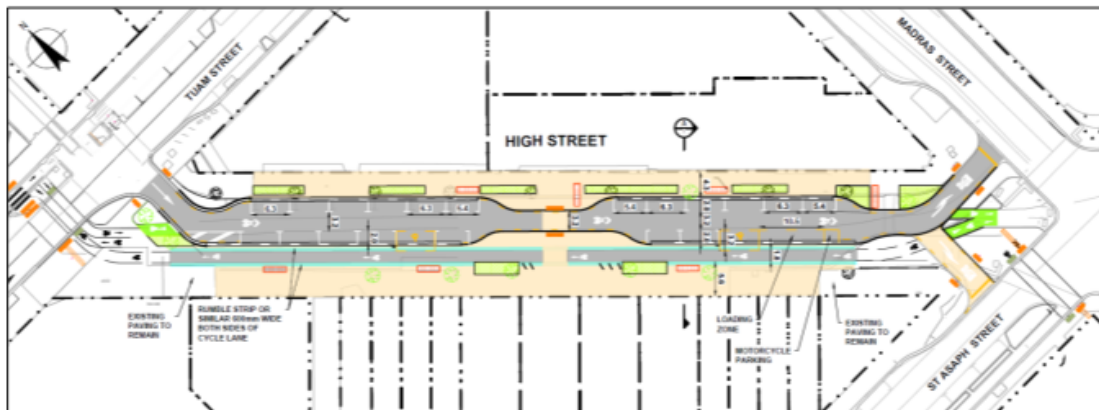


Figure 2.1 Audit Extent



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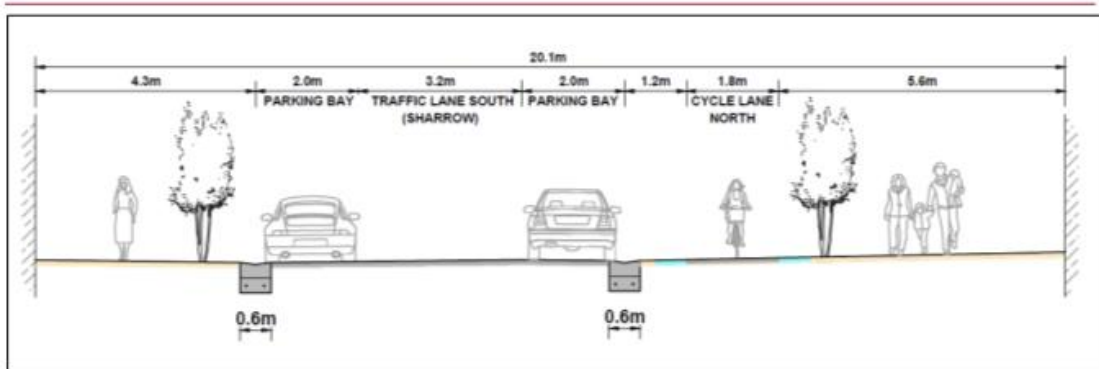


Figure 2.2 Option 2 Cross section

## 2.4 Site Visit

The site visit was undertaken 16 August between 3-5 pm on a dry overcast day. Parking occupancy was high (all spaces occupied), and one car was illegally parked on the reverse curve at the southern end. Pedestrian and cyclist activity was low but steady.



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### 3. Road Safety Audit Findings

#### 3.1 Rumble strip either side of the cycle path/lane

Severity	Frequency	Safety Rating
Very unlikely	Infrequent	Minor

**Description**

It is important the rumble strip or similar strip shown either side of the cycle path/lane does not create a tripping hazard for pedestrians entering and exiting parked cars. The plans do not indicate what the profile of the strip will be, however is recommended that it is a similar profile to the paving strip used in the shared spaces around the city. This creates a texture difference but is low profile.

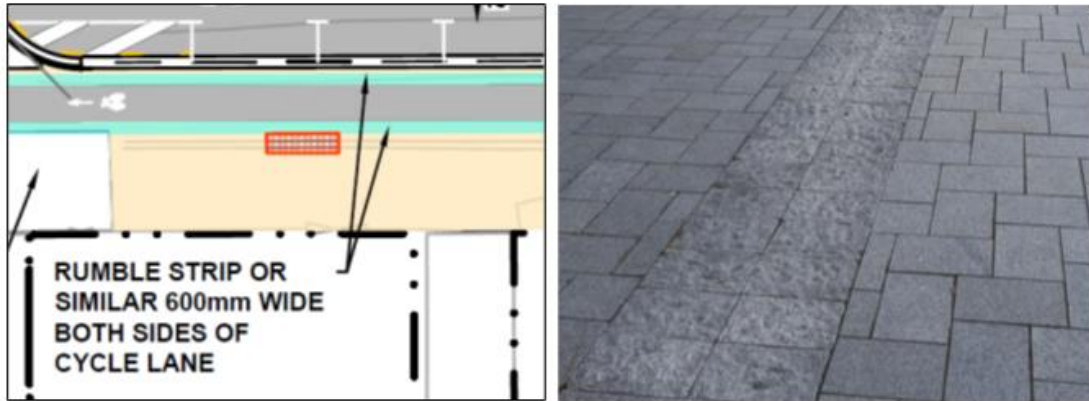


Figure 3.1 Rumble strip

**Recommendation:**

It is recommended that the rumble strip or equivalent is designed so that any tripping potential is eliminated.

<b>Designer Response</b>	Agree, to be addressed at Detailed Design stage
<b>Auditor comment</b>	Noted, no further comment.
<b>Safety Engineer</b>	Agree with SAT and Designer response. Also noted that there will be transitions from flat / V channel to full height kerb near some parking spaces, and consideration will need to be given in detailed design with respect to treatments that will avoid / mitigate potential tripping hazards that those transitions introduce.
<b>Client Decision</b>	To be addressed at Detailed Design stage
<b>Action Taken</b>	





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### 3.2 Clarity of priority where cycle path meets ped crossing

Severity	Frequency	Safety Rating
Likely	Infrequent	Moderate

**Description**

The northbound cycle lane will interface with crossing pedestrians at the midblock crossing point. There is no indication of who has priority except for the gap in the cycle zone that implies pedestrians have priority. In this high amenity environment, it would be preferable to avoid signs and markings. This should be considered further in the detailed design stage.

Cyclists colliding with pedestrians can cause an injury outcome, potentially a serious injury depending on speed of impact, mass of the cycle and the frailty of the pedestrian. This collision risk is low risk given the good forward sight distance of the pedestrian by oncoming cyclists if the pedestrian crosses at right angles. If the pedestrian comes from the angle shown in Figure 2 then their visibility may be obscured by the planter box.

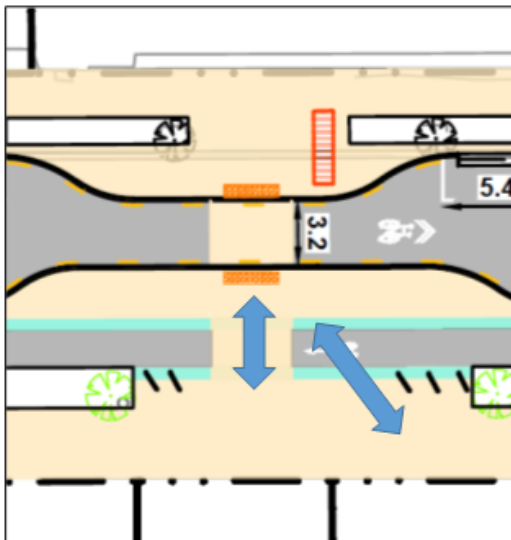


Figure 3.2 Cycle/pedestrian crossing conflict

**Recommendation:**

It is recommended that pedestrian movements are 'guided' to cross at right angles through the use of street furniture, and that consideration of communicate priority/courtesy be further developed in the detailed design stage.

<b>Designer Response</b>	Agree, to be addressed at Detailed Design stage
<b>Auditor comment</b>	Noted, no further comment
<b>Safety Engineer</b>	<p>Agree with SAT and Designer response. Particular attention is required in detailed design in relation to position of landscape planting and cycle stand locations on the west side of the cycle lane. If detailed design results in northbound cycle lane having priority over crossing pedestrians, then install tactile paving as necessary at the crossing point.</p> <p>Whilst not directly related to the identified issue, it is understood that the adjacent pedestrian crossing facility will be on a raised platform. As such, appropriate signage and markings (eg. platform ramp markings) will be required that are currently not indicated on the plans.</p>



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Client Decision	To be addressed at Detailed Design stage
Action Taken	

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### 3.3 Cycle parking overhang into cycle lane

Severity	Frequency	Safety Rating
Unlikely	Infrequent	Minor

**Description**

The current layout shows cycle stands positioned very close to the edge of the cycle lane and this would result in bicycles overhanging into the cycle lane. This is particularly an issue for cyclists where the planter box obscures the forward visibility of the bicycle. Even if a portion of the wheel is overhanging it could catch the oncoming cyclist and cause them to fall off and be injured.

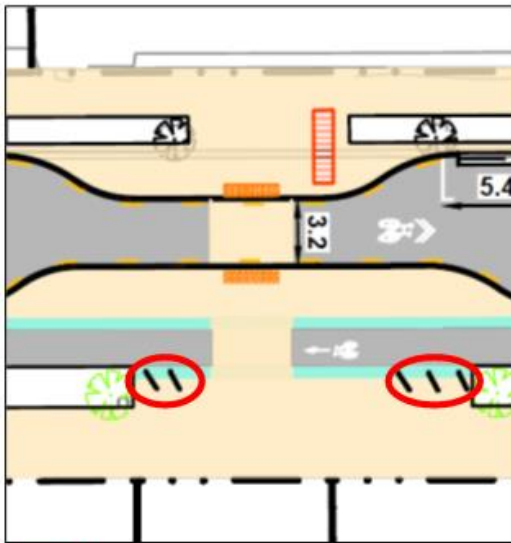


Figure 3.3 Cycle stands

**Recommendation:**

It is recommended that cycle stands are positioned so that bicycles do not overhang into the cycle lane. This could be achieved by aligning the stands parallel with the cycle lane, this would also resolve Issue 3.3 with respect to guiding pedestrians to the crossing point at right angles to oncoming cyclists.

<b>Designer Response</b>	Agree, to be addressed at Detailed Design stage
<b>Auditor comment</b>	Noted, no further comment
<b>Safety Engineer</b>	Agree with SAT and Designer response (refer previous Issue 3.3 comment).
<b>Client Decision</b>	<b>To be addressed at Detailed Design stage</b>
<b>Action Taken</b>	



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### 3.4 Parking proximity to landscaping

Severity	Frequency	Safety Rating
Unlikely	Infrequent	Minor

**Description**

The design of the High Street section between Tuam Street and Lichfield Street locates the parallel parking in a way that passengers exiting on the left-hand side have approximately 600 mm between the car and the dish channel, see Figure 3.4.

The proposed design for the southern section of High Street means that passengers are exiting into the dish channel which is directly adjacent to the landscaping, see Figure 3.5. We understand the landscaping will be flush and in reality this won't be an issue for most people, but is likely to be for those with mobility issues or dealing with small children, particularly if needing a pram to be loaded. Although not a serious safety issue it will be inconvenient for some visitors to High Street.



Figure 3.4 High Street parking arrangement in northern block

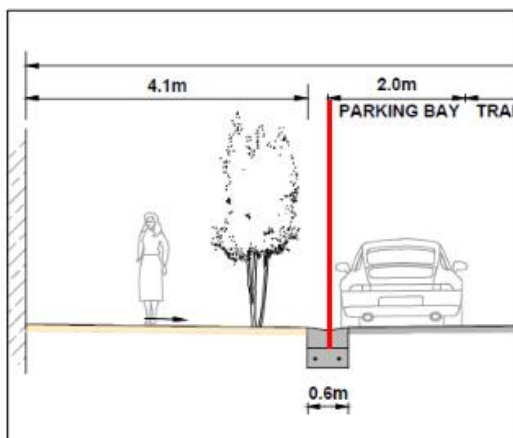


Figure 3.5 Proposed parking layout proximity of parking to dish channel and landscaping



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**Recommendation:**

It is recommended that landscaping and street furniture is strategically placed to ensure that passengers exiting parked vehicles can do so easily and safely.

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<b>Designer Response</b>	An 800mm space is provided between the 2 m wide parking bay and the edge of the planting bed. This includes 500mm of footpath paving between the dish channel and planting bed.
<b>Auditor comment</b>	Noted, no further comment
<b>Safety Engineer</b>	Agree with SAT and Designer response. Also consider position of trees and street furniture relative to vehicle door positions when parked. If trees / street furniture conflict with door opening, then vehicles may tend to park away from these features and extend outside the marked parking space, encroaching the adjacent traffic lane.
<b>Client Decision</b>	<b>To be addressed at Detailed Design stage</b>
<b>Action Taken</b>	

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## 4. Comments

### Motorcycle parking location

The use of the proposed loading zone may require a reversing parallel parking manoeuvre depending on the occupancy of the parking spaces on either side. To simplify the reversing for delivery vehicles the parking layout could be reconsidered so the loading zone was on the southern end. This could be achieved by relocating the motorcycle parking to be north of the loading zone. If the motorcycle parking was between the accessible parking space and the standard parking space, then goods vehicles could still use the accessible space to enter the loading zone in a forward direction.

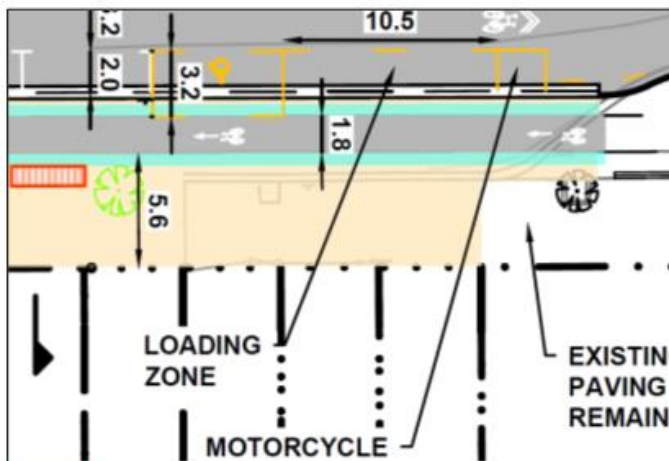


Figure 4.1 Proposed motorcycle parking

SE comment: Agree with SAT, regarding preferred position of motorcycle parking between mobility space and standard parking space, with loading zone at the end.

### Removal of redundant cycle path marking

We assume that the redundant cycle path marking will be removed to avoid confusion in this area as shown in Figure 4.2. It is noted that the cycle signals detection loops will also need to be relocated. A row of cycle stands will also need to be relocated.

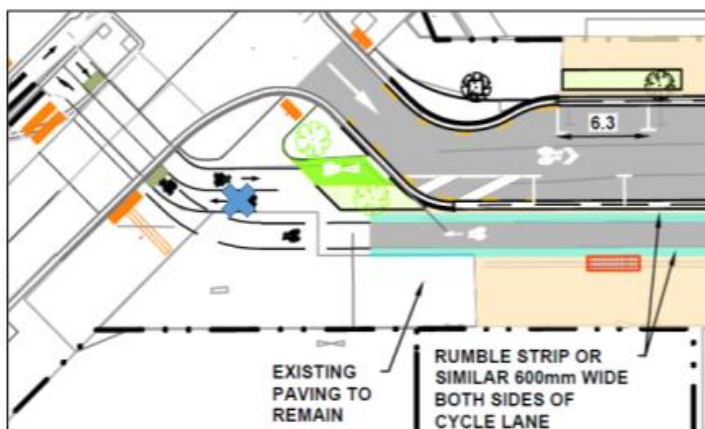


Figure 4.2 Cycle path marking

SE comment: Agree with SAT observations and assumptions.



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### Directional tactile paving at signal crossing points

The directional tactile paving at the signalised crosswalks at each end of High Street (Crossing Tuam and St Asaph Streets) are currently drawn to lead up to the centre of the warning tactile pavers. The directional paving should lead up to the signal pole. The affected crossing points are shown in Figure 4.3 along with the current Tuam Street crossing that has the correct directional tactile paving. It is assumed that this would be picked up in detailed design stage but worth noting.

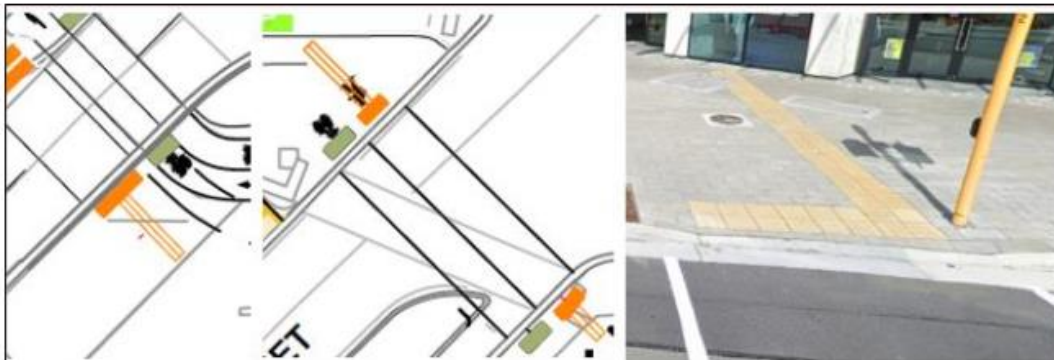


Figure 4.3 Signal Crosswalk Directional Paving

SE comment: Agree with SAT observations and comments.

Additional SE comments: There are issues not addressed by SAT in relation to the proposed dual pedestrian / cycle crossing on St Asaph Street as below:

1. The cycle crossing encroaches an existing island on St Asaph Street that separates the uni-directional cycle facility from the adjacent traffic lanes.
2. The cycle crossing connects to the existing footpath on the south side of St Asaph Street, however this path does not appear to be designated as a shared path nor is it of suitable dimensions to be a shared path.
3. There appears to be an existing sump located at the point where the cycle crossing connects with the south side of St Asaph Street.
4. It is not clear on the plans what areas of the north side of the dual crossing will be designated as shared paths and how this would be signed / marked, and potential conflicts between pedestrians and cycles be managed, particularly noting the proximity of the adjacent right turn lane from High Street to St Asaph Street.
5. It is understood that the right turn lane from High Street to St Asaph Street will be raised however platform ramp markings are not indicated on the plans.
6. Warning tactile pavers indicating a pedestrian crossing point on the right turn lane are indicated, however no directional tactile pavers are shown. If the turn lane is raised / flush with the adjacent footpath areas, pedestrians are likely to cross away from the indicated crossing point (and potentially without being aware they are crossing a road).

It is understood that the design team is already aware of some of the above issues, and these will be considered in detailed design.



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## 5. Audit Statement

We certify that we have used the available plans, and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified in order to improve safety.

The safety issues identified in the audit are summarised in **Table 5.1**.

**Table 5.1** Summary of the safety audit issues

Serious	Significant	Moderate	Minor	Comments	Total
0	0	1	3	3	7

**Designer: Paul Kitto**

Position: Civil Engineer

Signature

Date: 30/01/2023



**Auditor Comment: Jeanette Ward**

Position: SAT Team Leader

Date: 21/12/22



**Safety Engineer: Lachlan Beban**

Position: Senior Transportation Engineer

Date: 24/01/23



**Clients Decision: Rebecca Rimmer**

Position: Project Manager

Signature

Date: 30/01/2023



**Action Taken**

Position

Signature

Date

*Project manager to distribute audit report incorporating decision to designer, Safety Audit Team Leader, Safety Engineer and project file*

Date



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## 5. Volumes of Submissions

Reference / Te Tohutoro: 23/163132

Report of / Te Pou Emily Verhoeven, Hearing and Committee Advisor,

Matua: Emily.verhoeven@ccc.govt.nz

General Manager / Lynn McClelland, Assistant Chief Executive Strategic Policy and

Pouwhakarae: Performance (lynn.mcclelland@ccc.govt.nz)

### 1. Purpose Te Pūtake Pūrongo







- 1.1 The purpose of this report is to provide the High Street Improvements Hearing Panel with:
  - 1.1.1 All submissions received on the High Street – proposed improvements to the High Street; and
  - 1.1.2 A schedule of submitters who wish to speak to their submission during the hearings.
- 1.2 **Attachment A** contains a schedule of submitters who will speak to their submission during the hearings and a copy of their submission.
- 1.3 **Attachment B** contains a table of submitters who do not wish to be heard (including those submitters who originally wished to be heard, but no longer wish to be heard). Also included (in corresponding order) is a table with their submissions.
- 1.4 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 High Street proposed new improvements.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Submitters wishing to be heard	23/185163	36
B  	Submitters not to be heard	23/201678	42
C  	Submitters Issues and Staff Responses	23/201679	76

# Submissions on the High Street Improvements

Item 5

Attachment A

## Heard Submissions 23 February 2023

# CHRISTCHURCH CITY COUNCIL

## High Street Improvements

### SUBMITTERS WHO WISH TO BE HEARD

23 February 2023

Time	Submission Number	Submitter
09:50am	48636	Carina Duke - Living Streets Aotearoa, Vice President
10:05am	48499	Nicole Arts
10:10am	48597	Shaun Stockman – Stockman Group Limited, Manager
10:20am	48221	Cameron Doublet
10:30am	48630	Anne Scott - Spokes Canterbury, Submissions Co-ordinator
11:05am	48594	Dermot Coffey - Co-convenor of Ora Taiao: NZ Climate and Health Council
11:10am	48542	Harrison McEvoy
11:15am	48584	Fiona Bennetts

Submissions received on Proposal for a new policy on High Street improvements from Tuam Street to St Asaph Street, November 2022

Would like to speak to the hearings panel

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48636	Option 2	<p>Recommend pedestrians are prioritised in the design and that the design is accessible for all pedestrians. The Tuam Street intersection shows pedestrians giving way at the cycle lane on the North West side. On the South side the cycle lanes cross the footpath and there is no clear priority for pedestrians or a warning to direct pedestrians away from entering the cycle lane on High Street.</p> <p>There is no detectable kerb shown. The rumble strips should not be designed the same as the tactile delineators and may not be interpreted as a kerb by pedestrians who have a vision impairment. Recommend a kerb or warning tgsi are installed. This is not a shared space. More furniture and gardens could be used to prevent accidental entry of the cycle lane and roadway.</p> <p>At the Madras Street end there is a lack of tactile and visual guidance for those who have a vision impairment.</p> <p>Directional tgsi are required at the mid-block crossing.</p>	Carina Duke - Living Streets Aotearoa, Vice President
48499	Option 1	<p>I think this pause is an excellent opportunity to totally re-evaluate what we do in lower High Street. It needs to be made more attractive for the future. I have been uneasy about the direction the plans have been going in for some time. As a building owner in the Street since the 1970's I would like to see a change in the way Lower High Street is developed. It is patently obvious that the city is changing from a retail focus to a service focus.</p> <p>We need to prepare for this change along with the addition of cycle lanes and more pedestrian friendly streets.</p> <p>Lower High St has for years been "almost free parking" for the local businesses and the Polytechnic.</p> <p>If one analysed the vehicles parked in the street, The majority are building owners and students. I would like to see this focus on parked vehicles in Lower High Street greatly reduced. There are other close parking options available.</p> <p>I would like to take this opportunity to make a number of suggestions. Bearing in mind the current funding issues.</p> <p>The immediate priorities in the Street at this time:</p> <ol style="list-style-type: none"> <li>1. Repair any below ground infrastructure that needs fixing.</li> <li>2. Reseal the many pot holes.</li> <li>3. At the same time reduce the speed limit to 10kmh, using traffic calming methods/cobbles and raised areas.</li> <li>4. Significantly Reduce the number of car parks and parking time on the west side of high Street, to 30-60 minutes, pick up/drop off alongside the frontage of the Duncan's Buildings. Widen the footpath on that side only, when funding becomes available. (Note: The polytechnic side is cold and windy and not favoured by pedestrians.)</li> <li>5. Make all parks on the east side of the street 60 minutes parking only.</li> <li>6. Put in the raised/cobbled pedestrian crossing over in the middle of the block.</li> <li>7. Put in a wide separated / raised cycle lane north/south as a shared cycle lane. At 10km per hour and reduced parking this could be a shared road way, with signage</li> </ol>	Nicole Arts

Submissions received on Proposal for a new policy on High Street improvements from Tuam Street to St Asaph Street, November 2022

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
		<p>indicating that cyclists must not be overtaken. This could be done temporarily with road markings.</p> <p>8. Leave the Madras St exit and pause the St Asaph St exit.</p> <p>9. In the near future I would like to see a cobbled street, with planters, reduced vehicle traffic/parking, seats with wind breaks. Not quite a mall but an area favouring the boutique type businesses that we hope to attract In the future. With a reduced focus on cars/parking.</p> <p>10. Be aware that the drain outside 135 High Street sometimes floods, back flowing towards the buildings. It needs regular clearing, cleaning of rubbish.</p> <p>11. Some extra rubbish collections from outside poly tech during term time are necessary.</p> <p>I note that many of the above suggestions can be done easily, With the use of road markings, planter boxes and other traffic reducing measures. Can we do a trial run of some of the options proposed to see how if it works?</p> <p>There is no reason why the 10km per hour speed limit cannot be instigated now, as well as the change to the parking times, reduction of the number of parks and resealing the pot holes and new road markings for some cycle lanes. ie a budget version!</p> <p>Let's work on a new concept for this Street going into the future.</p> <p>I would like to see a development similar to the Dunedin one, by Dr Glen Hazelton, "The Dunedin City Council unveiled plans yesterday for George St and nearby streets in the central city after it engaged in a collaborative design process with mana whenua." Central city project plan director Dr Glen Hazelton said the streetscape would reflect the uniqueness of Otepoti, its history and diverse cultural elements. <a href="https://www.odt.co.nz/news/dunedin/dcc/totally-georgious-revamp-plans-unveiled">https://www.odt.co.nz/news/dunedin/dcc/totally-georgious-revamp-plans-unveiled</a></p> <p>Important stuff:</p> <p>No big trees on the Duncans Building side. Since 1998 we have had problems with sap, leaves and blocked gutters on our verandahs, (and no road sweeping.) The tree in front of our building was over 16m high when it was destroyed in the quake repairs. (The wrong trees were planted. Pin Oaks are not suitable we need to reflect New Zealand with native plantings.)</p> <p>As per Dunedin removal of trees, George St. "Going in to concrete planter areas are — field maple, Japanese elm, sourgum, tōtara, South Island kōwhai, maidenhair tree, tulip tree, upright European beech and tawhai rauriki mountain beech trees." <a href="https://www.odt.co.nz/news/dunedin/george-st-redevelopment-paves-way">https://www.odt.co.nz/news/dunedin/george-st-redevelopment-paves-way</a></p> <p>The "Duncans building" needs featuring, as a last remaining reminder of the 1900's strip row style, it should not being hidden behind massive trees.</p> <p>I also note that A Dunedin ODT Article references the frontages of the Heritage buildings and seeks to enhance the facades. "The executive summary for the report to be discussed today at the council's planning and environment committee commented George St had a rich colonial heritage represented by beautiful facades that lined the street.</p> <p>"The design seeks to showcase and enhance the richness of the beautiful heritage assets by allowing the public to explore the street out beyond the awnings where a better view is enabled."</p> <p><a href="https://www.odt.co.nz/news/dunedin/george-st-redevelopment-paves-way">https://www.odt.co.nz/news/dunedin/george-st-redevelopment-paves-way</a></p>	

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		<p><a href="https://www.odt.co.nz/news/dunedin/dcc/totally-georgeous-revamp-plans-unveiled">https://www.odt.co.nz/news/dunedin/dcc/totally-georgeous-revamp-plans-unveiled</a></p> <p>Re current plans. Now on Hold. Unless a better option is forthcoming, I support option one.</p> <p>I see little point in widening the footpath on the poly tech side. It is cold and drafty on that side, and walkers prefer the west side. It would be better to use the extra width to make another cycle lane south.</p> <p>Remove some further parks on west side, ie Duncans Building side, widen the cobbled areas, shared footpaths, cycle lanes</p> <p>Reduce parking times to 30 minutes on the west /Duncans side.</p> <p>With your proposed design, The traffic Lane at 3.2 m. Is extremely narrow. I feel it has been narrowed too much, leaves the possibility of cars opening doors on cyclists, 3.5 minimum.</p> <p>The size of the loading zone outside 141/139/135 is extremely large at 10.5 m. It could be halved.</p> <p>Options: Give serious consideration to revisiting the direction that the traffic is going in. Instead of south from Tuam Street, go North from Madras Street, This would assist the cycle way placement. Also it would stop the use of lower High Street as a shortcut to St Asaph Street. This could be done at any stage. NB Currently, The entrance way into Lower High Street from Tuam Street is difficult, Tail gating is a serious issue here.</p> <p>I support Andrew Evans SK 02 Site Plan 20-10-22.pdf with further modifications as suggested above.</p>	
48597	Option 1	The right turn onto St Asaph Street is Critical for the Street, in my view when this was taken out it stopped people coming into that end of High Street as it was all but a Dead end! The turn onto Madras takes you East or North only!	Shaun Stockman - Stockman Group Limited, Manager
48221	Option 1	Cycle priority is already an issue in Christchurch. Lanes are far too big and there are safety issues with pedestrians and cyclists (e-bikes speed) slowing vehicle speeds down is impacting traffic congestion negatively. Most people still require vehicles to travel to work. If you want to remove cars bring back the shuttle bus or similar, that should never have been removed from service. Why aren't we utilizing the rail system? Subdivisions outside of the CBD are only growing with the need for most to travel into the city for work etc. The large buses we are using are too large for our cheaply constructed roads, creating a lot of road repairs, utilize smaller Mercedes-Benz or similar buses and run more of them for busier routes	Cameron Doublet
48630	Option 1	See attachment	Anne Scott - Spokes Canterbury, Submissions Co-ordinator



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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48594	Option 2	<p>I am a GP working in Christchurch, co-convenor of Ora Taiao: NZ Climate and Health Council (which represents nearly 1,000 health workers and health organisations), and a regular user of the cycling infrastructure on St Asaph, Tuam and High Streets as my work commute takes me across the city. I strongly oppose the provision of a right turn to St Asaph Street and recommend option 2 (no right turn allowed) as is currently the case. The reasons for this are as follows:</p> <ul style="list-style-type: none"> <li>-It unnecessarily increases the risk for northbound cyclists in the proposed new cycleway. This is indirectly acknowledged in the "cyclists give way" proposal where the right turn is developed- itself completely contradicting the development of the street as a low-speed, active-transport orientated space.</li> <li>-It would limit the ability to provide bicycle parking facilities.</li> <li>-It would encourage through-traffic and rat-running, increasing risks for all users on the street. The argument that traffic on Madras Street would be impacted significantly is a fallacy, and only likely if through-traffic is encouraged. I would suggest that the provision of a right turn is much more likely to worsen traffic on Madras Street due to the overall induced through-traffic it would create (much of which would be turning left), as well as potentially ruining the revitalisation process aims.</li> </ul> <p>If High Street is to be further developed into a vibrant, pedestrian and cyclist-friendly area that encourages users to stop at the businesses along it (as is the proposal under both options), then car traffic needs to be absolutely minimised and ideally limited as much as possible to those accessing the businesses along the street. Provision of a right turn to St Asaph St completely conflicts with those goals by encouraging through-traffic, and indeed it worsens the safety of the road for vulnerable users compared to how it is currently. It is important to note that many of the current users are children and students travelling to nearby schools or Ara.</p> <p>Another area of improvement would be to provide proper separation of the northbound cycleway, most crucially in the areas around the loading bays, in order to prevent illegal parking in the cycle ways. The current proposed separation is insufficient</p>	Dermot Coffey - Co-convenor of Ora Taiao: NZ Climate and Health Council
48542	Option 2	Option 1 is unsuitable for safe traffic movements and will impede the safe passage of cyclists and pedestrians whilst making the Madras/St Asaph area even more confusing for drivers. Not to mention it will require a turn across traffic travelling into High St at close proximity to the Madras St corner. Option 2 is the better choice	Harrison McEvoy
48584	Option 1	<ul style="list-style-type: none"> <li>• Support the one-way treatment of High Street (SE travel only for cars), although a pedestrian- and cycle-only street (i.e. all of High Street, all the way to Hereford/Colombo intersection) would be ideal (walkable cities = climate action)</li> <li>• Support widened footpaths</li> <li>• Support the narrowing mid-block to allow safe crossing for pedestrians and reinforce the slow speed environment</li> <li>• Support street trees, landscape plantings, and seats</li> <li>• Support the 10 km/h speed limit (however 15 km/h is more achievable for both cyclists/scooter users and drivers, and setting something achievable is more likely to get compliance)</li> <li>• Support the preferred option (Option 1) to include a right hand turn from High St onto St Asaph St just west of Madras St, to prevent people driving further than necessary (reducing emissions), but cyclists and pedestrians should have right of way – make drivers give way instead. Make the right-turn lane at footpath height, rather than lowered down to road level, to reinforce who has priority (i.e. pedestrians and cyclists)</li> <li>• Support cycling improvements, however, I would prefer a bi-directional cycleway (requiring more parking removal) rather than the mixture of uni-directional cycleway and sharrows on the road – I doubt cyclists/scooter users will comply with this, and will use the cycleway in both directions, creating conflict. Parking is low priority (e.g. just provide time-restricted parking for those with mobility cards, service vehicles, and a drop-off/pick-up spot for taxis/uber drivers, as there is heaps of parking space behind the shops off St Asaph St). Mobility of pedestrians and cyclists is top priority to bring people into the area</li> <li>• Do not support the rumble strip or similar treatment either side of the cycleway to remind people they're entering a differentiated space, as these are a trip hazard to people with poor vision or mobility issues. Surely a different coloured paver or seal could be enough of a reminder?</li> <li>• Please include cycle parking racks on the ARA side of High Street too, e.g., at the narrowed area opposite the other cycle parking</li> <li>• Please ensure there is adequate lighting at night-time to increase safety</li> </ul> <p>Thank you for revitalising this part of High Street and improving safety for cyclists and pedestrians.</p>	Fiona Bennetts

# Submissions on the High Street Improvements

Item 5

Attachment B

## Not to be Heard Submissions

## CHRISTCHURCH CITY COUNCIL

### High Street Improvements

#### SUBMITTERS WHO NO LONGER WISH TO BE HEARD

Submission Number	Submitter
47566	Anne Kennett, Kennett Crafted Jewels - Owner
47716	Josh Waretini, Laneways Tattoo - Director
47770	Mark Bellamy, BUD Design - Director
48140	Kris Inglis, Duncans Lane Ltd - Director and owner
48484	Andrew Evans, A E Architects Ltd - director
48573	Cassie Welch, Te Mana Ora on behalf of Te Whatu Ora and the National Public Health Service - Policy Advisor
48589	Chris Ford, Disabled Persons Assembly - Regional Policy Advisor
48602	Rachel Stockman - Stockman Group Limited
48603	Penni Hlaca - Together, Director
48606	Donna Robertson - Robertson Creative, Business Owner
48608	Dean Marshall - Marshall Group, KPI Rothschild Group, City owners rebuild entity, Director
48614	Jessica Laing - Travel Beyond Group, Manager
48640	Tom Logan - Urban Intelligence, Director
48956	James Riddoch - NZ Property Council, South Island Committee Chair
47567	Tim Allan
47607	Michele Dyer
47615	John Lieswyn
47625	Andrew Mckay
47639	Chris Greenshields
47640	Sam Seelen-Smith
47643	Jordan Mc
47644	Peter Galbraith
47675	Sophie Morton
47694	Rob Rimmer
47710	Cameron Matthews
47721	Stephan Lloyd
47779	Matt G
47810	Catherine Warren
47846	Reuben Booth
47864	Trent Jorgensen

48566	Arthur McGregor
48567	Jackson Davey
48569	Fran Cox
48572	Aaron Wilson
48576	Joshua Wight
48577	Geoff Sugden
48578	Hamish Patterson
48582	Eponine Pauchard
48585	Adam Lines
48588	Merav Benaia
48590	Meg Christie
48591	Logan Brunner
48592	Natalie Brodie
48593	Hugh Wilson
48596	Trudy Jones
48598	Anna Rumbold
48599	James Green
48600	Darcy Everest
48601	Janelle Butcher
48604	Nathan Klosse
48605	Tobias Meyer
48607	Anne Heins
48609	Rowan Goldsmith
48611	Rosemarie North
48612	Libby Oborn
48613	Robert Fleming
48615	Luke Baker-Garters
48616	Sean Mallory
48617	Ben Mckie
48618	Douglas Horrell
48619	Ben Reid
48620	David Moore
48624	Darren Fidler
48625	Adrian Thein
48626	Hugh Crozier
48627	Dylan Goldsmith
48628	Liam Gibson
48629	Anne Scott
48631	Richard Smith
48634	Mitchell Anderson
48635	Jill Scott
48637	Emily Lane
48639	Will Miller
48641	Jessica Halliday
48643	Allan Taunt

47866	Alex Dean
47901	Mitchell Davies
47951	Sarah Elicker
47964	Pim van Duin
47972	Julien Gutknecht
48034	Nathan Smithies
48036	Sarah Smithies
48065	Daniel Parkinson
48081	Kristin Mokes
48088	Jill Reesby
48091	Jig Dhakal
48115	Justinus Yudistira
48120	Rohan van Soest
48141	Tom Brennan
48288	Cameron Bradley
48299	Toby Lambert
48311	Liam Bignell
48341	Phil Straver
48392	Max Mitchell
48397	Koen van den Broek
48421	Chris Odell
48430	Sam Miller
48441	Peter Hume
48443	Tom Williams
48454	Glen Koorey
48465	Matthew Reid
48470	David Grogan
48473	Hannah Ashton
48509	Christopher Seay
48527	Jeremy Lynn
48529	Adrienne Tisch
48535	Jono de Wit
48536	Jack Halliday
48537	William Page
48538	John McCombs
48541	Aaron Campbell
48546	Brittany Earl
48548	Clare Sargeant
48549	Sophia Woodhams
48551	Josiah Morgan
48552	Matt Lang
48555	Jayden Carr
48556	Patrick Kennedy
48557	Wayne Phillips
48558	Michael Clemens
48562	Richard Houghton
48563	Connor Ellison

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Businesses / Organisations

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
47566	Option 1	In the "Artistic Impression of Option 1" there appears to be a dedicated cycle way on the right hand side of the street going. Why have it on this side of the street which have the retail shops? Why have it at all? It should be same road layout like the rest of High Street.	Anne Kennett, Kennett Crafted Jewels - Owner
47716	Option 1	A right turning lane does make sense for access to St Asaph street	Josh Waretini, Laneways Tattoo - Director
47770	Option 1	<p>I have a business on High Street where the works are and I generally agree with the plan provided. It was disappointing when these works did not get completed as part of the High Street upgrades to other parts of High Street. Nice to see larger footpaths and more planting proposed on this section. It is a main thoroughfare for students and people working into town from Ara, surrounding schools and generally.</p> <p>Is there any chance for a garden or planting in the square asphalted area on the corner of St Asaph and Madras Street. There is a large expanse of paving there which would be nice to be broken up.</p> <p>Providing options to turn on St Asaph Street is a good idea and worthwhile.</p> <p>Please keep construction programming as quick as possible - this should be a critical aspect to procurement of the build. Too many projects run too long with no/little action on site at times and needs to be quickened up - this needs to be a CCC directive.</p>	Mark Bellamy, BUD Design - Director
48140	Option 1	The trees should not be too big on the West side otherwise they will block the Duncan Buildings Heritage Facade	Kris Inglis, Duncans Lane Ltd - Director and owner

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48484	Option 1	<p>1. Generally in favour, with modifications</p> <p>2. Having the right turn at end of High St into St Asaph is essential for functionality, highly support</p> <p>3. I like the bike lane where it is, I was really worried about it where both of use had it in 2019- I could just see someone pulling out from right side looking behind them for cars and not even imagining a bike coming from in front</p> <p>4. Still a lot of car parks lost- we had 30 parks in final 2019 scheme (3rd attachment), the council new scheme has 22 parks (&amp; 2 of those are disabled) and a motorbike park- my SK 01 has 27 parks + loading zone + motorcycle &amp; SK 02 has 25 parks</p> <p>5. Why 2 disabled parks? I know it's the 'accessible city' but 2 really? 1 is plenty &amp; most importantly with a 1.2m gap between cycle lane and car parks basically every car park on the West side is an accessible park &amp; the East side without kerbs/ drop down could also be used by disabled users (if they are passengers) , which is the ultimate really- disabled can use any park like anyone</p> <p>6. I can't see the use of the giant crossing area at mid-block, no one is going to use it &amp; it loses round 2-4 car parks, the similar gap on middle high st feels empty and wind swept</p> <p>7. Why landscape the polytech side it's a dead area &amp; mostly the shady side of street: currently its 4m wide, im showing 3.9m on SK 01 &amp; 3m on SK 02 and added to the lively side of street. Also no point putting seats on the west side- its dark and windy. The polytech has had 20 years to add life, their resource consent for the Jazz school is for open/ engaged windows and 3 retail spaces, none of this has occurred. Note that a 3m footpath is still very nice- see middle high st which has footpaths as small as 2.4m wide and on the West side mostly 3m</p> <p>8. SK 02 is a winner, it really creates a much nicer side of street, it does result in the loss of 4 trees on the Ara side of street (1 would be replaced outside entry to Jazz school). This loss of trees would be mitigated by the huge amount of extra landscaping possible on the other lively side, you can do better council, think outside the box.</p> <p>9. Is 3.2m wide enough between car parks? My suspicion is that is dangerous: humans being humans wont park exactly, wont look properly before opening doors and someone will lose a car door or an arm, ive seen it once on Manchester St &amp; it was terrifying - im showing 3.5m &amp; I suspect even that is borderline. If the council continues with 3.2m I want someone name in council on the design (or their safety auditor) clearly noted so that the coroner &amp;/ or worksafe has a target to prosecute and I will provide this submission as evidence</p> <p>10. More bike parks, spread along high st (I havent haven't shown this)</p> <p>11. Landscape design follows same theme as middle high st? that's turned out well.</p> <p>12. Loading zone needs to be only for couriers, the nature of businesses along High st has changed from manufacture to service &amp; no longer needs space for big trucks. Note in meeting 27/10/22 with Andrew Wheely and Rebecca, sounds like the Monday room does need truck delivery so maybe keep it 10.5m wide and move closer to them</p> <p>Find attached SK 01 and SK02 of proposed changes</p>	Andrew Evans, A E Architects Ltd - director

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48573	Option 2	<p>Overall, Te Mana Ora supports street design and improvements that support and provide for people who are walking and cycling. We also acknowledge the necessity of providing more bike parking for people who cycle in and around the central city.</p> <p>Te Mana Ora does not support either intersection option but has recommended an alternative option below. Te Mana Ora acknowledges that the proposal makes reference to the advantages and disadvantages of each intersection option.</p> <p>Te Mana Ora recommends that an alternative option (3) is considered for the street improvements on High Street that:</p> <ul style="list-style-type: none"> <li>a) Creates a paved route;</li> <li>b) Allows cars to turn right; and</li> <li>c) Prioritises people who are walking and people who are cycling on the paved route using a give way sign.</li> </ul> <p>Option 3: Allows access to the carpark on St Asaph Street, which brings business to the shops in the SALT district. Additionally, it still allows and encourages people cycling and walking to safely travel through this area. In order to prioritise cycling and walking, we recommend installing a give way to pedestrians and cyclists sign. Te Mana Ora believes option (3) would yield the most positive outcomes in respect to public safety, preserving and prioritising active transport, and stimulating business.</p> <p>Te Mana Ora supports the reduction of the speed limit to 10kph. The risk of death or serious injury to a person walking or cycling decreases significantly with reduction in vehicle speed. In addition, Te Mana Ora seeks ways to encourage more people to walk, cycle, and scoot more often, and lower speed limits often mean that people feel safer to use these active transport modes.</p>	Cassie Welch, Te Mana Ora on behalf of Te Whatu Ora and the National Public Health Service - Policy Advisor
48589	Option 1	See attachment	Chris Ford, Disabled Persons Assembly - Regional Policy Advisor
48602	Option 1	The turn onto St Asaph St is critical, it should have not been removed to start with, helps all traffic flow and more user friendly.	Rachel Stockman - Stockman Group Limited
48603	Option 1		Penni Hlaca - Togethr, Director
48606	Option 1		Donna Robertson - Robertson Creative, Business Owner
48608	Option 1	Cycle lanes should be on other side of the road that way wont effect retail so badly ...or better still dont put cycle lanes in !	Dean Marshall - Marshall Group, KPI Rothschild Group, City owners rebuild entity, Director
48614	Option 1		Jessica Laing - Travel Beyond Group, Manager
48640	Option 2	<p>In favour of curbless design so that during the summer, cafes etc, can spill out onto the street.</p> <p>In favour of improved cycling accessibility to increase the business vibrancy.</p> <p>In favour of making cycling safer and easier for my staff and clients.</p>	Tom Logan - Urban Intelligence, Director



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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48956	Option 1	See attachment	James Riddoch – NZ Property Council, South Island Committee Chair

Individuals

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
47567	Option 2	What evidence is there to prove the right turn bay is needed? What is the justification for maintaining exclusive vehicle areas (asphalt areas), why can't the lane way be turned into a shared space maintaining delivery access? If the Right turn bay does proceed, where is the pedestrian priority? can zebra crossings go in?	Tim Allan
47607	Option 2		Michele Dyer
47615	Option 2	I prefer option 2 because option 1 will contribute to more people driving around searching for on-street parking. Option 2 is misleadingly described as "providing more room for bike parking". It actually provides lots of room for other things too - like outdoor dining for the sandwich shop that isn't interrupted by motorists idling, waiting to give way. If you MUST do option 1, then make it so that the cycleway has priority (note: cyclists ARE traffic).	John Lieswyn
47625	Option 1	I support option 3. Get rid of this stupid idea. Endless crap like this makes getting around the city impossible due to obstructions, various deeds, and hostility to cars. Let's hope the the mayor stops this crap that unelected council staff keep coming up with. Cut out these crap designs that impede traffic and make navigating the city impossible. I disagree with both options and they make the city inaccessible. 40 people is not effective consultation. You listen to too many minority groups. The electing of the new mayor and councilors show the community disagree with these stupid designs and waste of money. Finally we the community might be able to impact council, and staff personal agendas.	Andrew Mckay
47639	Option 1	I like that the right turn Option 1 is patterned surface. Gives pedestrian/ cycle priority. Can you get a tree either side (southeast side) of the mid block pedestrian crossing point? To give a more 'narrowed' street and hopefully encourages slower speeds of cyclist (as well as cars) at pedestrian crossing point. Obviously depends on underground services, etc.	Chris Greenshields
47640	Option 1	I am in favour of the Council's preferred option. Creating more modern and attractive streetscapes is an important part bringing life back to the CBD. Developing the road with improved access for other modes of transport, rather than being entirely car centric is a good step for the city.  The connection for the cycleways is important, as a disjointed network will discourage adoption. Improving cycle and pedestrian access, as well as streetscape beauty will also compliment the Council's goals with Project 8011, and help the CBD become a far more livable.	Sam Seelen-Smith

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
47643	Option 1	defiantly needs that turning lane to st asaph. looks good, go ahead	Jordan Mc
47644	Option 1	Right-turning lane is a good idea, so people who are unfamiliar with the area can access the car park at Little High. I say that as an avid cyclist who thinks cars should be discouraged from the CBD, and public transport should be encouraged.	Peter Galbraith
47675	Option 1		Sophie Morton
47694	Option 1	At Tuam St there are three cycle lanes, the middle one seems unnecessary. Is it also possible to have the cycle lanes cross the Tuam St footpath at a right angle, and then bend around into High St. The current layout is really prioritizing cyclists over pedestrians on the Tuam St footpath. It is great to see progress toward completion on this important part of the City.	Rob Rimmer
47710	Option 2	<p>Option 2 (no right turning lane) seems safer for North-bound cyclists and all pedestrians as there is one less conflict zone to navigate. In addition, the lack of car route to St Asaph Street should help discourage through-traffic, allowing more opportunity for cars to park, pedestrians to meander around the shops on both sides of the street, cyclists to cruise - all contributing to the liveliness and commerce of the area. Less through-traffic should also reduce the likelihood of speeding vehicles, improving safety on the sharrowed roadway.</p> <p>It would be preferable to have a separated South-bound cycleway to compliment the North-bound one, but I understand compromises must be made regarding available road width, and - with sufficient limits on car traffic such that the roadway can be as safe as possible for non-car-users - the proposed solution seems like a good improvement over the status quo. However, car parking space on the West side of the street could be reallocated for an extra cycleway - eliminating potential conflict with cars altogether - improving safety, and making cyclist navigation easier. The accessible, motorcycle, and loading zone parks could be moved to the Eastern side. That would still leave about 8 of the proposed 19 general car parks, and given there's a large carpark immediately West of the street outside Little High (cars can access via St Asaph, people via the laneway) and a large carparking building across Tuam St on Nurseryman Lane, these extra road-side carparks don't seem necessary (indeed, may be counter-productive) for vibrant commerce on the street.</p> <p>A third solution may be proposed, whereby on-street carparking is removed in favour of a two-way cycleway, but the right-hand turn on to St Asaph retained so that cars seeking parking can first drive through High St, then turn right to the Little High carpark, or left to go to Nurseryman Lane's carparking building. I think something like this would encourage higher traffic volumes on High Street (bad), and would create conflict especially where the South-bound cycleway crosses the right-hand turn for cars onto St Asaph, as cyclists would need to look behind them to see oncoming right-turning traffic. That solution would NOT be a good compromise, and I suspect would be worse for safety than either of the current two proposed options.</p>	Cameron Matthews
47721	Option 1	Would prefer option 1 but would prefer the cycle lane have right of way. Maybe a raised platform for that strip?	Stephan Lloyd
47779	Option 1	I use this route for my cycle to work every day, I like the design of the cycleway and street and think it makes it safer than the current cycleway. The only comment I have is establishing who has right of way when the cyclists travelling North-West cross the new right turn road as the cyclists do travel fast coming from the st asaph/madras intersection.	Matt G
47810	Option 2	Safer for all road users	Catherine Warren
47846	Option 2	A right-turning lane creates more opportunities for collision with pedestrians/cyclists	Reuben Booth

Submissions received on Proposal for a new policy on High Street improvements from Tuam Street to St Asaph Street, November 2022

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
47864	Option 2	I support this improvement as it is a dramatic improvement over what exists today, however, it makes me wonder if the improves create the same opportunities for congregation that much of the area surrounding Te Kaha is working toward.	Trent Jorgensen
47866	Option 2	Generally supportive of the plan. Do not want the right turn onto St Asaph Street in the current format - drivers will likely not indicate which will lead to conflicts between cyclists (who just got a green light and are not expecting to have to stop again) and right turning drivers. A wider northbound cycle lane would be nice to allow passing as cyclists will be coming in a platoon from the traffic lights - 1.8m is not enough width, but there is plenty of width available with the 5.6m footpath	Alex Dean
47901	Option 2	Design designates a lot of space for car parks in what is a central city pedestrian area.	Mitchell Davies
47951	Option 2	I work around this location. There's no right turning now and it works fine. I support the safe speeds and routes for pedestrians and cyclists.	Sarah Elicker
47964	Option 2	The right turning lane onto High Street is very awkward both for motorists and people going down and up Madras Street. I always am doubly on the lookout for people using this right turn. I do not think it is necessary. I also think that High Street should be a no-car zone. The number of pedestrians and cyclists using this street as a way from Ara to the inner city is a lot. Many of my fellow students use High Street to walk to the Bus Exchange. Is there also a way to make the Madras Street, St Asaph Street, and High Street intersection have a diagonal crossing to aid the ease of access people have from High Street to Ara?	Pim van Duin
47972	Option 1	Why do the cyclists have to give way to cars in the right turning lane, when the cars will be travelling at 10kmh and stopping 5m further on anyway? This is a major cycle route, your priorities are wrong. Can't you make this stretch similar to the avon river walk, i.e. a 'shared space'?	Julien Gutknecht
48034	Option 2	High Street already exists without that right turn and adding it in my opinion would make it dangerous for cyclists as cars aren't going to be looking out for them.	Nathan Smithies
48036	Option 2	The first option means that cars will be crossing the cycleway. My experience with these kinds of road/cycleway intersections elsewhere in the city is that drivers rarely look for cyclists, I have had several near misses. This is also less safe for pedestrians as cars navigate the more complicated road layout. I strongly support building more, safer infrastructure. We should be thinking about climate change, and be looking to move away from cars as our main transport option.	Sarah Smithies
48065	Option 1	This looks good, but I don't understand why cyclists need to give way to traffic from the right turning lane into St Asaph St. If there is a raised platform then why can't the cars give way to cyclists?  The right hand turn to St Asaph St is useful as it reduces excessive driving (provides a shorter option for vehicles to get to St Asaph St). Due to Chch's numerous one way streets, much greater distances need to be travelled to reach destinations!	Daniel Parkinson
48081	Option 2		Kristin Mokes

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48088	Option 1	DO NOT HAVE A TWO WAY CYCLE LANES ON ONE SIDE OF THE ROAD! The Ferry road cycle lane trial has clearly shown that 1. it makes it more dangerous for cyclist, motorists and pedestrians. 2. Cyclists do not use these two way lanes on the one side of the road how it is intended. They will easily travel with the direction of traffic as this is what they are traditionally used to doing. Do not encourage plantings and trees around the parking areas, it lessens visibility and increases dangers to the unseen. On the footpaths or against buildings are much more sensible. Also keep in mind that school students from nearby schools use this route to get to the bus exchange at the end of school day (and at start of day to school). In relation to cycle lanes, the area of Ferry Rd from Fitzgerald Ave towards Moorhouse Rd (nursery Rd), is a much better, safer system for cyclists and motorists.	Jill Reesby
48091	Option 2		Jig Dhakal
48115	Option 2	Yes i support this plan but this is a missed opportunity to pedestrianize this street. This street won't be a major thoroughfare anyway and will save a grand total of 21 carparks. We can do better, we see the city mall and Cashel St, without cars, are bustling with activity. We can have what Cuba St is in Wellington. This area is a major walking area between Ara campus and bus interchange/crossing carpark, meaning there will be high numbers of pedestrians around this area, and adding cars in the mix didn't make sense  For loading bays and/or mobility parking, we can use St Asaph's side streets or little high's car parking, the rest can park at the crossing and walk a short distance to high st (or better, use the bus until the bus interchange)	Justinus Yudistira
48120	Option 1		Rohan van Soest
48141	Option 2	The changes we make need to reflect the urgent need for climate action. We need to make it easier for pedestrians and cyclists to get around our city, not cars.	Tom Brennan
48288	Option 2	I'm worried option 1 will turn High Street into a through road to make a U-turn on the one-way streets	Cameron Bradley
48299	Option 1		Toby Lambert
48311	Option 1		Liam Bignell
48341	Option 1	It looks great.	Phil Straver
48392	Option 2	I believe non-essential car travel should be discouraged on Madras Street to make it more enjoyable for foot and cycle traffic.  There is very little cycle parking in the centre city and the space would be better used for this.	Max Mitchell
48397	Option 2	Thank you for a properly separated bike lane. It's just so much safer. The businesses will love the uptake from cyclists stopping in to sample their tasty products. Please do not put an option to turn right into St Asaph St. It will make the road a thoroughfare, the exact opposite of what you are trying to achieve in this design. Automobiles should take the longest but most separated route from mixed traffic. Coincidentally, I've cycled and driven a car in Amsterdam. It is of course amazing to cycle, but driving is better too because you often get your 'own road' where you don't have to share with other forms of transport. You often drive a slightly longer route, but it's smoother with less obstacles.	Koen van den Broek
48421	Option 1		Chris Odell

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48430	Option 2	<p>Prefer adding right-turning lane as otherwise cars wishing to go west via St Asaph street would need to do a large loop.</p> <p>Concerned about cycling being between 2 sets of parked cars, not sure how safe this would be, especially if larger vehicles are present on the street.</p> <p>Would prefer separated provisions for cyclists in both directions, either on opposing sides or together on one side. Could use Ara side as less pedestrian access VS shops and offices on other side.</p>	Sam Miller
48441	Option 2	Looks great. Will be a nicer spot to enjoy and shop at the local businesses. Well overdue.	Peter Hume
48443	Option 2		Tom Williams
48454	Option 1	<p>I strongly support this upgraded connection; I use this corridor regularly to bike into town. The additional planting and seating is also welcomed, although it feels like there is not enough bike parking (esp. on the east side of the street).</p> <p>I'm OK with providing the additional right-turn link into St Asaph, but I see no reason why it can't give way to the cycleway (which can be raised relative to the roadway to emphasise this). The cycleway is a strategically more important route than this minor access link and so the crossing priority should reflect that. Legally this is easy to achieve using GIVE WAY controls.</p> <p>If this link is provided, where will the existing bike stands and repair stand at the south end of High St be relocated to? Also, the bike stands near Tuam St would appear to be in the way of the realigned contra-flow cycleway - where will they go to? Perhaps some of the on-road hatched space could be re-used for bike parking?</p> <p>If this street is to become a 10km/h street, then effectively it will operate similarly to a shared space. In which case the pedestrian crossing points at the top/middle/bottom of the street should have priority over the minimal slow-moving traffic. Suggest you use raised crossing points to reinforce this.</p> <p>Except for the mobility parks, I'm unclear why you are proposing flush V-channels to mark the roadway edges; my worry is that some vehicles will park further onto the berms, which could create less room for pedestrian access and the "door zones" could also encroach on the contra-flow cycleway.</p> <p>Many people might wish to access the Little High Eatery bike parking via the gap between the buildings midway along High St (I use this regularly). The contra-flow cycleway north is now flush with the footpath making that easier to do, but there is no obvious way to access this entrance for riders from the north. I suggest that you slightly rejig the parking to provide an access gap between the parking bays (perhaps with a small kerb extension).</p> <p>It would be great if the southbound cycleway could feature an advance detector loop in the path as you approach the St Asaph St diagonal crossing, rather than only one at the stop line itself. There is often limited opportunity to get the diagonal crossing phase, and it would be nice to have a couple of extra seconds chance to call it. I assume that the realigned northbound contra-flow cycleway will also get a new advance detector approaching Tuam St?</p> <p>There is a cycle crossing proposed across the west side of St Asaph St at Madras that appears to cut across the end of the separator island. It's also not clear where this is heading to; I would have thought its main purpose was to connect to the St Asaph separated cycleway?</p>	Glen Koorey
48465	Option 2		Matthew Reid
48470	Option 1	I would like to see more shared-use zone areas and less cars - making the area safe and business friendly.	David Grogan
48473	Option 1		Hannah Ashton

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48509	Option 2	Please don't add the turning lane for drivers of cars here. It is already dangerous across the city to walk and bike, and this is a spot that will functionally be a slip lane, which is very dangerous and disincentives environmentally friendly transport options.	Christopher Seay
48527	Option 2		Jeremy Lynn
48529	Option 1	I support a shared cycle and vehicle space	Adrienne Tisch
48535	Option 2	<p>I strongly prefer option 2. I think that ripping up a pedestrian area/footpath to build a new vehicle connection in this location is bad because:</p> <ol style="list-style-type: none"> <li>1. It prioritises cars over pedestrians and cyclists on a street which should be pedestrian priority.</li> <li>2. It makes pedestrian access to High street from the south side of St. Asaph worse because people will have to cross at the lights and then cross another road where if only one car is waiting at the stop sign it will be blocking the pedestrians from crossing. Cycling is worse for the same reason - if there are two cars waiting at the stop sign they will block the cycle lane.</li> <li>3. It will make the nearby intersection of St. Asaph / Madras unsafe as this right turn is very close to the intersection but not controlled by the traffic lights</li> <li>4. It is financially wasteful - the paving stones here are pretty newly laid. It cost a lot to build the current wide paved footpath so ripping it up to build a road lane is a poor financial idea and would be a very bad look for the council.</li> <li>5. The alternative for cars if they want to get onto St. Asaph is to go down Manchester instead of driving down High St. If they have to drive onto High St. for deliveries etc then the alternative is just going around one block of one way streets - it is not a huge deal and the number of cars needing to do this should be very low so impact on Madras street will be low.</li> </ol> <p>A better solution to eliminate illegal traffic movements across the footpath would be to install bollards. If vehicles want to access the car park on St. Asaph St. from Tuam St, they should be using Barbadoes to connect to St. Asaph. High Street is not meant to be a thoroughfare for cars. If option 1 is chosen, then the priority should be reversed - cars should give way to pedestrians and cyclists and the existing newly laid paving should remain where it is.</p> <p>I think that there are too many on street car parks. This should be a pedestrian priority street. There are a number of large off street car parking buildings that should be used rather than providing on street car parks everywhere. At least the on street car parks should be limited to the side of the street without the cycle lane. The cycle lane could then be made bi-directional.</p> <p>There are 20 or so car parks provided but only 5 bike stands from what I can see on the plan. This ratio should be reversed. Please install more bike stands, they take up way less space than car parks!</p> <p>The trees in the artist impression on either side of the cycleway, at the corner of Madras and St. Asaph are missing from the plan.</p> <p>I support the reconsiderations:</p> <ol style="list-style-type: none"> <li>1. Enhancing the streetscape</li> <li>2. Providing widened footpaths for improved access to the surrounding businesses</li> <li>3. Providing a critical missing safe cycle route between Tuam and St Asaph Streets</li> <li>4. Providing a simplified intersection at High St and Tuam Street.</li> <li>5. Implementing a 10km/h speed limit along this section of the road. This emphasizes that the street should not be used as a thoroughfare for cars</li> <li>6. Making pedestrian access safer and easier - to meet this point, the right turn from High Street to St. Asaph St. should not be built.</li> </ol>	Jono de Wit
48536	Option 2	The new right hand turn would be a terrible idea causing High Street to become a thoroughfare and as a result, a less enjoyable place to walk, cycle, eat, shop etc. This part of High Street needs more pedestrianisation to make it a cohesive part of the central city's vibrant areas further up High Street towards the Crossing.	Jack Halliday
48537	Option 2	Cycling in Christchurch is already dangerous enough without creating more places where what little dedicated infrastructure cyclists do have is intersected with roads. You can't create a liveable city by building more rat runs for impatient drivers to take shortcuts through.	William Page

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48538	Option 2	Exit onto St Asaph St seems unnecessary and likely create undesirable through traffic. Also makes it less safe for pedestrians and cyclists	John McCombs
48541	Option 2	Option one is dangerous. don't do it.	Aaron Campbell
48546	Option 2		Brittany Earl
48548	Option 1		Clare Sargeant
48549	Option 2	I don't see funnelling traffic to Madras St rather than the smaller streets around High St as a problem - the only reason anyone is driving down High St is circling looking for parks and I don't think we need to encourage that any more. Giving priority to the cycling and pedestrian routes makes the area safer for all, and in a climate emergency is the only sensible option.	Sophia Woodhams
48551	Option 2	ABSOLUTELY DO NOT ADD THE RIGHT TURN.  Roads in Christchurch already undergo enough transformation, usually for good (e.g. adding cycle lanes). This area currently looks great and functions efficiently. Do something more useful with council resources, like implement bike lanes around the new Te Kaha arena, or repave Wharenui Road so that anyone would want to drive on it.	Josiah Morgan
48552	Option 2		Matt Lang
48555	Option 2	Adding a car lane across what is now pedestrian and cycleway is a waste of money and creating a solution where there is no problem. Access to st Asaph can be made other ways. Don't do this please.	Jayden Carr
48556	Option 2	Given the low volume of motor vehicle traffic, and the link to the major cycleways on St Asaph and Tuam Streets, I am inclined to think that Option 1 risks creating an unnecessary rat run, which would impact the safety and character of the street. If Option 1 must go ahead, then road traffic should be required to give way to the northbound cycleway before the turn onto St Asaph St, rather than the other way as currently shown.	Patrick Kennedy
48557	Option 2	Having that right turn will mean cars are basically parked in the way of people walking or cycling. It isn't needed and is pretty nasty really	Wayne Phillips
48558	Option 2	I support option 2 because:  -Cyclists already have to give way too many times on the city centre cycle routes. To encourage cycling, cyclists should have at least as much priority as car drivers, if not more.  -High Street is a city centre street where the focus should be on the street as a destination, not movement of cars. Adding a turning lane to St Asaph street will encourage rat running and discourage pedestrians and cyclists from visiting the street.  Other comments:  As this is a low speed environment where cyclists are expected to mix with cars, provide raised thresholds at the intersections, and the areas where cyclists are expected to merge with cars.  One reason given for option 1 was the issue that cars might drive across the footpath to access St Asaph Street. This can be prevented by strategic placing of raised plantings, street furniture, bike racks and bollards.	Michael Clemens

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48562	Option 2	Cyclists and pedestrians to be given priority. Even if option 1 is chosen (hopefully not), make it so vehicles have to give way.	Richard Houghton
48563	Option 2	I am submitting in support of option 2. Bicycle safety should be prioritized as this is a critical link in the cycle network.	Connor Ellison
48566	Option 2	<p>I fully support the changes to improve the streetscape, which will make this feel much more like a destination. It will make outdoor dining more pleasant for local food businesses and encourage people to linger and visit the local shops.</p> <p>I prefer Option 2, only having a vehicle exist on to Madras St. I feel this is a significant safety issue for cyclists, and given that this is part of the Heathcote Expressway it is important to ensure priority and safety for cyclists. The reasons given for Option 1 do not stack up:</p> <p>"This will reduce unnecessary traffic on Madras Street": Madras St is a major arterial road! The additional traffic from vehicles travelling down a speed reduced High Street will have minimal impact on Madras St.</p> <p>"eliminate illegal traffic movements across the footpath": This is a valid concern, but there are better ways of fixing this such as bollards. Just because the traffic movement is legal, doesn't make it any safer!!</p> <p>"allow cars to access the carpark on St. Asaph Street": If cars want to access that car park, then they should use the existing one-way system ie via Barbadoes. We should be trying to AVOID cars using shortcuts like this, not encouraging them! This shortcut will increase traffic on the street, who will be wanting to travel fast so they can get to their car park (or who are looking for a short-cut route home), and it will go against everything this streetscape improvement is trying to achieve.</p>	Arthur McGregor
48567	Option 1	I think this is the most balanced approach, as I prefer option 1 as many motorists will simply illegally turn right with option 2. As cars will generally be going about as fast as cyclists, it should be very safe for cyclists and pedestrians still, especially as it adds an amount of predictability in terms of where the cars are going.	Jackson Davey
48569	Option 2		Fran Cox
48572	Option 2		Aaron Wilson
48576	Option 1		Joshua Wight
48577	Option 2	Of the two options presented I prefer option 2. I do think that access into St Asaph for motor vehicles is positive in this location, but not over right of way for pedestrians and cyclists. I would prefer to see a version of option 1 where cyclists and pedestrians are given priority and cars have to give way.	Geoff Sugden
48578	Option 2		Hamish Patterson
48582	Option 2	Option 2 makes the layout more difficult to read, having dedicated cycle lanes crossing with car lanes is dangerous. If we want more people to use cycle they need to be safe. ultimately, more bike parking will increase bikers visiting shops or people using their bike to access the shops. Cyclists are clients too, and you park more cyclists in a smaller space. This also reflects the climate urgency.	Eponine Pauchard



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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48585	Option 2	<p>The proposed design looks fantastic! Well done to everyone involved.</p> <p>I strongly support Option 2: carving a vehicle path right through the centre of a newly-paved area seems counterintuitive to the city's mode share ambitions, reduces the LoS for northbound cyclists, and compromises what could be a lovely pedestrian plaza. In this respect, I would love to see some trees and seating added to this area, adjacent to the existing red cycle stands.</p> <p>Also, I would love to see greater use of bollards in this design. I believe the earlier High St upgrade (Tuam-Lichfield) is comprised due to insufficient use of bollards to demarcate the pedestrian realm. This isn't a shared street, so bollards should be used.</p> <p>Overall, I strongly support the proposed changes, and strongly prefer Option 2.</p>	Adam Lines
48588	Option 2	<p>I completely oppose your idea of turning an illegal activity (those turning right into ST Asaph) to legal activity at the expense of pedestrians and cyclists. The way to avoid this illegal activity is to completely prevent the ability to turn right. This can be achieved by using bollards or planting that will prevent drivers from turning into St Asaph.</p> <p>When discussing removal of car access business owners are always saying it is less desirable yet time and again it proves to bring a boost to business as proven by Oxford Terrace development. There are enough car parks in the city in walkable distance from just about every shop possible. The only car parks required around businesses are accessible car parks with proper enforcement.</p>	Merav Benaia
48590	Option 2	<p>I support any new roading project that discourages driving as a strong message that our city is serious about climate change and encouraging more sustainable modes of transport</p> <p>I support removing all car parking on the south side and creating a bi-directional cycleway and allowing for one-way, (south east) travel for cars, exiting at Madras street only</p> <p>I support the narrowing of the mid-block section with a zebra crossing for easier and safer pedestrian crossing</p> <p>I support the 10km/hr speed limit- makes cyclists more aware that they are in a pedestrian area</p> <p>Please ensure all kerb cut downs are smooth. Bumping down even as little as 1 cm constantly damages wheel rims and are unpleasant to travel over.</p> <p>I would like to see cyclists and pedestrians have the right of way over vehicular transport at St Asaph Street.</p> <p>I would like to see more than five bike -maybe include a Locky Dock, also are there any disability parking planned? .</p> <p>I support the indicated landscape plantings and seating plan.</p>	Meg Christie
48591	Option 2	<p>We need to encourage more pedestrian and bike-friendly roads if we want to have a walkable downtown. The best option would be to have a downtown with very limited car traffic, as opposed to the current thoroughfares that make it time consuming and dangerous for non-motor vehicles.</p>	Logan Brunner

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48592	Option 2	Keeping Madras St as the only motor vehicle exit will maintain the cycle priority feel required and desired for this section of High St. By adding a motor vehicle exit onto St Asaph St, the cycle priority and ease of movement when travelling by bike will be severely compromised, especially when people on bikes are expected to give way to exiting motor vehicles!?! For goodness sake, this is the central city connector to a Major Cycle Route (Heathcote Expressway). More bike parking is more definitely desirable in this area that's developing into a cycle friendly part of the city. Please, please, please consider this carefully before making a final decision. Have you seen how oversubscribed the bike parking is already outside Smash Palace and C1 on the section of High St north of Tuam St? Check this out: <a href="https://photos.app.goo.gl/uc5ATMeFE8nQPrLL6">https://photos.app.goo.gl/uc5ATMeFE8nQPrLL6</a> Thank you for listening.	Natalie Brodie
48593	Option 2	Adding better access for motorised vehicles at this location is counterproductive to what we need to be doing. This a key connector to MCR and a central city street that should be a destination place for people that doesn't encourage through traffic. We will never meet our climate change goals if we continue to prioritise vehicle movement, especially to the detriment of people outside motorised vehicles.	Hugh Wilson
48596	Option 2	You can't cut off a MCR right of way surely, not what we are trying to deliver in accessible city? Please do not consider new vehicle right hand turn/ exit, already a busy complex environment without putting cyclists at risk with this 'surprise' reversal of priorities. Unnecessary & unsafe I would suggest	Trudy Jones
48598	Option 2	I have loved only having the madras St turn	Anna Rumbold
48599	Option 2	Cycling popularity is increasing all the time for good reason, and it is not what the city needs to make it more difficult for cyclists in important parts of the city centre like this.  We will give more priority to cyclists here (not less), if we are thinking about its current people and the future.	James Green
48600	Option 1		Darcy Everest
48601	Option 1		Janelle Butcher
48604	Option 2		Nathan Klosse
48605	Option 1	Including a turn will make the area worse for pedestrians and cyclists	Tobias Meyer

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48607	Option 2	<p>I'm looking forward to High St being improved as I cycle along here regularly and the wrecked surface is pretty unpleasant! The streetscaping will also be a vast improvement, and I strongly support the 10kmh limit.</p> <p>I strongly oppose the addition of the slip lane on St Asaph Street, as this will encourage more traffic along High St and will undermine the street as a place for people (I'm thinking of the pleasantness of sitting outside having a drink or meal at the Monday Room, or a gelato on the cute seating bench at Utopia Ice) - much nicer with lower traffic volumes. I also oppose it because people cycling will need to give way to those turning onto St Asaph. This one of only a handful of key cycle gateways to the city, and people cycling and scooting should have priority. Once the major cycle routes are complete, they will be only along 2% of the road network, and people cycling should have priority along this small percentage of the transport network. The climate emergency is real and it is urgent, and we not only need to make it more convenient and safe to walk, cycle, scoot and bus, but also less convenient to drive. We need to break with the last 50 years of prioritising efficient car travel at the cost of all else. That is part of what got us into the current mess we're in!</p> <p>The third reason I oppose this option is that it sees the removal of the attractive and practical cycle-shaped stands, and tool station outside Hokitika Sandwich shop. I can't see from the plans what other bike parking is planned, but I urge you to install more than you think is required. The High St project sections completed last year have a dire lack of cycle parking as shown in these photos taken outside Smash Palace on Friday evening. There were 30 bikes parked there when I arrived, and only 16 cycle stands provided by CCC nearby. Photos here: <a href="https://photos.app.goo.gl/uc5ATMeFE8nQPrLL6">https://photos.app.goo.gl/uc5ATMeFE8nQPrLL6</a> I would think that this section of High Street would need at least a further 10 staple stands to accommodate 20 bikes along the length of it.</p> <p>I think it would be cool to do something (a mural, or some kind of funky lighting?) to draw attention to the laneway shortcut to Little High at the north-west end of the project.</p> <p>Finally, can the Level of Service for people cycling and scooting across the Tuam St crossing please be looked at as part of this project? The wait to cross is unacceptably long in my view, and doesn't seem to be synched with the lights ahead at Tuam/Madras for motor vehicle traffic, which seems a wasted opportunity.</p> <p>Thanks for your time and consideration</p>	Anne Heins
48609	Option 2	<p>Adding a right hand turn onto St Asaph Street is just going to increase the amount of impatient drivers who miss their turn onto Manchester Street rat-running through High Street onto St Asaph. This right hand turn 'eliminates' dangerous illegal movements across the footpath by making them legal... If this was our goal, shouldn't we instead place bollards along the side of the footpath to prevent cars from going on the footpath all together? This is creating unnecessary dangerous conflicts between people walking and on bikes with impatient rat runners in cars which could easily be prevented by just putting bollards up.</p> <p>The whole goal of this project is to make the street a more attractive place to be, not to increase through traffic for cars</p>	Rowan Goldsmith
48611	Option 2	<p>I don't support removing the pedestrian areas and allowing a vehicle traffic lane to cross a bike lane. Biking in this area is already quite difficult because of many red lights slowing us down. We don't need more obstacles. I also think it will be confusing and unsafe because of the many trees etc blocking views. (Please don't remove any trees :-))</p>	Rosemarie North
48612	Option 1	<p>As a business owner leasing space on this part of the street I believe the right turn is essential and that the cycle lane would be better on the other side of the street for a better retail/hospital/office frontage aesthetic for all.</p>	Libby Oborn

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ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48613	Option 1	I wholeheartedly support the 10kph speed limit. My preferred option is to not have the right turning option from High Street onto St Asaph Street as this adds a conflict zone to what is a major cycleway and I believe that in this case, that is what needs to take priority. However, if there is to be a right turn option, the 10kph speed restriction needs to be enforced to minimise the car bike conflict that will be created. I'm very familiar with the Oxford Terrace 10kmh zone from Montreal Street westward to Antigua St, having a business in the area. This zone is generally shared well by vehicles, bikes, scooters and pedestrians. With the exception of occasional speeding, and the vehicles illegally parked the ambience and feel of safety is good. It would be good to replicate this on this section of High Street. The narrowed mid-section will hopefully enable this to happen. I support the widening of pedestrian areas 100%. A bi-directional cycleway on this section would allow more space for dedicated cycling, but if not possible my preference for the dedicated NW bound cycleway would be raised slightly from the road, without a raised barrier. This would suit the aesthetic look if the area - eg Colombo St from Bus Interchange south to St Asaph St. The retail mix in this area is small ticket purchases and food. I question the need for so much space to be allocated to car parking, when good bike parking is much more space efficient. Less car parks with a short turnover time would free up space, with the same effect. The Little High car parking area is a very short walk away. Thank you for the opportunity to make this submission.	Robert Fleming
48615	Option 2	The addition of a right-hand turn lane is an unnecessary and dangerous addition which conflicts with the issues raised by the council about too much focus on cars. This will inevitably result in traffic backed up blocking the cycleway and preventing pedestrians from being able to cross as well as adding a conflict point between cars and cyclists. If the council goes ahead with option 1 cyclists should have right of way which should be the case as cars are cutting across the cyclist's path as they are effectively making a right turn. Incredibly bizarre that the council's response to "illegal traffic movements across the footpath" is to give in to lawbreakers and give space for cyclists and pedestrians to lawbreakers. Illegal movements on the footpath have been easily solved by cities across the world by installing bollards. This is yet another example of the council being unable to install even simple measures to prevent the intrusion of cars into public spaces. It's also unclear why the raised pedestrian platform isn't a pedestrian crossing. All of the work has been done to raise the road to the footpath level yet cars still have priority. There should be more provision for bike parking. Streets with cycleways should have ample cycle parking instead of 19 spaces for cars which again conflicts with the plan focusing too much on cars. Studies from NZ and overseas consistently show that cyclists and pedestrians bring spend more and stay longer than those who drive. Cycleways also raise adjacent property values which the council can recapture through rates and recoup investment costs. Parking should be removed on the Ara side of the road to allow for another cycleway travelling in the other direction to the currently planned lane.	Luke Baker-Garters
48616	Option 2	Disappointed to see that option 1 is the preferred option and my submission relates to the right hand turn from High Street onto St Asaph Street. Having the exit on to St Asaph St will only encourage cars to use the street as a way to get on to St Asaph St, which will have a detrimental effect to the amenity of the whole area. Having cyclists who have just gone through a controlled intersection then straight away give way to cars turning right on St Asaph Street is a poor design and does not send the right message around transport hierarchy in Christchurch. The use of this space to accommodate cars is an opportunity lost for better public amenity. That fact the motorists are currently breaking the law is terrible reason to install the turning option.	Sean Mallory
48617	Option 2		Ben Mckie
48618	Option 2	I support Option 2 as this is a vital cycle corridor into the city. The addition of the right turn shown in Option 1 could only make this area worse for cyclists and pedestrians.	Douglas Horrell
48619	Option 2	Option 2 is strongly preferred on safety grounds - as both a regular cyclist on this route (and a vehicle owner) the proposed Option 1 seems to be significantly unsafe, encouraging drivers to assume priority and cross the path of oncoming bikes heading north-west - there will almost certainly be near misses and worse. It also removes the current pedestrianised area which is pleasantly undisturbed by traffic. The current junction works fine, no changes are needed! Drivers should just go onto Madras and then right to Barbadoes in order to get onto St Asaph St (extra 3 minute loop maximum...)	Ben Reid

Submissions received on Proposal for a new policy on High Street improvements from Tuam Street to St Asaph Street, November 2022

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48620	Option 2	This area is meant to be for people. Putting in more turning options will encourage more cars and decrease bike numbers, which is the complete opposite of what our climate goals should be and will mean more threats for pedestrians from cars.	David Moore
48624	Option 2	It looks like an at grade car park, discouraging me from wanting to dwell in the area as a pedestrian spending money.	Darren Fidler
48625	Option 2	Heaps more bike parks please	Adrian Thein
48626	Option 2		Hugh Crozier
48627	Option 2	Option 2 seems safer for pedestrians	Dylan Goldsmith
48628	Option 2	Option 2 seems much safer for cyclists. I, as a cyclist, would not feel comfortable cycling down High Street if this right-hand turn is implemented.	Liam Gibson
48629	Option 1	I regularly cycle this way and the changes are a significant improvement. I support Option 1 as I can see the benefit for others but only if it can be designed in such a way that cyclists and pedestrians have the right of way. I also support the Spokes submission.	Anne Scott
48631	Option 2	I support the efforts to make this section of High St more pedestrian and cycling friendly. Specifically, the lower speed, one way treatment and narrowing of the street. I hope the mid-block crossing is at the same level as the footpath.  If a right turn into St Asaph is chosen then I would like to see cyclists having priority. This is part of a major cycling route which is having an increasing number of users. Cyclists will have just negotiated the Madras St crossing and would not want to lose momentum stopping again. The surface treatment should reflect the cycle way having priority.  Consideration should also be given to using one (or more) of the parking spaces for cycle parking (e.g Locky docks).	Richard Smith
48634	Option 2	Ensure enough cycle parking. Allow bars and cafes to overflow into the wider footpaths to increase vibrancy	Mitchell Anderson
48635	Option 1	I regularly bike through here to get to Ara and to Ferry Rd at various times of the day. It is becoming crowded at the St Asaph St intersection at busy times. High St is also part of my walking circuit at lunchtimes. This plan has a good balance of making it safer for pedestrians and cyclists and allowing some parking which is useful as it is one of the few safe, easy places to get picked up from my work nearby, particularly when carrying things which cannot easily go on the bike.	Jill Scott
48637	Option 2	It is far more important to provide safe alternatives for people who choose to cycle for health and safety, for our climate and for an enjoyable city. I have been hit by cars when there are similar turning options, even when they saw me, just because they didn't think they needed to give way to me.	Emily Lane
48639	Option 2	Overall support the plan, but the right turn will present a major conflict point between car drivers and cyclists, with the potential for serious injuries. There's sufficient access to the St Asaph St carpark via other roads, and if the concern is cars mounting the kerb and turning onto St Asaph St illegally, the kerb should be made high enough to deter this. More bike parking in the area is a positive too, for businesses and cyclists alike	Will Miller

Submissions received on Proposal for a new policy on High Street improvements from Tuam Street to St Asaph Street, November 2022

ID	Which option do you prefer?	Do you have any other comments or feedback?	Name - Organisation
48641	Option 2	<p>Putting a turn here into St Asaph turns High St into a thoroughfare rather than a destination. It is a far more pleasant St to hang out in and spend time and money in if the street environment is designed for people to linger in rather than drive through. Make it for people, not for cars.</p> <p>I'd expect the Hokitika Sandwich Company for example, would benefit more from paved area than a turning lane.</p> <p>The turning lane also makes it a more dangerous environment for pedestrians and people on bikes and micromobility. There are a lot of pedestrians around here (thanks to Ara and local businesses).</p> <p>A people focused environment also makes it better for those gathering before and after events at Te Kaha.</p>	Jessica Halliday
48643	Option 2	<p>Thank you, Christchurch City Council Staff, for the excellent design for this section of High Street. This will greatly enhance the area and provide a streetscape that is safe, people friendly and welcoming.</p> <p>Providing people with genuine transport choice is a critical step in reducing our carbon emissions. Not only that, supporting active transport and micro-mobility options like walking, wheelchair, mobility scooter, cycle and e-scooters is good for people's health and finances. Never underestimate the value of an environment where people can easily say hello to one another. All of this strengthens communities.</p> <p>I have really thought about this plan and have serious concerns with the option of exit on to St. Asaph Street. If we are serious about acting on the world's climate emergency, then we should not support a design that has pedestrians and people cycling to giving way in this situation.</p> <p>Given staff have made the argument the exit on to St. Asaph Street "will reduce unnecessary traffic on Madras Street", this implies the traffic volume is material. If that is the case, then it would mean the volume of traffic interacting with pedestrians and people cycling when turning on to St. Asaph Street would also be material. This could see multiple vehicles waiting at the paved exit and could introduce safety issues.</p> <p>A further concern with the exit on to St. Asaph Street is that High Street could be seen as a shortcut for people driving. This of course would increase the volume of traffic on what should be a quiet street. This would likely grow as more people discover it. Also, when people are taking a shortcut, their speed is likely to be higher (compared with if they had the intention to stop on High Street).</p> <p>For these reasons, Option 2 should be seriously considered the better option to ensure High Street remains a people friendly street.</p> <p>A final couple of points:</p> <p>Can we please make sure there are sufficient bike stands in the area.</p> <p>Can we please think about trying to encourage increased safety with e-scooter parking (e.g., intuitive, dedicated areas).</p>	Allan Taunt

Submission #48573

**Te Whatu Ora**  
Health New Zealand

1 November 2022

Christchurch City Council  
PO Box 73012  
Christchurch 8154

Tēnā koutou,

### Submission on High Street Improvements

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

### General Comments

4. We welcome the opportunity to comment on the High Street Improvements Proposal.  
The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively to address the determinants of health.
5. Transport is an important determinant of health. The mechanisms of this relationship are numerous. Road safety, vehicle emissions and air quality, physical activity levels and accessibility are some of the many factors associated with transport that have a profound impact on population health and wellbeing<sup>1</sup>.

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

Submission #48573

**Te Whatu Ora**  
Health New Zealand

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

### Specific question posed and response

*Which High Street, St. Asaph Street and Madras Street intersection option do you prefer?*

7. Overall, Te Mana Ora supports street design and improvements that support and provide for people who are walking and cycling. We also acknowledge the necessity of providing more bike parking for people who cycle in and around the central city.
8. Te Mana Ora does not support either intersection option but has recommended an alternative option below. Te Mana Ora acknowledges that the proposal makes reference to the advantages and disadvantages of each intersection option.
9. Te Mana Ora recommends that an alternative option (3) is considered for the street improvements on High Street that:
  - a) Creates a paved route;
  - b) Allows cars to turn right; and
  - c) Prioritises people who are walking and people who are cycling on the paved route using a give way sign.

Option 3: Allows access to the carpark on St Asaph Street, which brings business to the shops in the SALT district. Additionally, it still allows and encourages people cycling and walking to safely travel through this area. In order to prioritise cycling and walking, we recommend installing a give way to pedestrians and cyclists sign. Te Mana Ora believes option (3) would yield the most positive outcomes in respect to public safety, preserving and prioritising active transport, and stimulating business.

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



Submission #48573

**Te Whatu Ora**  
Health New Zealand

10. Te Mana Ora supports the reduction of the speed limit to 10kph. The risk of death or serious injury to a person walking or cycling decreases significantly with reduction in vehicle speed. In addition, Te Mana Ora seeks ways to encourage more people to walk, cycle, and scoot more often, and lower speed limits often mean that people feel safer to use these active transport modes.

### Other comments

11. Te Mana Ora is supportive of the overall aims of the High Street Proposal. Our rationale for this position is outlined below.

12. Transport and urban design influence the health and wellbeing of New Zealanders, as they can influence people's everyday behaviours and experiences.

13. Enabling and supporting active transport in urban design can, for example, increase individual physical activity and reduce air pollution, both of which have significant implications for population health<sup>3</sup>.

14. Additionally, recent research by Waka Kotahi NZ has highlighted the strong relationship between wellbeing and mental health and transport, noting that transport modes and choices have an impact on mood, transport satisfaction, life satisfaction, subjective wellbeing, and psychological distress<sup>4</sup>. Increased car traffic and high traffic speeds have a negative impact on social cohesion and connectedness whereas active transport has been shown to increase levels of social connectedness and daily social contact, which are critical for wellbeing and positive mental health<sup>5</sup>.

15. Further, there is consistent and growing evidence that increasing walking and cycling levels in the population achieves substantial economic return over the long term<sup>6</sup>. Outcomes most often considered are savings from reductions in health care costs, absenteeism, air pollution, congestion, and greenhouse gases, as well as gains in fuel

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

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

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

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

Submission #48573

**Te Whatu Ora**  
Health New Zealand

savings. Direct economic benefits have also been reported for retail and other businesses from investing in walkable communities with high amenity values and proximity to frequently used destinations such as shops, eating places, schools, and parks<sup>7</sup>.

16. Te Mana Ora recommends that the Christchurch City Council consider applying the Healthy Streets Indicators (see below) to any future street improvements and developments<sup>8</sup>. Street improvements, including those proposed for High Street, represent an opportunity to assess other aspects of the street and consider ways to further enable healthy outcomes.



<sup>7</sup> Community and Public Health. 2012. Review of studies that have quantified the economic benefits of intervention to increase walking and cycling for transport. <http://www.cph.co.nz/Files/QuantEconBenefitPhysicalActive.pdf>  
<sup>8</sup> <https://www.healthystreets.com/what-is-healthy-streets>

Submission #48573

**Te Whatu Ora**  
Health New Zealand

Conclusion

17. Te Mana Ora does not wish to be heard in support of this submission.
18. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.
19. Thank you for the opportunity to submit on the High Street Improvements Proposal.

Ngā mihi/Yours sincerely,



**Tanya McCall**  
Acting Regional Director Public Health Te Waipounamu  
National Public Health Service

Submission #48589

November 2022

To The Christchurch City Council

Please find attached our submission on the High Street improvements project

## Disabled Persons Assembly NZ

Contact:

**Chris Ford**  
**Regional Policy Advisor**

[Redacted]

[Redacted]

**Ingrid Robertson**  
**Christchurch Kaititui**

[Redacted]

[Redacted]

Submission #48589

## Introducing Disabled Persons Assembly

### We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

#### We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

#### We drive systemic change through:

**Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.

**Information and advice:** informing and advising on policies impacting on the lives of disabled people.

**Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.

**Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

Submission #48589

## The submission

DPA is providing this submission for the benefit of the Christchurch City Council in its deliberations on the High Street improvements.

DPA welcomes the proposals to improve the High Street area for all users including pedestrians, cyclists and motorists. We endorse all the proposals made around how to improve this area, especially the 10 km/h speed limit for vehicular traffic.

However, in this brief submission, we provide a disability perspective on how things can be improved further to ensure the greater accessibility of the High Street area.

### Preference for Option 1

DPA supports Option 1 as our main preference for accessibility reasons. We note, though, that while this proposal is largely positive, it will still be necessary to remind cyclists to give way to traffic. Recently our Christchurch Kaituitui encountered a cyclist who almost went through a red light. DPA believes it would be helpful to have signage put in place reminding cyclists to behave safely around both traffic and pedestrians in this space.

DPA also recommends that a raised pedestrian crossing should be inserted in High Street, to enable pedestrians to be clearly seen by traffic and cyclists.

DPA recommends that tactile strips be placed at crossings for blind and low vision people to navigate safely.

## DPA's recommendations

The Disabled Person's Assembly recommends:

- **Recommendation 1:** The need to have prominent signage put in place reminding cyclists of their responsibilities to behave safely around both traffic and pedestrians in this space.
- **Recommendation 2:** That a raised pedestrian crossing should be inserted in High Street, to enable pedestrians to be clearly seen by traffic and cyclists.
- **Recommendation 3:** That tactile strips be placed at crossings for blind and low vision people to navigate safely.

Submission #48630



High Street Improvements  
Submission from Spokes Canterbury

Reference: <https://www.ccc.govt.nz/the-council/haveyoursay/show/539>

Tēnā koutou katoa

Thank you for the opportunity to comment on the proposed High Street Improvements.

#### Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80.

#### Proposal


Spokes supports the overall plan for High Street. It is a significant improvement over the current layout for both cyclists and pedestrians.

- Spokes prefers a bi-directional cycleway (requiring the removal of more parking). It is possible that more vulnerable cyclists, such as parents with small children, will use the separated cycleway in both directions creating conflict, or alternatively the footpath on the Ara side. There is a lot of parking at the back of the shops off St Asaph Street.
- Making all of High Street a pedestrian and cycle-only street (i.e. all the way to Hereford/Colombo intersection) would be ideal as it supports walkable cities
- Supports the one-way treatment of High Street (SE travel only for cars) and the contra-flow cycleway. This will make it safer for cyclists than the current situation.
- Supports the narrowing mid-block to allow safe crossing for pedestrians (will this have formal zebra crossing markings too?).
- Supports the street trees, landscape plantings, and seats.
- A 10 km/hr limit is unrealistically slow for cyclists and for some going that slow becomes a balance issue, however experience on Oxford Terrace near the hospital has shown that 10 km/hr sends the right message and for the most part keeps both drivers and cyclists well under 20 km/hr particularly around vulnerable users.
- Spokes votes for **modified option 1** of the two current scenarios. We can see the benefit of an entrance to St Asaph Street for businesses and the community. We would like to see a compromise where the proposed connection to St Asaph Street gives the **right of way to cyclists and pedestrians**. Given the low speed and reasonable sight lines it should not be a problem if the whole pedestrian area was a raised level with the footpath and indicated that vehicles needed to take care and give way to cyclists and pedestrians. The paving will also help differentiate the area.

Submission #48630

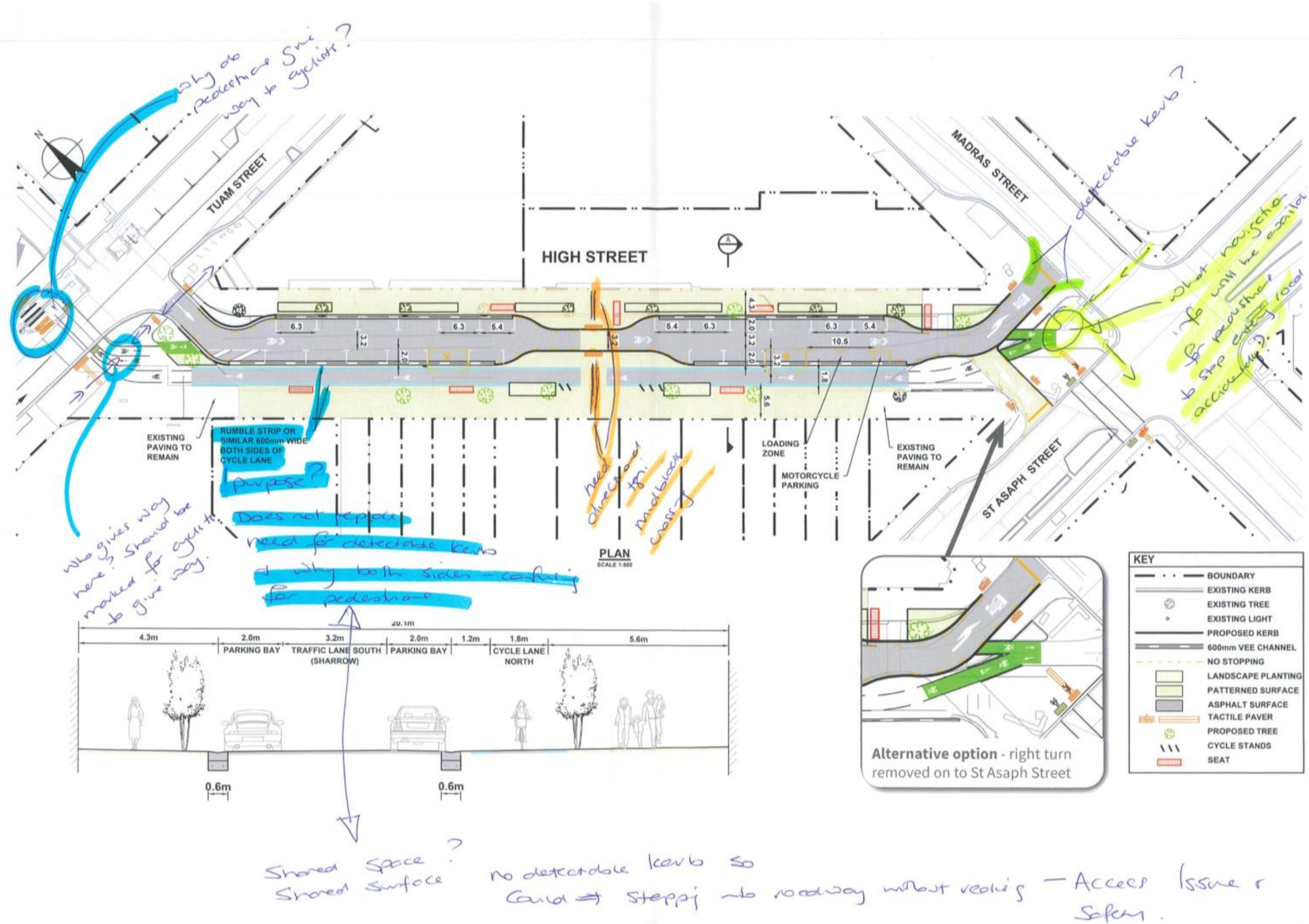
- The safest preferred path for pedestrians is unclear in image 2 when there is a car present waiting to turn into St Asaph St. There is a risk a pedestrian will walk in front of the car while the driver is looking the other way for a gap in the traffic.
- We are assuming that the footpath and cycleway are flat with the type of surface treatment the only difference. Height changes can create trip hazards for people with poor vision or mobility issues and these incidents reflect poorly on cycleways. However there have been some issues with this type of treatment on St Asaph St outside the pubs and Riccarton Road outside the new hospital building. Spokes prefers a 75 mm kerb between the cycleway and footpath as is best practice in the Netherlands and Denmark, and we have an example of this for a block or two on Colombo Street (Lichfield to St Asaph St). It is no more of a trip hazard than any other kerb for pedestrians (refer [http://usir.salford.ac.uk/id/eprint/28534/1/Accessibility\\_of\\_urban\\_spaces.pdf](http://usir.salford.ac.uk/id/eprint/28534/1/Accessibility_of_urban_spaces.pdf)). There would be kerb cuts for mobility impaired users at strategic locations.
- The growing number of cyclists using this route is creating congestion at the lights on the corner of St Asaph and Madras Streets at busy times. The new layout has simplified this area which should help.
- Please ensure adequate lighting at night for safety.
- These changes will make this area more attractive to cyclists. The original drawings we saw had five hooped bike stands planned but a few more would be handy in this busy area and would encourage greater use of the businesses in the area. Spokes suggests that this is an opportunity also for more Locky Docks as found in the Little High Carpark (and bike park) that forms part of the same city block.

I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arises.

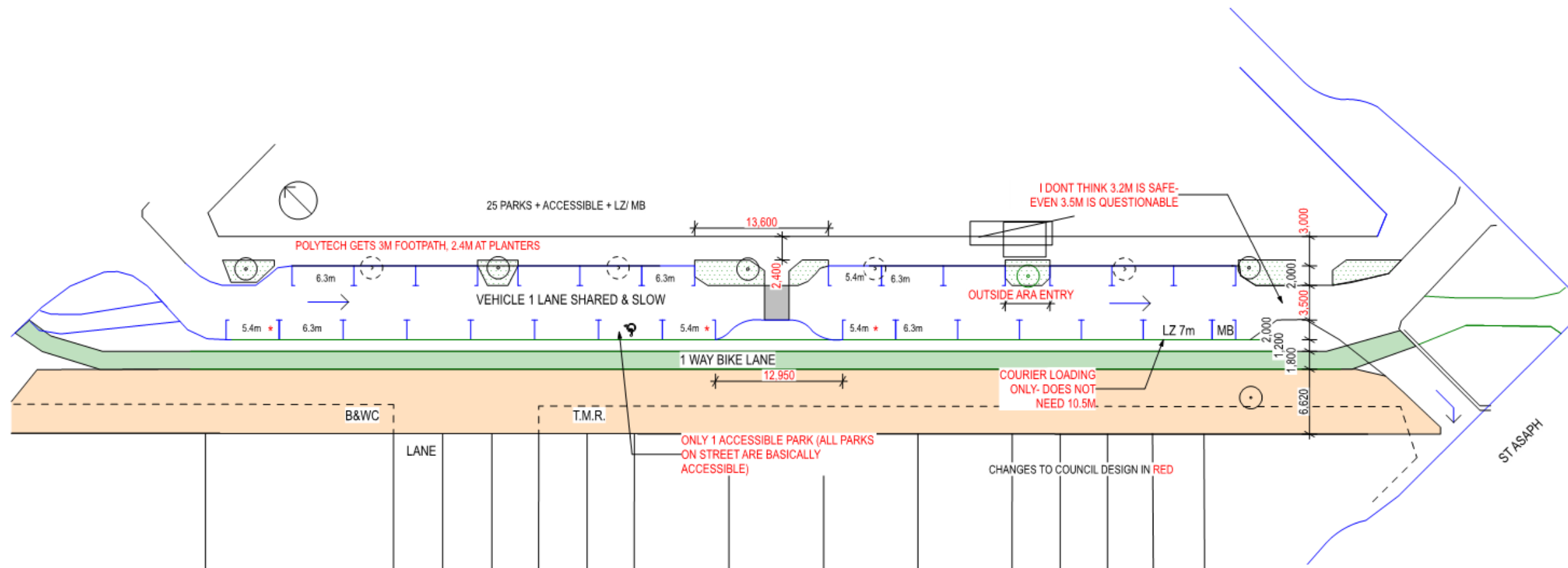
Anne Scott  
Submissions Co-ordinator  
Spokes Canterbury  




Submission #48636



Submission #48499

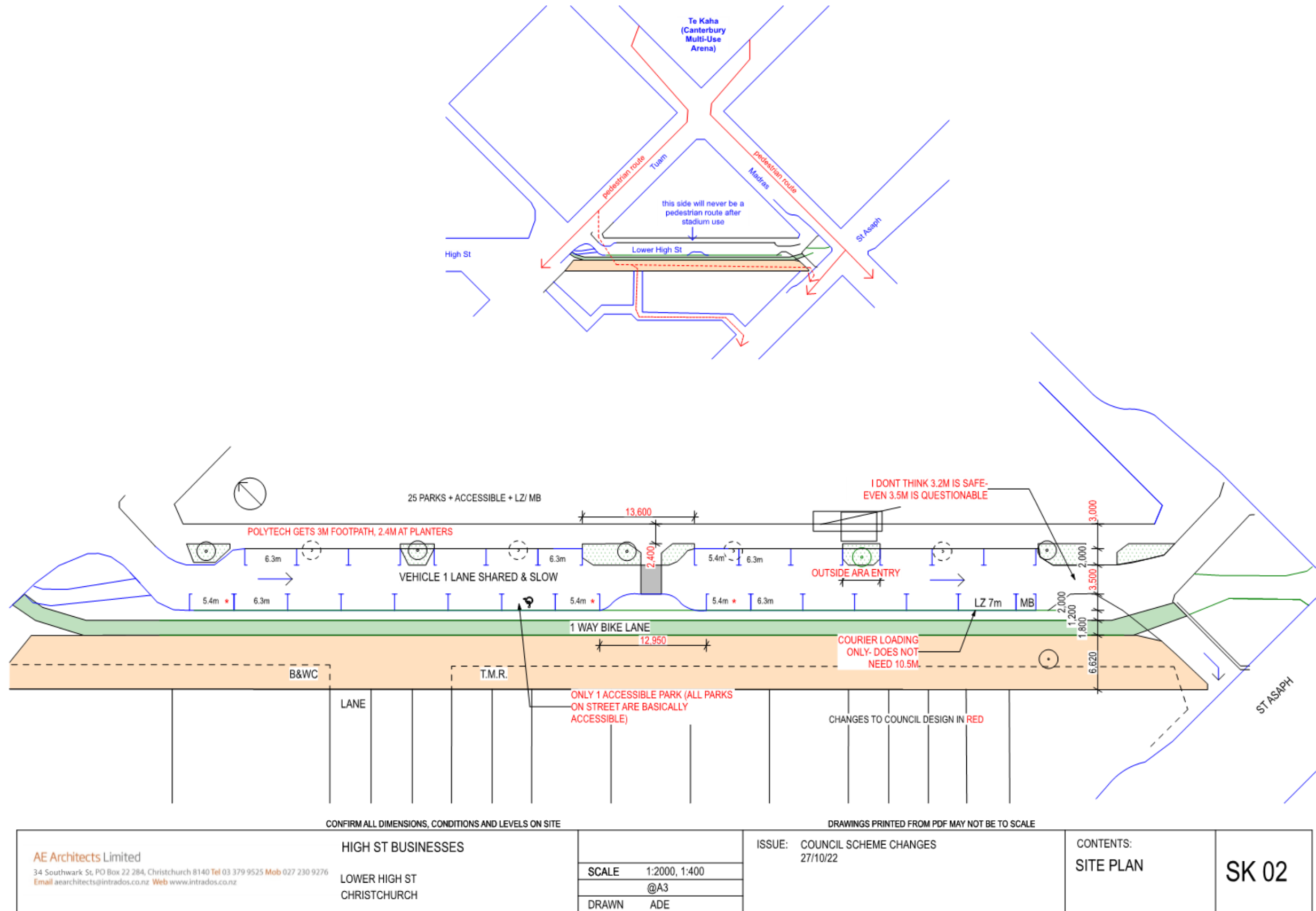


CONFIRM ALL DIMENSIONS, CONDITIONS AND LEVELS ON SITE

DRAWINGS PRINTED FROM PDF MAY NOT BE TO SCALE

<p><b>AE Architects Limited</b> 34 Southwark St, PO Box 22 284, Christchurch 8140 Tel 03 379 9525 Mob 027 230 9276 Email aearchitects@intradoc.co.nz Web www.intradoc.co.nz</p>	<p>HIGH ST BUSINESSES</p>	<p>ISSUE: COUNCIL SCHEME CHANGES 22/10/22</p>	<p>CONTENTS: SITE PLAN</p>	<p>SK 02</p>	
	<p>LOWER HIGH ST CHRISTCHURCH</p>				<p>SCALE 1:400</p>
	<p>DRAWN ADE</p>				<p>@A3</p>

Submission #48484



### Submitter issues and staff responses

Issue	Response
In the "Artistic Impression of Option 1" there appears to be a dedicated cycle way on the right handside of the street going. Why have it on this side of the street which have the retail shops? Why have it at all? It should be same road layout like the rest of High Street.	<p>Safety is very important to us going forward through this project. We have completed traffic modelling and safety audits as per NZTA and Council safety standards. We also went through the process of amending the design to take all users of the street space into account.</p> <p>Thank you for the reference, we have noted this and passed this feedback onto the project team. We are making the entire street levelled to accentuate the character of it being a shared space (which is in line with what is in the Boffa Miskell report), there will also be pedestrianisation implemented such as benches and plantings to make the space feel shared, the only exception to this is at the two pedestrian crossings where these will be raised to clearly mark these as crossing points. The previous section of High Street can be used as a rough example of what the character of the street will look like.</p> <p>Adding onto our previous response, we are looking to put clearly marked pedestrian crossings on the mid-block (where the sidewalk pinches together) and at the southern end (before the left and right turns).</p>
<p>What evidence is there to prove the right turn bay is needed?</p> <p>What is the justification for maintaining exclusive vehicle areas (asphalt areas), why can't the lane way be turned into a shared space maintaining delivery access?</p> <p>If the Right turn bay does proceed, where is the pedestrian priority? can zebra crossings go in?</p>	<p>Thanks for your feedback. The inclusion of the right turn is in response to feedback from previous consultation in 2019 . We will take your suggestions on board and discuss them with the design team in our next phase of the project.</p>
Can you get a tree either side (southeast side) of the mid block pedestrian crossing point?	We will be considering placement of trees in detailed design and will take your suggestion into account.
At Tuam St there are three cycle lanes, the middle one seems unnecessary. Is it also possible to have the cycle lanes cross the Tuam St footpath at a right angle, and then bend around into High St?	Thanks for your feedback. The middle lane shown is the existing cycle lane which will be replaced with the new design. We will raise your point regarding the crossing of the cycle lanes to the design team.
Would prefer option 1 but would prefer the cycle lane have right of way. Maybe a raised platform for that strip?	Thanks for your feedback. The preferred option will have a raised platform at the southern intersection and includes a separation between cyclists and pedestrians.
Is there any chance for a garden or planting in the square asphalted area on the corner of St Asaph and Madras Street.	Thanks for your feedback. We will be including landscaping in the detailed design.
Is there also a way to make the Madras Street, St Asaph Street, and High Street intersection have a diagonal crossing to aid the ease of access people have from High Street to Ara?	Thanks for your feedback. The intersection described is outside of the scope of this project but is included in the Te Kaha streets design.
Why do the cyclists have to give way to cars in the right turning lane, when the cars will be travelling at 10kmh and stopping 5m further on anyway? Can't you make this stretch similar to the avon river walk, i.e. a 'shared space'?	Thanks for your feedback. The intersection has been safety audited and shows that this is the safest layout.
This looks good, but I don't understand why cyclists need to give way to traffic from the right turning lane into St Asaph St. If there is a raised platform then why can't the cars give way to cyclists?	Thanks for your feedback. The intersection has been safety audited and shows that this is the safest layout.

### Submitter issues and staff responses

<p>I strongly support this upgraded connection; I use this corridor regularly to bike into town. The additional planting and seating is also welcomed, although it feels like there is not enough bike parking (esp on the east side of the street).</p> <p>I'm OK with providing the additional right-turn link into St Asaph, but I see no reason why it can't give way to the cycleway (which can be raised relative to the roadway to emphasise this). The cycleway is a strategically more important route than this minor access link and so the crossing priority should reflect that. Legally this is easy to achieve using GIVE WAY controls.</p> <p>If this link is provided, where will the existing bike stands and repair stand at the south end of High St be relocated to? Also, the bike stands near Tuam St would appear to be in the way of the realigned contra-flow cycleway - where will they go to? Perhaps some of the on-road hatched space could be re-used for bike parking?</p> <p>If this street is to become a 10km/h street, then effectively it will operate similarly to a shared space. In which case the pedestrian crossing points at the top/middle/bottom of the street should have priority over the minimal slow-moving traffic. Suggest you use raised crossing points to reinforce this.</p> <p>Except for the mobility parks, I'm unclear why you are proposing flush V-channels to mark the roadway edges; my worry is that some vehicles will park further onto the berms, which could create less room for pedestrian access and the "door zones" could also encroach on the contra-flow cycleway.</p> <p>Many people might wish to access the Little High Eatery bike parking via the gap between the buildings midway along High St (I use this regularly). The contra-flow cycleway north is now flush with the footpath making that easier to do, but there is no obvious way to access this entrance for riders from the north. I suggest that you slightly rejig the parking to provide an access gap between the parking bays (perhaps with a small kerb extension).</p> <p>It would be great if the southbound cycleway could feature an advance detector loop in the path as you approach the St Asaph St diagonal crossing, rather than only one at the stop line itself. There is often limited opportunity to get the diagonal crossing phase, and it would be nice to have a couple of extra seconds chance to call it. I assume that the realigned northbound contra-flow cycleway will also get a new advance detector approaching Tuam St?</p> <p>There is a cycle crossing proposed across the west side of St Asaph St at Madras that appears to cut across the end of the separator island. It's also not clear where this is heading to; I would have thought its main purpose was to connect to the St Asaph separated cycleway?</p>	<p>Great, thanks for your feedback (see comment below regarding bicycle parking)</p> <p>The intention is for the right turn link to be flush with the surrounding paving. It would be difficult to provide sufficient warning to a driver turning right of a priority cycleway immediately after turning off the High Street lane. This would create a safety issue for the cyclist through driver error. The volume of traffic undertaking the right turn is expected to be low meaning the majority of cyclists can continue through after sighting along the clear view up High Street of any approaching right turning vehicles.</p> <p>We will determine stage retention or relocation of existing street furniture e.g. bike stands and repair stands at detailed design (which will occur after consultation). This may involve minor adjustment of the cycleway to prevent relocation of existing stands.</p> <p>The design intent is for the roadway to be largely flush with the surrounding paved area with dish channel, paving, planters and street furniture providing the delineation. A raised crossing is feasible for the central crossing and will be looked at in detailed design.</p> <p>On the western side, the 1.2m separation from parking bay to the cycleway addresses the issue with doors opening out into the cycleway for vehicles parked within the road markings. While the risk of encroachment into the 1.2m buffer will exist, the parking area will be clearly marked by the paving strip adjacent to the cycle paving, so that an approaching cyclist will be aware of an upcoming hazard should a vehicle park within the buffer zone. On the eastern side of the road, the main pedestrian route is behind proposed planting beds similar to the existing situation.</p> <p>The 6.2m parking bays will typically provide a gap of over 1m between parked vehicles. This will allow a cyclist who has entered the southbound shared lane to access the northbound laneway. Formalising a route through parking bays for southbound cyclists would create a conflict point with the northbound cycleway.</p> <p>This has been noted and we will look into adding an advanced detector loop.</p> <p>We agree the crossing should connect into the St Asaph St cycle lane with the island to be modified.</p>
<p>I would like to see more than five bike -maybe include a Locky Dock, also are there any disability parking planned? .</p>	<p>Thanks for your feedback. Mobility parking has been included. Bicycle parking will be looked at during the next phase of the project.</p>
<p>...The third reason I oppose this option is that it sees the removal of the attractive and practical cycle-shaped stands, and tool station outside Hokitika Sandwich shop...</p>	<p>Thanks for your feedback. The cycle stands and tool station outside Hokitika Sandwich company will be temporarily removed during construction and replaced.</p>

## 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 at the beginning of the Volume of “*Heard Submissions*”.

## 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 High Street Improvements to the Council.