

Hearings Panel

ATTACHMENTS UNDER SEPARATE COVER

Date:

Friday 3 March 2023

Time:

11 am

Venue:

Te Kaha Surrounding Streets
Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

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n/o		First name	Last name	City/Town	Name of organisation	Your role	Attachment	What option for Lichfield Street (Manchester to Madras)?	Do you have any comments on our plans for Lichfield Street (Manchester to Madras)?	Do you have any comments on our plans for Madras Street (St Asaph to Lattimer Square)?	Do you have any comments on our plans for Madras Street (Moorhouse to St Asaph)?	Do you have any comments on our plans for Tuam Street (Madras to Fitzgerald)?	Do you have any comments on our plans for Lichfield Street (Barbadoes to Fitzgerald)?	Do you have any comments on our plans for Barbadoes Street (Hereford to Tuam)?
								Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	This is overall comment but how what the City Council have come up with and it is clear you have really taken an approach that looks into the future and future needs, in many ways future proofing the area around the stadium. We have a Mayor and Councillor's who campaigned on getting things done and making this the best city we can, this is their time on such a decision to step up and show meaning to their words. When you travel overseas and visit similar facilities the surrounds are nearly as first class as the venue themselves, you can only walk or travel around them slowly and respects the users of the facility. If we do not programme this in now, it is something we will need to do in the future at a much greater cost and most likely doing works around the stadium while it is in use further down the track. At the time we had Councilor's opposed for the roading in and around the Terrace and the slow speeds, pedestrian/cycleways it is now one of the most popular areas in the city and this will allow the stadium surrounds to be much the same if we accept Option A. Let's just get it done now, make it a facility and surrounds that lead the way in NZ and not push the financial burden out in the future for future generations, let's just get it done for future generations to enjoy. Let's just not oppose it to get some favorable clip bites in the Press or on local radio - do what is right for the future of this City. We need to move away from the mentality that we can park right outside venues and use our public transport options as someone who lived in Queen Street in Auckland appreciated firsthand our public transport can be used to and for major events and how much safer that can be.					
48561	No	Marc	Duff	Christchurch			No	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Please see attached document for comments. The paved pedestrian crossings can cause issues for pedestrians - particularly those who use long canes, and other mobility devices that can be caught in between the pavers and when they become uneven. The texture needs to ensure they are not slippery but also not too non slip that they become a hazard for those with restricted gait. Recommend pedestrian priority on all footpaths including where the tram crosses the pedestrian path. Do all footpaths have detectable kerbs so pedestrians who have a vision impairment do not enter the road accidentally with no warning? Tactile ground surface indicators - there are some directional tgsi that are not required. A review before installation should be undertaken. There are new installations around the city that do not comply with RTS 14 or could have been better designed for less warning tgsi being required and easier layouts.	The paved pedestrian crossings can cause issues for pedestrians - particularly those who use long canes, and other mobility devices that can be caught in between the pavers and when they become uneven. The texture needs to ensure they are not slippery but also not too non slip that they become a hazard for those with restricted gait. Recommend pedestrian priority on all footpaths including where the tram crosses the pedestrian path. Do all footpaths have detectable kerbs so pedestrians who have a vision impairment do not enter the road accidentally with no warning? Tactile ground surface indicators - there are some directional tgsi that are not required. A review before installation should be undertaken. There are new installations around the city that do not comply with RTS 14 or could have been better designed for less warning tgsi being required and easier layouts.	Recommend: - Install raised zebra crossing at the slip lane on Moorhouse Avenue to give pedestrians priority and facilitate easier crossing in a noisy area. - Install warning tgsi on Allen Street and Southwark Street. - Install tgsi to keep pedestrians from entering St Asaph/Madras roadway at the cycle lane as there is no detectable kerbs. What is the pedestrian route from High Street and on Madras heading to the intersection? It does not appear easy for pedestrians to navigate. Are all kerbs detectable including at intersections between kerb ramps?	Some directional tgsi not required. Refer to previous comments for paved pedestrian crossings - recommend the pedestrian crossing is smooth even surface. Are all kerbs at intersections detectable?	Are all kerbs detectable including at intersections between kerb ramps? Recommend to install warning tgsi at side streets where these are currently not installed. Refer to previous comments for paved pedestrian crossings - recommend the pedestrian crossing is smooth even surface. Request detail on Clarkson Avenue crossing and installation of tgsi.	Refer to previous comments for paved pedestrian crossings - recommend the pedestrian crossing is smooth even surface. Are all kerbs detectable including at intersections between kerb ramps?
48633	No	Carina	Duke	Christchurch	Living Streets Aotearoa	Vice President	Yes	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Do it once and do it right! Option 1 will make the area attractive to citizens and most businesses. I know that the owner of the Dux is opposed and thinks that losing carparks on Lichfield Street will affect his business. His evidence for this is? Twenty odd carparks in full use during the day couple of weeks ago and only three people in his business. I wonder if any of them actually drove there. Domino's is probably the only business that is really affected. But most people, me included, book food on the app then walk in the door at the scheduled time and walk straight out. You have provided short term parking in Madras Street for the takeaway businesses in Lichfield.	PDD parking. Why? Eight cars only per day outside the Bedford Apartments. Why? Who gets to use it? I have road and re-road what you have to say and can't get a handle on the rationale other than perhaps it looks good on a plan. The thing that is missing is consideration for the heaps of cyclists who use this piece of road every morning. The road is wide enough for them at present. This plan makes cyclists compete with cars and, worse, heavy trucks. 30km/h looks good on paper but not a lot of people adhere to it along Tuam or St Asaph at present so why would they slow down for the stretch you propose on Madras? In the absence of regular and consistent enforcement it won't happen. At least cyclists have a cycleway on St Asaph and Tuam.	I'm not affected in any way.	I'm not affected in any way.	I'm not affected in any way.	I'm not affected in any way.
48677	No	John	Reilly	Christchurch	Foster A Forest	Co-Founder	No	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Can there be a regional internet and television station built? Possibly begin with a place where people can go to and speak into a camera that's 24/7 live streamed.					
48283	No	Joe	Higgins	Christchurch			No	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	I think given the current level of traffic and increasing bicycle, electric scooter and walking uptake in the city, it makes perfect sense to prioritise pedestrian and small transport in favour of cars.					
48063	No	Nic	Barker	Christchurch	Christchurch Bridge Club Incorporated	Club Manager	No							
49195	No	Sue	Edwards	Christchurch	Carter Group Limited	General Counsel	Yes	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	Option 2 is the only viable and sensible option. Lichfield Street must remain two-way. A 10km per hour speed limit is not viable. Our overall comments and concerns in relation to the Te Kaha surrounding streets proposal are as follows. 1. The proposals do not support a business-friendly and accessible city. The approach of the Council is removing the ability of Christchurch residents to choose the mode of transport that suits them best to access the central city. 2. Christchurch's central business district must remain vibrant to encourage future investment. Economic activity and viability of the central city is important for businesses, job security, job and business opportunities, and the city's long-term future. We do not want changes inadvertently pushing development and investment back to the fringes of the city (as was occurring prior to the earthquakes). The concerns of the "donut" CBD immediately after the earthquakes will return. 3. The city has become less accessible rather than more accessible due to narrow laned roads, extra wide footpaths, bus lanes, slower speed limits and the removal of carparks. Reducing on-street parking, introducing speed limits and narrowing streets makes the central city more inaccessible. 4. Christchurch already has well planned areas for pedestrians and outdoor dining. There are existing options for outdoor dining along The Terrace, outside Riverside Market and in the laneways around Dua Central and Strange's Lane. And numerous pedestrian friendly areas along Cashel Mall, High Street, Oxford Terrace, New Regent Street and Cathedral Square. It is a matter of balance and it is important that Christchurch's population is equal to comparable sized cities. It may emerge that what has been achieved since the earthquakes is a leading global example of a well planned CBD for a city of Christchurch's size. 5. Although this project is most important the surroundings to the city can wait as our city settles into some kind of order. One tends to forget that the business area is first coming to a great future. Central living is only mainly a new thing and should have been started much earlier. Often it seems the Council does not get it's priorities right! So this all needs plenty of time. The business area is still struggling and has been here for years. The stadium will be 2-3 years away!!! LETS CONTINUE TO IMPROVE OUR LIVING ROOM BEFORE THE DRAWING ROOM IS APPROVED!! Underground services need to be in but the surface can wait. Parking buildings need to be made for out of town patrons to use. The old Tax Building could be made into a carpark? or the site could be adapted for this purpose? Let things run as they are with better access for cycles/buses/trams etc. When looking at the overall plan a lot of money is planned to be spent. Some \$20 million proposed. This money can be spent on the maintenance priorities needed now in the more visible areas Victoria Square/Cathedral Square. Any money left to the stadium project. LET US CONCENTRATE ON THE TOURIST/CITIZENS BEST VALUE FOR MONEY AND IN STAGES! LETS KEEP A BALANCE HERE AND DONT GO OVERBOARD. CARS ARE LESS IMPORTANT BUT ACCESS TO THE CITY BY OTHER MEANS IS. I WOULD LIKE TO SUPPORT OPTION1 WITH RESERVATION. Business vs. neighbourhood? WE LIVE IN UNCERTAIN TIMES!!					
49338	No	Nicki	Carter	Christchurch			No	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Strongly agree with the reasons for this. It is so important to provide visitors with a safe and pleasant connection between the stadium and the rest of the central city. It would make no sense to have to set up traffic management for every event.	Of course you want this pedestrian friendly! It is the right next to the stadium. This gets the balance right between creating an attractive and safer space, while still providing a good traffic flow for most of the time.	Really important to include this as it is a long section and difficult for pedestrians to safely cross. It creates a barrier between Ara and the cafes and shops such as Black Betties and the Biced Quarter. The 30km/hr limit should extend down streets to the west of Madras (through to Manchester Street) as these are narrow streets and 50km/hr is just not a safe speed.	Strongly agree with the reasons for this. Totally agree with making this one-way. There are regular incidents and near misses as cars move from the one-way to two-way. Currently it is not intuitive, which makes it dangerous.	Support this. Streets immediately around such a high volume facility need to reflect the impacts of it. Also makes it more attractive for the great bars and restaurants there. And lets face it, there will be more than enough people to share between bars and restaurants here and those in other nearby areas such as the Terrace.	Main entrance means lots of people. This makes it safer and more attractive while still retaining a main traffic route.
49384	No	John W.	Thacker	Governors Bay			No							
49281	No	Richard	Bell	Christchurch	Waikato Greyhound-Cathedral Heathcote Community Board	Chairman on Board	Yes	Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses	Overall, the Board strongly supports living streets that make active transport safer and create more spaces for outdoor dining. We know that lower speeds save lives and promote healthy, low emissions travel. And more outdoor dining opportunities increase day-to-day use of streets, supporting local businesses and encouraging social interaction.	We support the Council's proposal as it would create a safer and more vibrant living street.	We support the Council's proposal as it would create a safer and more vibrant living street.	We support the Council's proposal as it would create a safer and more vibrant living street.	We support the Council's proposal as it would create a safer and more vibrant living street.	We support the Council's proposal as it would create a safer and more vibrant living street.
49331	No	Callum	Ward	Christchurch	Stockman Group Limited	Manager	Yes	Option 2 - a minimal redesign maintaining two-way vehicular access and some time-restricted parking	The Road corridor services a major car park and a lot of smaller food takeaway businesses, it in addition provides Parks for the restaurant/Bars in the Lanes behind.	See Attached	See Attached	See Attached	See Attached	See Attached
49227	No	Shaun	Stockman	Christchurch			Yes		to Remove car-parks is going to strangle the Bars/Restaurants and the Takeaway foodies in one go - well done!					

Submissions on the Te Kaha Surrounding Streets

**Heard Submissions
8 March 2023**



SUBMITTERS WHO WISH TO BE HEARD

8 March 2023

Time	Submission Number	Submitter
9:05am	48561	Marc Duff
9:10am	48633	Carina Duke – Vice President, Living Streets Aotearoa
9:25am	48677	John Reilly (no longer able to attend)
9:35am	48283	Joe Higgins – Co-Founder, Foster A Forest
9:55am	48063	Nic Barker
10:10am	49195	Sue Edwards – Club Manager, Christchurch Bridge Club Incorporated.
10:25am	49338	Nicki Carter – Carter Group Limited
10:40am	49384	John Thacker
10:50am	49281	Richard Ball (no longer able to attend however has emailed further information saved in BTC)
11:20am	49331	Callum Ward
11:35am	49227	Shaun Stockman – MD, Stockman Group Limited

CHRISTCHURCH CITY COUNCIL
Te Kaha Surrounding Streets

**Not to Be Heard and No Longer Wish to
be Heard Submissions**

CHRISTCHURCH CITY COUNCIL

Te Kaha Surroundings Streets

SUBMITTERS NOT TO BE HEARD AND WHO NO LONGER WISH TO BE HEARD

Submission Number	Submitter
47603	Geoffrey Shaw
47832	George Laxton
47907	Kevin Spaul
48121	Niwa Rangiwhetu
48263	Brendon Ayers
48273	Patrick Delahunty
48313	Joseph Loughridge
48405	Julie Tolchard
48442	Peter Hume
48474	Jackson Davey
48751	Chris O'Donnell
49149	Scott Nelson
49168	Graeme Robb
49309	Christie Williams
49366	Jillian Frater