

Hearings Panel

Gloucester Street “Streets for People” Trial

AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: Monday 12 August 2024
Time: 9.30 am
Venue: Gloucester Street "Streets for People" Trial
Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Panel

Members

Councillor Mark Peters
Councillor Sara Templeton
Community Board Chairperson Emma Norrish

2 August 2024

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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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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. Gloucester Street "Streets for People" Trial

Reference Te Tohutoro: 24/440771

Responsible Officer(s) Te Lauren Boyce, Transport Project Manager

Pou Matua: Hannah Ballantyne, Senior Engagement Advisor

Accountable ELT

Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to advise the Hearings Panel on the outcomes of the feedback obtained from consultation and engagement and of the data obtained from the monitoring and evaluation during the Gloucester Street - Streets for People trial.
- 1.2 This report also requests that the Hearings Panel make a recommendation to the Council on the future layout of Gloucester Street between Colombo Street and Manchester Street.
- 1.3 This is a staff-initiated report.
- 1.4 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by undertaking a significance assessment and has been classified as medium due to the number of people affected, the level of impact on those affected, the high level of key stakeholder interest and the potential impacts on future social, economic and cultural wellbeing of the city.

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receives the information in the Gloucester Street "Streets for People" Trial Report and considers the written and oral submissions made as part of the public consultation process.
2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Recommends that Council approves the staff recommendation to retain an amended trial layout, as shown in **Attachment B**, until permanent changes are made.
 - a. Noting the amended layout retains many of the existing layout features but has been adapted to accommodate the removal of the hoardings on Gloucester Street following construction of the Court Theatre and includes minor design changes to address identified issues.
4. Recommends that the detailed traffic resolutions required to implement the changes, are brought back to Council for approval when the final layout has been confirmed.
5. Recommends that Council consider funding for permanent changes to Gloucester Street to be considered in a future Annual Plan/Long Term Plan.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Christchurch's Performing Arts Precinct was part of the *Christchurch Central Recovery Plan* (CERA, 2012). It sits north of Gloucester Street and includes the Court Theatre, Isaac Theatre

- Royal, The Piano and further developments. Gloucester Street connects the Performing Arts Precinct with Turanga, Te Pae, Cathedral Square and beyond and is anticipated to be a high pedestrian activity area.
- 3.2 The Gloucester Street “Streets for People” trial allowed Council to test transitional improvements to Gloucester Street, which included changes such as lowering the speed limit, adding street furniture, adding speed reduction measures, new paint marking and other features that would create an environment that is safe and attractive for road users. Construction of the trial layout finished in December 2023.
 - 3.3 Monitoring and evaluation was carried out during the trial to understand the project's impact. Sections 4.31 and 4.32 of this report provides a summary of the data collected during the trial period, which was used to determine how well the trial layout met the project objectives of creating a safe space for all, creating a destination, providing travel choice and increasing public trust and support.
 - 3.4 The monitoring data showed that the 85th percentile vehicle speed throughout the trial period was higher than the posted speed of 10km/h, however, vehicle speeds on Gloucester Street decreased by 44% on average and vehicle volumes decreased by 30%. Over half of submitters (57%) submitters indicated that they feel safer using the street new compared to before the trial.
 - 3.5 Feedback relating to creating a destination showed that visitors to Christchurch liked the changes, with between 68-87% saying to keep each aspect of the trial layout. However, business and local organisation were mostly opposed to the changes, with between 58-73% wanting to get rid of each aspect. The economic data obtained shows that overall spending in the local area increased during the trial period, with total monthly spend increased by 12.5% and the number of transactions increased by 11.3%, and the average number of pedestrians per hour increased by 7%.
 - 3.6 Monitoring showed that travel choice improved over the trial period, with a 33% increase in average cycling numbers (from 15 cyclists per hour to 21 cyclists per hour) and a slight increase in scooter numbers (from 6 scooters per hour to 8 scooters per hour). Feedback also indicated an increase in public trust and support, with the majority supporting the trial layout.
 - 3.7 Engagement carried out throughout the trial period indicated that there were more people in favour of the various design elements and overall project than opposed, with support for the respective design elements ranging between 46% and 73% and opposition for the respective design elements ranging between 16% and 28%.
 - 3.8 Based on the feedback data gathered during consultation, and monitoring and evaluation, the recommended option is **Option 1: Retain an amended trial layout.**

4. Background/Context Te Horopaki

Why Gloucester Street?

- 4.1 The *Christchurch Central Recovery Plan* (CERA, 2012) was developed following the 2011 earthquakes and included several new “anchor” projects within the central city.
 - 4.1.1 One of the anchor projects was the Performing Arts Precinct, located between Gloucester Street, Armagh Street, Colombo Street and New Regent Street. The precinct includes The Piano music centre, the Isaac Theatre Royal and will soon contain the new Court Theatre. The remainder of the Performing Arts Precinct public spaces will be subject to a comprehensive public realm upgrade with new laneways and a central courtyard. Funding for these upgrades is included in the 2024-2034 Long Term Plan as

Performing Arts Precinct Public Realm project, with spending planned between FY24/25 and FY27/28.

- 4.1.2 The future form of Gloucester Street was described in *An Accessible City – the Streets and Spaces Design Guide* (CERA, 2015), which was developed to demonstrate the intended form and function of central city streets. However, changes to development patterns – most notably the removal of two parking buildings in close proximity to Gloucester Street – means that the street may not function as originally anticipated.
- 4.2 Given its strategic location for residents and tourists – linking New Regent Street, Te Pae, Tūranga, the Performing Arts Precinct, and Cathedral Square – there was an opportunity to consider a different form and function for this street, which aligned with New Zealand Transport Agency (NZTA) Streets for People Trial.
 - 4.2.1 Further information detailing the background for development of the Performing Arts Precinct and the selection of Gloucester Street for future development is provided in **Attachment C**.
- 4.3 When NZTA requested applications for its Streets for People funding programme, they were seeking projects that support an increase in active travel or safety, offering an opportunity to trial temporary changes to inform designs for future permanent changes.

New Zealand Transport Agency Waka Kotahi's Streets for People Programme

- 4.4 In February 2022, Council was successful in their application for Streets for People funding to trial transitional improvements to Gloucester Street between Colombo and Manchester Street.
- 4.5 NZTA approved funding the trial at a high assistance rate of 90%, with the remaining 10% funded by Council. This came with conditions, most notably that the trial must be completed and data gathered and analysed by the end of June 2024, as the funding window would close after this date.

Initial Proposal

- 4.6 The trial aimed to promote a shared space and low speed environment, reflect the emerging land uses along the corridor, the streets identity as the boundary of a Performing Arts Precinct with high pedestrian demand and the strategic location linking several popular Christchurch attractions.
- 4.7 The plan was developed in discussion with businesses and organisations based on this section of Gloucester Street from September 2022.
- 4.8 During early engagement there was general support of the key moves of the project, with most concerns satisfied by the ability of the trial to be adapted throughout.
- 4.9 The proposed design included paint and planters within the road space, a low-speed environment (10km/h), one way traffic flow for motorised vehicles (westbound travel only), a Wāhi Taiao (stage) performance space, and outdoor dining areas.
- 4.10 The trial was scheduled to begin in March 2023 to tie in with a number of events in the Central City.
- 4.11 In February 2023, TMP signage went up ahead of the trial being installed which resulted in negative feedback about the one-way design of the trial being received from some central city businesses. In response to this, the then Chief Executive paused the project until Council were able to make a decision on next steps.

Revised Proposal for Implementation

- 4.12 On 6 September 2023, a staff report to Council recommended that Council not proceed with the delivery of this project. This recommendation was based on the relative advantages and disadvantages of proceeding with the project, where the advantages were considered to be;
- the opportunity to trial changes at low cost to Council,
 - the ability to obtain data to guide the permanent design of Gloucester Street,
 - prior engagement with businesses along Gloucester Street indicated that they were largely in favour of the design and supportive of the vision for the corridor,
 - the ability to adapt the trial layout as development progresses on Gloucester Street, and
 - the project would not be permanent, so the street could be returned to its original function if required.

The disadvantages were considered to be;

- the difficulty of being able to fully deliver the project within the NZTA funding window,
 - the uncertainty and ongoing construction activity on adjacent sites meant the project timing was not considered appropriate,
 - The trial would respond to current use and behaviour, which was modified by on-going construction in the vicinity, so it may not be predictive of future use and behaviour, and
 - changes to Gloucester Street had the potential to add to existing concerns about lack of parking and access due to the Court Theatre construction.
- 4.13 Council did not support the staff recommendation and instead voted for a foreshadowed motion to deliver the trial, with a condition that it allow for two-way traffic flow, and that the trial stay in place until the end of June 2024. This re-started work on the project.
- 4.14 The resulting updated plan allowed two-way traffic flow, incorporated a low vehicle speed (10km/h) environment, a one lane section at the western end, and used paint and planters within the road space. Outdoor dining areas (outside Odeon and Francesca's Italian Kitchen) and a Wāhi Taiao (stage) for performances were also included. This was shown to the Community Board on 26 October 2023 prior to further stakeholder consultation
- 4.15 Further engagement with all stakeholders interested in the project to date informed the development of a new plan for the trial. At this point, some business stakeholders raised concern about the 'pinch point' on the western end.
- 4.16 At the instruction of the then Chief Executive, the design was adapted to allow for two lane access throughout the entire stretch of road. Without the 'pinch point', additional speed cushions were included to attempt to achieve the emphasised slow speed environment. The construction plans for this design are provided in **Attachment A**.
- 4.17 Construction commenced on 12th November 2023 with the trial period officially starting on 11th December 2023. The trial was carried out under temporary traffic management, which allowed for changes to be made to the layout during the trial in response to feedback from the post construction safety audit, local stakeholders, the public and the project team.

During the trial

- 4.18 An objective of the trial was to activate the street by creating a safe and pedestrian friendly environment to attract people to the trial area. The activation provided an opportunity for monitoring to be carried out on how people engaged with the space and moved around the

area. It also provided an opportunity for feedback to be collected from attendees and changes to be made reflecting feedback

Events

4.19 Activation events carried out during the trial period included:

Date	Activation/Event
2 nd February 2024	Chalk art installation, featuring angel wings, on Tūranga wall
2 nd March 2024	Circability Trust play session
8 th March 2024	Morning People dance party
9 th March 2024	Circability Trust play session
16 th March 2024	Mini Street party (on 146 Gloucester St)
12 th April 2024	More FM Kinky Boots drag race

Feedback

4.20 Public feedback was collected, between 11th December 2023 and 19th February 2024, to determine the public's view of the temporary changes made and guide staff on what changes should be made to Gloucester Street during the trial. A full analysis of submissions from this stage is available in **Attachment E** and is summarised in Section 6 under "Community Impacts and Views" in this report.

4.21 Changes made during the trial period in response to feedback from stakeholders and public included;

Feedback	Change made
Difficult for heavy vehicles to manoeuvre between planters and into bus parking	Relocation of planters to improve bus/heavy vehicle access
No parking spaces for quick book drop off at Turanga	Converted one mobility space outside Turanga (on Gloucester Street) to a P5 space. Following this change, there were three mobility spaces remaining outside Turanga (two on Colombo Street, one on Gloucester Street)
Outdoor dining space wasn't working for Francesca's Italian Kitchen, as the rubbish being left by people using the tables and chairs was creating additional work for staff at Francesca's and they didn't have enough staff to cover both the inside and outside spaces.	Tables and chairs were removed from outside Francesca's Italian Kitchen.

4.22 Changes made by the Council project team in response to observations or data collected during the trial were;

Observation/Data collected	Change made
Vehicles travelling too fast through midblock section	Midblock speed cushions added, outside Francesca's Italian Kitchen, to reduce vehicle speeds

Leased site (146 Gloucester Street) not well used by public due to unsuitable surface material	Site was resurfaced with artificial turf. Planters and seating were rearranged to make the site more attractive and usable.
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- 4.23 Consultation closed on 20th February 2024, however visitors to Gloucester Street are still able to provide feedback on anything urgent about the trial through the visitor survey, which staff have been monitoring. After 20th February 2024, all respondents from the trial feedback stage were advised of the opportunity to make a formal submission to the Hearings Panel.

Monitoring and Evaluation

- 4.24 Monitoring and evaluation were carried out by Abley Transportation Consultants. The monitoring period ran between 11th December 2023 and 18th March 2024 and involved collecting data through a variety of methods including, parking occupancy surveys, traffic tube data (vehicle counts, vehicle speeds, peak traffic periods, cycle volumes), Crash data and pedestrian surveys.
- 4.25 Towards the end of the official trial period, it became clear there would not be sufficient time to complete the evaluation in time for the full hearings process to be carried out and a decision to be made by Council within the Streets for People funding period. As such, a recommendation was presented to Council on 1 May 2024 that the trial period be extended until Oct 2024 to enable the full decision-making process to be carried out. This recommendation was approved by Council.
- 4.26 The following related memos/information were circulated to the members of the meeting:

Date	Subject	Link
February 2022	Briefing	
April 2022	Memo	
August 2022	Memo	
December 2022	Community Board Briefing	
February 2023	Briefing	
22 August 2023	Briefing to Council	
6 September 2023	Council meeting - Decision to proceed with trial	Minutes of Council - Wednesday, 6 September 2023 (infocouncil.biz)
27 September 2023	Memo	
26 October 2023	Community Board Briefing	
1 May 2024	Council meeting – Decision to extend trial period	Minutes of Council - Wednesday, 1 May 2024 (infocouncil.biz)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.27 The following reasonably practicable options were considered and are assessed in this report:
- **Option 1:** Retain an amended trial layout and consider funding for a long-term option in a future Annual or Long Term Plan.
 - **Option 2:** Full removal of the trial layout
- 4.28 The following options were considered but ruled out:

- **Option 3:** Retain the existing trial layout - This option was discounted as it does not allow for future change following the removal of the hoarding on Gloucester Street outside the new Court Theatre building.
- **Option 4:** Make permanent changes to Gloucester Street - This option was not considered further as there is not available budget in the FY24 – FY34 Long Term Plan. Any future permanent changes to the street will need to be considered as part of future Annual Plans or Long Term Plans.

Options Descriptions Ngā Kōwhiringa

4.29 Preferred Option: Option 1 - Retain an amended trial layout

4.29.1 **Option Description:** This option primarily involves retaining the changes made through the trial until a permanent solution is developed for Gloucester Street. An additional change to the current layout to accommodate the upcoming removal of the hoarding on Gloucester Street following the Court Theatre's construction is part of this option. It will also include an extension to the coach parking space outside Fable Hotel to improve the ability of tour coaches to manoeuvre in this space. The proposed amended trial layout is shown in **Attachment B**)

4.29.2 The amended layout would be legalised through traffic resolutions.

4.29.3 It would be relatively cheap and easy to make further adaptations if required based on future adjacent developments. Elements that could be easily changed include, but are not limited to, removing the outdoor dining areas, removing the Wahi Taiao (stage) or changes to the parking provision.

4.29.4 This option retains the 10km/h speed limit that was adopted during the trial. It should be noted that changes to speed limits are currently on hold while the consultation and decision-making process is being carried out on the *Setting of Speed Limits 2024 Land Transport Rule*. However, should Council be required to change Gloucester Street back to 50km/h, it is considered that the presence of speed cushions and the location of physical design features used during the trial will continue to encourage a low-speed environment.

4.29.5 Option Advantages

- Retains the placemaking, pedestrian and cycling advantages of the current layout
- The space gained by removal of the hoarding for the Court Theatre construction provides an opportunity for an additional six car parking spaces (compared to the existing trial layout)
- Can be adapted, if necessary, to accommodate future development on Gloucester Street, with the necessary approvals.

4.29.6 Option Disadvantages

- Increased maintenance costs (street cleaning behind street furniture, periodic refresh of paint markings, repair to planters or other physical features, watering of planters).

4.30 Option 2 – Full removal of the trial layout

4.30.1 **Option Description:** This would involve Council removing all infrastructure (such as planters, seating, speed humps, etc) and removing the painted road markings that were added through the trial. The corridor will effectively return to the pre-trial layout.

4.30.2 Option Advantages

- There would not be an ongoing operational and maintenance cost above standard business as usual.
- The space gained by removal of the hoarding for the Court Theatre construction provides an opportunity for an additional eight car parking spaces (compared to the existing trial layout)
- Reinstates eight parking spaces removed through the trial (2 x P60 spaces, 6 x P5 spaces) and reverts the mobility space (on the southern side of Gloucester Street outside Turanga) that was converted to P5 during the trial back to a mobility space.

4.30.3 Option Disadvantages

- Does not retain any of the placemaking, pedestrian and cycling advantages of the current layout.
- Does not “promote Gloucester Street as ‘a street of theatres’” in line with the Streets and Spaces Design Guide.

Analysis Criteria Ngā Paearu Wetekina

Monitoring and Evaluation

- 4.31 A monitoring and evaluation report was a requirement of the Streets for People funding and it was used to measure the outcomes and effectiveness of interventions that were implemented. Abley Transportation Consultants undertook the monitoring and evaluation of the trial and provided their assessment report in June 2024, which is included as **Attachment D** in this report.
- 4.32 The monitoring data was categorised against the areas included in the monitoring and evaluation plan, which were:
- creating a safe space for all
 - creating a destination
 - travel choice
 - trust and support

Creating a safe space for all: Reducing traffic speeds and volumes, increased use for 8 to 80 and improved safety.

Traffic Speeds and Volumes

4.32.2 Traffic volumes and speeds are key indicators of changes to travel patterns. Traffic counting tubes were laid at four locations in the vicinity of Gloucester Street. The data collected in December 2022 provided a pre-trial baseline. During the trial data was collected between 14 December 2023 – 28 February 2024 and 23 May 2024 – 6 June 2024.

4.32.3 Vehicle speeds on Gloucester Street have decreased by 44% on average and vehicle volumes have decreased by 30%.

- The speed limit on Gloucester Street was reduced to 10 km/h during the trial. The recorded 85th percentile speed during the trial was between 21 km/h (west counter) and 25 km/h (east counter). Before the trial the 85th percentile vehicle speed on Gloucester Street was 32 km/h.

- During the trial the average daily traffic on Gloucester Street dropped to around 1500 – 1600 vehicles per day. Generally, there wasn't any significant change to the peak hour for traffic on Gloucester Street when compared to the baseline data.
- Overall, there was a reduction in the amount of traffic recorded on Gloucester Street during the trial (30% reduction). While the average speed of traffic remained above the posted limit, a reduction in the average speed of traffic was observed across the trial period.
- Notably, the volume of traffic observed on Armagh Street increased by 40% during the period of the trial. This suggests that some of the vehicles previously using Gloucester Street were instead choosing to use Armagh Street.

Submitter Feedback

- 4.32.4 57% of submitters indicated that they feel safer using the street new compared to before the trial.
- 4.32.5 46% of submitters thought that the Council should retain the street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users. 22% said the Council should get rid of it.
- 4.32.6 Submitters told us that the shared zone makes it safer for pedestrians to cross the road and that it makes is easier/more accessible for pedestrians to cross the road.
- 4.32.7 60% of submitters thought that the Council should retain the 10km/h speed limit, telling us that it feels safer and encourages more pedestrian use of the street. 22% said the Council should get rid of it.
- 4.32.8 Generally, most submitters thought that the speed cushions are working well, with 57% saying that the Council should retain these in the street. 28% thought that they should be removed.

Creating a destination: An increase in the number of people, the time spent in the area and the economic spend in the area.

Spending Information

- 4.32.9 Electronic spending data from Marketview shows that both the total value of transactions as well as the number of transactions increased over the period of the trial.
- 4.32.10 Between November 2022 and June 2023, total spending in the area around Gloucester Street totalled \$20,668,055. In the period between November 2023 and June 2024 this increased to \$23,219,873.
- 4.32.11 Between November 2022 and June 2023 a total of 488,059 transactions were made in the area. Between November 2023 and June 2024 this increased to 542,857 transactions.
- 4.32.12 On average, the total monthly spend increased by 12.5% and the number of transactions increased by 11.3%. This peaked in February 2024 when spending increased by 33.9% compared to February 2023 and the number of transactions increased by 25.6% compared to the previous year.

Pedestrian Counts

- 4.32.13 Gloucester Street before and during the trial was assessed using the pedestrian level of service (PedLOS) tool as a city hub. The street operated as a city hub before the temporary changes were put in place. The aim of the trial was to make the street

operate as more of a people friendly, civic space. The score for the secure, safe and appropriate crossings and high-quality paths did not change. These are permanent elements that were not changed as part of this trial. The areas where the score improved were safety from vehicles and pleasant and attractive street, which aligns with the overarching goal of the trial.

4.32.14 During the trial the average number of pedestrians per hour on Gloucester Street increased by around 7%. The counts increased from around 270 per hour in the pre-trial survey to 289 per hour during the trial period.

4.32.15 Pedestrian desire line data was collected to help understand how many pedestrians were crossing the street and how they were crossing the street. The number of vulnerable users recorded crossing Gloucester Street (somebody who was crossing slowly or struggled to cross) remained relatively consistent during the trial when compared to the pre-trial information. The number of children recorded crossing the street increased by around 5%.

Submitter Feedback

4.32.16 57% of submitters indicated that they feel safer using the street new compared to before the trial.

4.32.17 62% thought that the street furniture should be retained and 64% thought that we should continue to support outdoor dining on the street.

4.32.18 73% said that we should maintain the ability to easily close the street for events and 56% supported retaining the Wāhi taiao – performance space.

4.32.19 Christchurch-based visitors to Gloucester Street were the most positive about all aspects of the trial. Between 68-87% of these users said that Council should ‘keep’ each aspect of the trial, apart from ‘Gloucester Street as a shared zone’.

4.32.20 Central City businesses and organisations opposed all aspects of the trial more than the full pool of submitters. Between 58-73% of these users said that Council should ‘get rid of’ each aspect of the trial.

Travel choice: An increase in active travel, pick-up and drop-off and parking turnover and a decrease in parking occupancy.

Bike and Scooter Movement Survey

4.32.21 Cycle and scooter counts were used to identify active mode movement patterns on Gloucester Street.

4.32.22 The pre-trial data recorded an average of 15 cyclists per hour in Gloucester Street. During the trial this increased to around 21 per hour, an increase of 33%. The number of scooter movements recorded increased slightly from 6 per hour to 8 per hour.

4.32.23 During all monitoring it was noted that most people travelling along Gloucester Street did not travel its full length. It was common for people to turn off at or come from New Regent Street, Press Lane, or the library. It was also common for both scooters and cyclists to switch between the footpath and the road.

Pick-Up and Drop-Off Trends

- 4.32.24 Pick-up and drop-off (PUDO) movements were studied to identify ride sharing activity. Given the Gloucester Street area is the Performing Arts Precinct and has theatre under construction, this activity is expected to increase.
- 4.32.25 A survey of pick-up and drop-off movements was undertaken on both Gloucester and Armagh Street, with a focus around New Regent Street.
- 4.32.26 Results from the pre-trial survey indicated that most of the activity was drop-offs. Of these drop offs, 47% were taxis and had a strong correlation with the event start times. The peak drop-off time on the 27th October 2022 occurred at 6:15 pm before the first event at 6:30 pm. On the 29th October 2022 the peak was at 6:45 pm before the first event at 7 pm.
- 4.32.27 During the trial, all of the activity recorded was drop-offs. The peak drop-off time was 6:45 pm – 7:00 pm, again aligning with the start time of events and venues in the area.

Vehicle Parking

- 4.32.28 Overall 4 parking spots were lost as a result of the trial. Multiple parking surveys were conducted both before and during the trial to capture the impacts of events in the area, as well as trends at different times of the day.
- 4.32.29 Baseline surveys undertaken in October 2022 prior to the trial indicated that there is high demand for on-street parking on Armagh Street, with occupancy at nearly 90% for all days surveyed. Demand for parking on the other adjacent streets was mixed, generally P60 & P120 parks close to the performing arts precinct experienced higher occupancy.
- 4.32.30 Prior to the trial, half of the total on-street parking spaces were used to accommodate the daytime peak demand (lunchtime). Wilson's off-street carparks were operating at 75% capacity to accommodate daytime peak demand, while other off-street carparks were almost at capacity. Demand for both on-street and off-street carparking reduced significantly during the evening peak when there were no events on within the precinct.

Trust and support: The number of people engaged, positive project feedback, increase in diversity and number of people happy with the process.

Submitters

- 4.32.31 Three user surveys were conducted between November 2023 and March 2024, with a total of 679 submissions received. The majority of people who provided feedback supported the proposal with some changes to the design that were undertaken. The changes included providing additional accessible parking on Gloucester Street outside Tūranga, and relocating some street furniture.
- 4.32.32 Submissions were made by 22 Central City Businesses, four organisations, and 229 individuals provided feedback.
- 4.32.33 Submissions were made by Isaac Theatre Royal, Court Theatre, Tūranga, Fable Christchurch, Foundation Café, Cosgroves, Wilson Parking NZ Limited, SFT Group, and Imagination Station who are based on this section of Gloucester Street, and Pacific Tourways Ltd who operate through the street.

Press Coverage

- 4.32.34 The project received both negative and positive press during the trial period.

4.32.35 It is important to note that other projects underway across the Central City also impacted people's experiences throughout the duration of the trial. These included projects such as the construction of Te Kaha, the Court Theatre development, and other projects and construction being undertaken by the private sector than had an impact on public space.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option Option 1 – Retain an amended trial layout	Option 2 – Remove trial layout
Cost to Implement	\$110,000	\$240,000
Maintenance/Ongoing Costs	\$36,000 annually (above BAU)	Business as usual maintenance
Funding Source	Capital Programme #71599 Streets for People - Gloucester Street Shared Space	Capital Programme #71599 Streets for People - Gloucester Street Shared Space
Funding Availability	Available	Available
Impact on Rates	0.005%	No impact

- 5.1 The overall project budget for the Gloucester Street “Streets for People” project was \$1,396,301, of which NZTA were funding 90%. This meant the cost to Council was expected to be \$139,630.
- 5.1.1 The actual spend to date has been just over \$1.16m
- 5.1.2 This leaves around \$240k remaining in the project budget to implement these options.
- 5.2 The maintenance cost in the above table has been annualised. It is based on the total cost over the next 5 years and assumes a total remark in 5 years. It also includes costs for additional street sweeping, plant watering, plant replacement/maintenance and replacing/repairing damage to physical assets. The annual maintenance cost with no remark in 5 years is expected to be \$14,500. Maintenance costs for the first year are able to be accommodated within existing budgets. Future year budget requirements need to be allowed for in annual planning processes.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 If a temporary layout is retained, there is a risk that local developers and stakeholders will raise concerns to Council - as they were informed the trial would be temporary, so they may perceive this as a risk to their respective developments. This is a reputational risk to Council.
- 6.2 One of NZTA's qualifying conditions for Streets for People funding was based on submissions demonstrating there was a 'path to permanence'. Removing the layout completely, without evidence to justify the decision, may give the impression that no permanent project was planned – resulting in a lack of faith and trust in the relationship between NZTA and Council.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 Council has the statutory power to undertake all the proposals as set out in the Delegations Register 24/05/2024. It is the role of the Hearings Panel to consider and hear

submissions from the community and information provided by Council officers, deliberate on the matters raised, and make recommendations to the Council as the final decision-maker.

6.4 Other Legal Implications:

- 6.4.1 There is no legal context, issue, or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

Strategy and Policy Considerations Te Whai Kaupapa here

6.5 The required decision:

- 6.5.1 Aligns with the [Christchurch City Council's Strategic Framework](#). This decision relates to whether the trial layout on Gloucester Street is retained until permanent changes are made to Gloucester Street or if the street is reverted to the pre-trial layout.
- 6.5.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined using the significance assessment sheet and has been classified as medium due to the number of people affected, the level of impact on those affected, the high level of key stakeholder interest and the potential impacts on future social, economic and cultural wellbeing of the city.
- 6.5.3 Is consistent with Council's Plans and Policies. The recommended option continues to enhance the street environment in line with Council's transport objectives.

6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.5.2 Improve the perception (resident satisfaction) that Christchurch is a cycling friendly city - >=67%
- Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city - >=85% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.8 The trial started on 12 December 2023, with feedback collected until 18 March 2024.

- 6.8.1 From 12 December to 19 February, feedback was collected via a visitor survey to inform potential trial adaptations.

An email was sent to over 100 key stakeholders, including Central City businesses and emergency services. Letters were sent to all Gloucester Street property owners. Large signage advertising what was being trialled and how to give feedback was erected at six points on the street, posters were provided to all local businesses, and footpath decals were put in several Central City locations. A [Newsline story](#) inviting people to check out the trial and provide feedback was posted, with this shared to Council social media. Paid advertising included online, radio, street posters, bus shelters, newspapers and a billboard on the Tram that travels through Gloucester Street. All advertising invited submissions on the [Kōrero mai Lets talk webpage](#).

- 6.8.2 On 19 February, everyone who completed the visitor survey and identified stakeholders (such as businesses, organisations and transport stakeholders) were invited to make a formal submission. This formal consultation was open until 18 March 2024.
- 6.9 During the trial/consultation period, the Kōrero mai Let's talk webpage was viewed over 14,000 times.
- 6.10 257 people completed the visitor survey which highlighted immediate likes, dislikes, and concerns from the start of the trial. Themes from this feedback is available in **Attachment E**.
- 6.11 An identical survey was sent out to attendees of the Morning People event (with supplementary questions provided to Morning People). 165 visitors completed this survey. Themes from this feedback is available in **Attachment E**.

Summary of Submissions Ngā Tāpaetanga

- 6.12 Formal submissions were made by four recognised organisations, 22 Central City businesses, and 229 individuals.
- 6.13 A full table of submission feedback is available on the [Kōrero mai Let's talk webpage](#).
- 6.14 Feedback was reported on by trial aspect. A full analysis of submissions is available in **Attachment E**.

Trial aspect	Keep it	Get rid of it	Make some changes
Creating new ways for people to connect			
Furniture on the street for relaxing, eating, socialising and watching performances	159 (62%)	61 (24%)	27 (10%)
Outdoor dining	165 (64%)	40 (16%)	12 (5%)
The ability to easily close the street for events	187 (73%)	50 (20%)	10 (4%)
Creating spaces that champion the performing arts			
Wāhi taiao – performance space	143 (56%)	56 (23%)	19 (7%)
Creating a vibrant and dynamic streetscape			
Footpath and road painting	163 (64%)	48 (19%)	21 (9%)
Planter boxes throughout the street	161 (63%)	46 (18%)	42 (16%)
Creating a safe shared road space			
Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians, and other road users	117 (46%)	55 (22%)	78 (30%)
Speed limit reduction to 10km/h	153 (60%)	56 (22%)	36 (14%)
The use of speed cushions to bring speeds down	143 (56%)	65 (25%)	26 (10%)
The use of lane narrowing (using bollards and planter boxes) to bring speeds down	147 (57%)	70 (28%)	27 (10%)

- 6.15 The decision affects the following wards/Community Board areas:
- 6.15.1 Waipapa Papanui-Innes-Central Community Board
- 6.16 The Community Board's view on the information in the report was not known at the time the report was prepared and they have not chosen to submit or speak to the panel.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.17 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.

- 6.18 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.
- 6.19 Impact on Mana Whenua is expected to be minimal. The scope of the project is limited to a single block of Gloucester Street between Colombo and Manchester Street.











Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.20 The decisions in this report are likely to:
 - 6.20.1 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
 - 6.20.2 While the purpose of Streets for People funding is to accelerate the uptake of sustainable transport modes, the project itself is unlikely to significantly contribute to a reduction in transport emissions due to the limited scope of the project.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Finalise the final layout and prepare the detailed traffic resolutions to be presented to the Council for approval.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Gloucester St "Streets for People" Plans - Construction Issue 1	24/1279240	21
B  	Gloucester St shared space - Amended Layout Plan	24/1286601	23
C  	Gloucester Street - 'Streets for People' Background Information	24/1174433	24
D  	Monitoring and Evaluation Report (Abley)	24/1305058	29
E  	Meet me on Gloucester analysis of submissions	24/991995	117

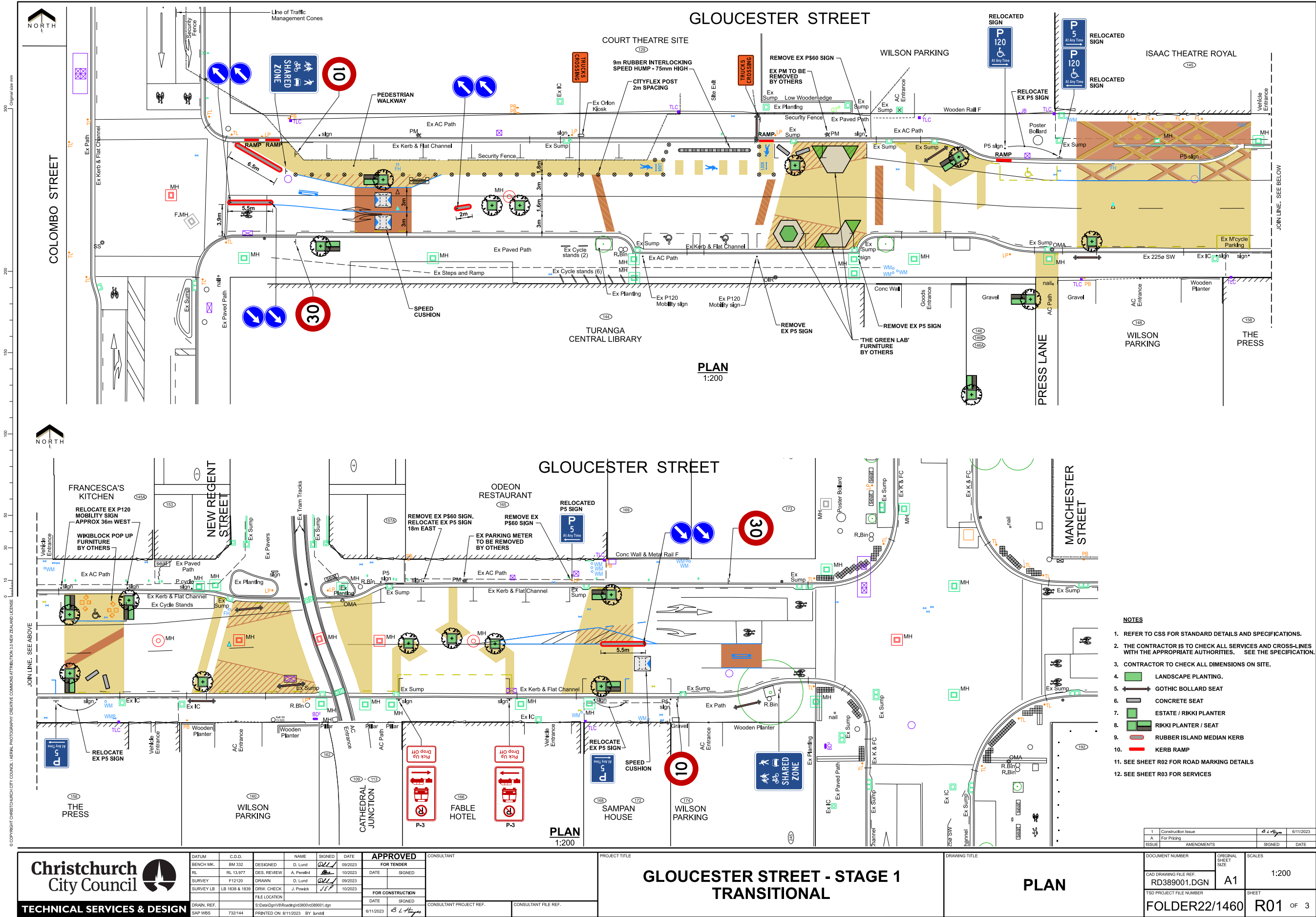
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Council decision to proceed with the Trial: https://christchurch.infocouncil.biz/Open/2023/09/CNCL_20230906_MIN_8450_AT.PDF

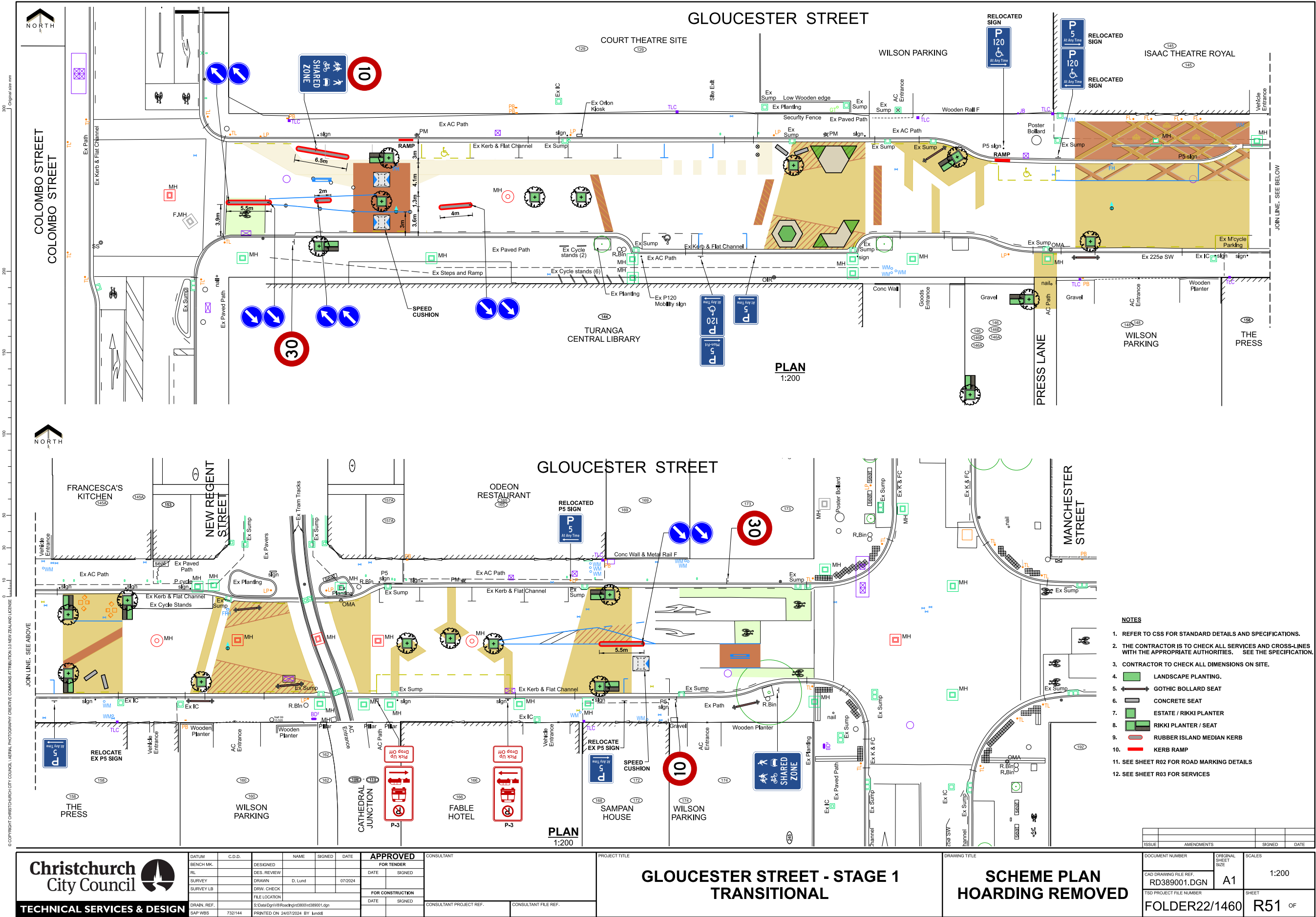
Signatories Ngā Kaiwaitohu

Authors	Lauren Boyce - Project Manager Hannah Ballantyne - Senior Engagement Advisor
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure

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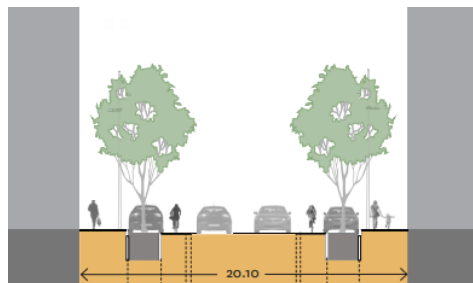
Gloucester Street – Colombo to Manchester Street

Background to Streets for People project

1. Gloucester Street – post-earthquake context

The Recovery Plan and Streets and Spaces Design Guide

- 1.1 The post-earthquake Christchurch Central Recovery Plan (*often referred to as the Blueprint*), and its transport “chapter” *An Accessible City*, set out how the central city rebuild should be shaped and how transport and streets changes would support that. Specifically, a supporting [Streets and Spaces Design Guide](#) (SSDG) was developed to help inform how central city streets might be re-shaped in a consistent way, with indicative layouts for many of the streets, squares, and other gathering places in the central city. Part of the stated purpose of this document is to “provide clarity to investors, developers [...] regarding long-term strategies, principles and criteria for the design and delivery of public realm projects”.
- 1.2 In the SSDG document the form of Gloucester Street (p122) was as a two-way street with on road cycle lanes and parking, interspersed with street trees. The typical cross section is shown below:



- 1.3 The SSDG however acknowledges that its concepts may involve adaptation “to suit and integrate the specific condition of each location; for example existing facilities and infrastructure”. It also signals the likely need for a different treatment in some areas such as the need to “Include sections of pedestrian-friendly ‘inner zone’ slow streets (maximum 30km/h)”¹.
- 1.4 The SSDG also indicates likely access measures and streets changes envisaged to support the various central city “anchor projects” and “Frames”. The Performing Arts Precinct (an anchor project) section (p176) refers to the need to “promote Gloucester Street as ‘a street of theatres’ that supports and complements the Isaac Theatre Royal”.
 - 1.4.1 Since the publication of the SSDG, a new location for the Court Theatre was confirmed within the Performing Arts Precinct, and is currently under construction on the Colombo/Gloucester corner. This further reinforces the

¹ On Page 81 the Inner Zone is defined as between Rolleston Ave and Madras Street.

purpose of the new Precinct as a hub for performing arts, making it more likely that large numbers of pedestrians will gather in the area at times.

- 1.4.2 The section of Gloucester Street between Colombo and Manchester Streets is an important pedestrian connection between many key Central City facilities and the Performing Arts Precinct, including Cathedral Square, Tūranga central library, Te Pae Convention Centre, and New Regent Street. Additionally, it provides wider multi-directional connections to the Margaret Mahy playground, the East Frame housing, the Town Hall to the north, and Te Papa Ōtākaro/Avon River Precinct.
- 1.5 An off-street parking facility was planned within the Performing Arts Precinct site, accessed from the north side of Gloucester Street, and next to the Isaac Theatre Royal. Council released a Request for Proposal (RFP) for provision of a parking building on to be privately developed on Gloucester Street in November 2020. This included the Performing Arts Precinct Block Plan shown below.
- 1.5.1 This indicated the western end of Gloucester Street (subject to separate consultation) potentially operating as a low speed, shared space zone, with traffic confined to one way westbound at the western end of the street (i.e. nominally between the potential parking building and Colombo Street).
- 1.5.2 However, on conclusion of the RFP process, in March 2022, Council resolved not to divest the required land for a third party to build the parking building.



- 1.5.3 Subsequently, in June 2023 Council [requested proposals](#) for developments on this site, for Performing arts; entertainment services; or permanent buildings and structures. As of July 2024, the outcome of this has not yet been publicly announced.

2. Gloucester Street - Functionality

- 2.1 This section of Gloucester Street is designated as a *Local Distributor Street* within An Accessible City and the [District Plan](#). These are defined as: “A specific type of collector road which are important for distribution of traffic to parking precincts or provide for public transport movements. Local Distributor Streets are the third highest order link types and are important for the distribution of traffic to parking precincts, or to provide for public transport movement”. As this is not a public transport route, and with the Council decision of March 2022 to not pursue a

parking building within the Performing Arts Precinct directly accessed from the street, the general traffic distribution purpose of this section of Gloucester Street has now diminished.

- 2.2 To the south of Gloucester Street, the Streets and Spaces Design Guide defines Worcester Street as the main East-West cycle route through the heart of the central city (p88). With the changes to development patterns across the Central City and the safety issues inherent in directing cyclists onto a road dominated by trams and pedestrians, staff have considered the potential to encourage cyclists to instead use Gloucester Street between Park Terrace and Huanui Lane (in the East Frame).
 - 2.2.1 Council approached Rau Paenga (formerly Otakaro Ltd) in late 2022. They have confirmed they do not want a cycle route formalised across private land south of the conference centre.
 - 2.2.2 Council staff will continue to consider alternative routes for the East-West cycle connection, which may still use this section of Gloucester Street. The final route selection will be linked to the development of Cathedral Square.

3. Long Term Plan Funding Provision

- 3.1 Funding was allocated for a permanent project to upgrade Gloucester Street in the [2021-31 Long Term Plan](#), with the bulk of the funding allocated in FY24 & FY25.
- 3.2 In the [FY23 Annual Plan](#) funding for the permanent project was brought forward (from FY24 & FY25, to FY23), to allow street upgrades to be completed in line with the planned opening of the new Court Theatre. The [documents](#) also specifically stated that a shared zone/slow speed street was an option to be considered (Page 276).
- 3.3 As part of the decision to deliver a number of projects to be funded through the Transport Choices programme, in February 2023 the [Finance and Performance Committee](#) resolved to defer this project by one year, noting the ability to retain the temporary layout.
- 3.4 In the [2024-34 Long Term Plan](#) most of the funding for the permanent project was removed. A small budget was left in FY25, however, this is to complete repairs to the footpath and kerb directly adjacent to the new Court Theatre.

4. Context of the Streets for People Project Funding

- 4.1 In early 2022, the NZ Transport Agency Waka Kotahi (NZTA) sought applications to their [Streets for People](#) (S4P) programme, which was to be funded at a higher assistance rate (than the normal 51%), of 90%. This aimed to accelerate changes to streetscapes to make them “safer, healthier, and more people-friendly” through “adaptive approaches”: effectively trialling layouts using temporary materials and changing them in line with feedback.
- 4.2 Staff briefed Council on this application on 1st February 2022, and updated Councillors on the application via Memo on 4th April 2022².
- 4.3 Given the potential for some form of shared zone/slow speed design for Gloucester Street outlined above, staff had put forward Gloucester Street (Colombo to

² In the interim, Council had resolved not to pursue a parking building accessed directly from Gloucester Street to its north in March 2022.

Manchester) as a project that could benefit from a transitional approach. This was to allow changes in use to be trialled at low risk to Council.

- 4.4 Christchurch City Council were subsequently successful in the application for S4P funding. This came with conditions however, the most notable of which was that those trials must be completed, and the data from the trials must be gathered and analysed, by the end of June 2024, in order to be eligible for the 90% funding assistance rate.
- 4.5 Staff communicated that the application had been successful to Councillors via a Memo on 24th August 2022, and was added to budgets in December 2022.

5. Links embedded in the document

- Streets and Spaces Design Guide: <http://resources.ccc.govt.nz/assets/the-rebuild/StreetsAndSpacesDesignGuideJune2015.pdf>
- Long Term Plan 2021-2031 – Capital programme:
<https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Long-Term-Plan/LTP-2021-final/LTP2021-Vol1/1-7-Capital-Programme.pdf>
- Mahere Rautaki ā Tau Our Annual Plan 2022/23:
<https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/annual-plan/Annual-Plan-2022-2023-WEB-FULL.pdf>
- Annual Plan 2022 – 2023 Thematically coded submission content & officers responses: <https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/annual-plan/Annual-Plan-2022-2023-Thematic-analysis.pdf>
- Long Term Plan 2024 to 2034 – Proposed capital programme:
<https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Long-Term-Plan/LTP-2024-2034/Capital-Programme.pdf>
- Minutes of Finance & Performance Committee Meeting 22 February 2023:
https://christchurch.infocouncil.biz/Open/2023/02/FPCO_20230222_MIN_8400_AT.htm
- Minutes of Council Meeting Thursday 10th March 2022 reconvened Tuesday 15 March 2022:
https://christchurch.infocouncil.biz/Open/2022/03/CNCL_20220310_ATT_7421_EXCLUDED.PDF
- GETS Request for Proposals - Development Opportunity: 129 Gloucester St, Christchurch - Performing Arts Precinct – close date 11 August 2023:
<https://www.gets.govt.nz/CCC/ExternalTenderDetails.htm?id=27359290>
- Christchurch City Council District Plan – Appendix 7.5.12 Road classification system:
<https://districtplan.ccc.govt.nz/common/user/contentlink.aspx?HID=85327>
- Waka Kotahi NZ Transport Agency Streets for People projects 2021-2024:
<https://www.nzta.govt.nz/roads-and-rail/streets-for-people/streets-for-people-projects-2021-2024/>
- Christchurch City Council recording of Council meeting 28 January 2021 Item 9 – Innovating Streets Cycle Connection Project – Ferry Road, St Asaph Street to Fitzgerald Avenue: <https://councillive.ccc.govt.nz/meeting/item-1-apologies->

[182/item-9-innovating-streets-cycle-connection-project-ferry-road-st-asaph-street-to-fitzgerald-avenue/](#)

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Attachment C



Gloucester Street Streets for People Project Monitoring & Evaluation Report



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Attachment D



Executive Summary

The Streets for People Project

The Streets for People Programme is a Waka Kotahi NZ Transport Agency programme aimed at growing adaptive planning and design skills to deliver changes to the transport network in our towns and cities. The programme was 90% funded by Waka Kotahi and allows participant councils to implement temporary changes to the street design to help communities re-imagine their streets and support the delivery of long-term projects in the area. The programme ran from June 2021 to 2024, with 19 projects selected nationwide.



The Gloucester Street project, one of the two Christchurch projects, is in the Performing Arts Precinct. It serves as a key destination in the central city. It is home to Isaac Theatre Royal, The Piano, and soon, the Court Theatre. New Regent Street, Te Pae Convention Centre, Tūranga (central library), Margaret Mahy playground, and Cathedral Square are adjacent destinations that also attract residents and tourists. Gloucester Street also serves as a destination for hotels and workplaces, including the Press building.

Monitoring & evaluation framework

Data collection is critical to understanding the impacts of the trial. The monitoring and evaluation framework was designed to measure the desired short-term and long-term outcomes identified at the beginning of the project.

Four key outcomes were identified for this project.

- **Creating a safe space for all:** Reducing traffic speeds and volumes, increased use for people 8 to 80 years old and improved safety
- **Creating a destination:** An increase in the number of people, the time spent in the area and the economic spend in the area
- **Travel choice:** An increase in active travel, pick-up and drop-off and parking turnover and a decrease in parking occupancy
- **Trust and support:** The number of people engaged, positive project feedback, increase in diversity and number of people happy with the process



Gloucester Street Final Monitoring and Evaluation Report



What, where and when?

The key project dates influencing the data collection process are:

- Before data collection October to December 2022
- The engagement and design phase ran from October to December 2023
- The project was installed in December 2023
- The consultation period ran from mid-February to Mid-March 2023
- Morning rave consultation event on 8 March.
- The trial is still in place.

As the trial was installed in December 2023, the travel patterns would have been different from 'normal' due to Christmas and school holiday disruptions. The surveys undertaken before the trial in 2022 and during the trial in May 2024 were completed at times when travel patterns were the most typical. Surveys were repeated during the summer holiday period to provide a better understanding of the travel patterns in that period too. The focus of the data collection was Gloucester Street. The plan below shows the extent of the area included in the data collection process.

- **Pedestrian desire line mapping:** Two baseline surveys were completed in February and October 2023, and seven were completed during the trial in December 2023 and January, February, and May 2024.
- **Tube counts:** The baseline surveys were completed for two weeks in December 2022. During the trial, counts were done from December to February (11 weeks) and again in May (2 weeks).
- **User surveys/ online feedback (Consultation & Engagement):** Surveys were completed in February/March 2024.
- **Pick-up and drop-off surveys:** Two baseline surveys were completed in October 2022, and one survey during the trial was done in May 2024. These were evening surveys only.
- **Vehicle and cycle parking surveys:** Four baseline data surveys were completed in October and November 2022, and four surveys were completed during the trial in January and May 2024.
- **Active travel movement surveys:** One baseline survey was completed in October 2023 and seven surveys were completed in December 2023 and January, February and May 2024. Video walking and cycling count data was a new technique used in May 2024. Weekday counts were completed on Wednesdays and Thursdays. Pedestrian counts were also completed on Saturday evening for the May 2024 survey.
- **Rental scooter data:** This was gathered from December to March before (2022/2023) and during (2023/2024). A comparison of monthly data for 2023 and 2024 was used to compare data sets and the introduction of new scooters in the central city



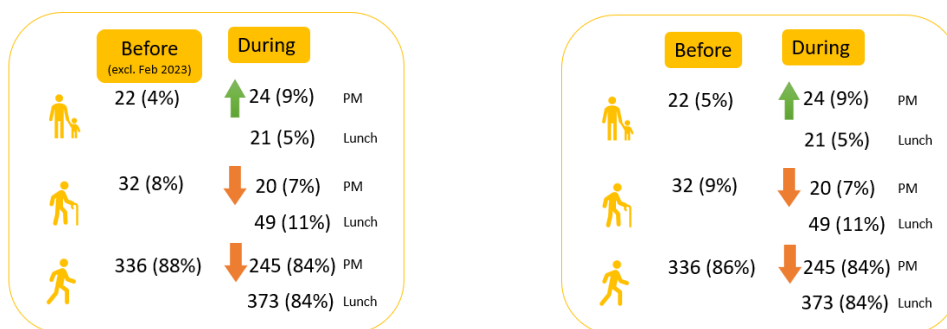


Creating a safe space for all

Pedestrian desire line data was collected to help understand how many pedestrians were crossing the street and how they were crossing the street. The data helps to understand how we are creating a safe space and understand changes to the volume of pedestrian activity in Gloucester Street. The following categories formed the basis of the data collection:

- Vulnerable/Mobility impaired pedestrians (categorised as somebody who was crossing slowly or struggled to cross) – these were not categorised by age; rather they were defined by observed ability to cross.
- Children/young pedestrians – able to cross the road without difficulty.
- All other pedestrians - able to cross the road without difficulty.

Key statistics for the before- and during-survey are presented below.



Comparison of average pedestrian desire line data by pedestrian type

The February 2023 survey results record more pedestrians crossing the road (almost double the number) than other survey periods.

- **Excluding** the February count, the **average** change for the comparable dates across all surveys of pedestrian flows saw an increase of 19 crossings (270 to 289), an increase of 7%.
- **Including** the February count, the **average** change across all surveys of pedestrian flows saw a decrease of 97 crossings (386 to 289), a decrease of 25%.
- The percentage of children crossing increased by 5%, excluding the February survey, and by 4%, including the February survey.
- The total percentage of all other pedestrians was reduced by 1%, excluding the February survey and 2%, including the February survey.

The February 2023 survey was completed in fine weather and during 'typical travel patterns'. All other surveys were completed during the summer school holidays or in overcast weather conditions. Cruise ships were docked in Lyttelton for two of the duration surveys conducted over the holiday period, resulting in small changes to the total number of crossings compared to the survey when a cruise ship was not docked.

The cruise ship docked during the February survey had a bigger capacity than the cruise ships docked during the school holiday period. An analysis of the data without the February survey indicates that the percentage change is similar within each of the data sets. Whilst many factors could influence the higher activity during the February 2023 survey, better weather conditions, cruise excursions and typical travel patterns are likely to be contributing factors.



Pedestrian desire line survey count results

	BEFORE (PM)		DURING (PM)		
	28 Feb 23	31 Oct 23	14 Dec 23	25 Jan 24	23 May 24
	3:10 - 4:10*	3:25 - 4:25*	3:30 - 4:30	3:30 - 4:30	3:30 - 4:30
Cruise ships	Yes	No	Yes	Yes	No
Cruise ship capacity	2,606		930	184	
Vulnerable/Mobility impaired**	43	22	36	19	6
Children/young	33	10	24	31	17
All other pedestrians	427	238	285	187	263
Total	503	270	345	237	286
Average excluding February	270		289		
Average including February	390		289		

*The initial trial count period included slight changes to the time period to optimise the data collection process

**somebody who was crossing slowly or struggled to cross

The images below summarise the observed crossing patterns. Crossings focused on key destinations before and during the trial, namely the Press Lane footpath/Isaac Theatre Royal, New Regent Street, and the Tramway. In addition, the number of crossings at different locations along the street increased.



Pedestrian desire lines before the trial period



Pedestrian desire lines for all surveys during the trial period



The headline outcomes of the data analysis on traffic speeds and volumes are:

- **Vehicle speeds have decreased by between 24% and 46% along Gloucester Street.**
- **On average, vehicle speeds decreased by 44% along Gloucester Street.**
- **Vehicle volumes decreased by 30% on average along Gloucester Street.**

No change in the average speed was observed on Colombo Street or Armagh Street. No changes to the street environment occurred on Colombo Street or Armagh Street. Data was collected to understand the broader impacts of the trial on the adjacent street network.



The volume on Gloucester Street reduced by 30%, while the volume of vehicles on Colombo Street reduced by 8% and the volume on Armagh Street increased by 40%.

	Before	During
 Gloucester St West	37km/h	20km/h (24%)
Gloucester St East	29km/h	22km/h (46%)
Average Gloucester St	33km/h	21 km/h (44%)
 Colombo St	36 km/h	35 km/h (3%)
Armagh St	37 km/h	36 km/h (3%)
Gloucester St West	2020	1495 (30%)
Gloucester St East	2197	1606 (31%)
Average Gloucester St	2109	1551 (30%)
Colombo St	5781	5330 (8%)
Armagh St	2197	3289 (40%)

Summary of average 7-day vehicle speeds and volumes

The data is also presented spatially below for Gloucester Street and the adjacent street network.



Before 2022 (top) During survey results - tube count summary May 2024 (bottom)



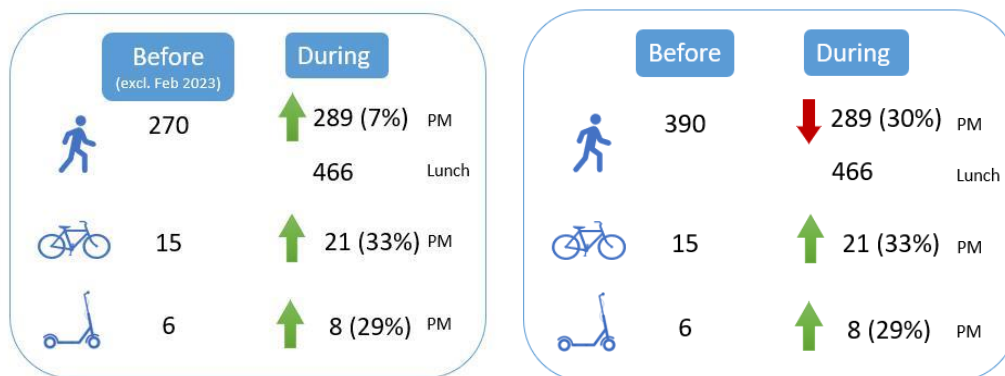


Travel choices

One of the Streets for People programme aims is to understand the impact of design changes on active travel choices. Changes to active travel patterns can be delayed after a project has been completed, so this work provides a foundation for understanding current patterns and building knowledge to understand the longer-term impacts.

The before survey data was collected twice in February and October 2023. During the trial, data was collected on four dates: December, January, February, and May. The midday survey was added to the programme during the trial period.

A comparison of the average change in active travel patterns from a sample hour count for 3:30 – 4:30 pm for pedestrians and 4:00 – 5:00 pm for biking and scootering. The results, shown below, reveal that cycling and scooter activity increased during the period. Average cycle movement has increased by 33%, and scooters by 22% on Gloucester Street. The pedestrian data was reported in section 4.1 of this report.



Manual snapshot cycle counts 1-hour average survey period comparison

The table below shows the number of trips the percentages represent. It is important to note that cycling represents less than 10% of the total vehicle flow at the Gloucester Street and Colombo Street intersection. The north-south link using Colombo Street is the dominant cycle desire line. During the survey, more cycling activity was recorded on Gloucester Street.

Comparison of active mode counts during an hour time frame.

	BEFORE	DURING			DURING
Date	31 Oct 23	14 Dec 23	15 Feb 24	23 May 24	AVERAGE
Time	3:25 – 4:25*	4:00 – 5:00	4:00 – 5:00	4:00 – 5:00	
Cycling	15	15	30	19	21
Scooter	6	2	14	0	8
Skateboard	2	2	1	0	1

*The initial trial count period included slight changes to the time period to optimise the data collection process



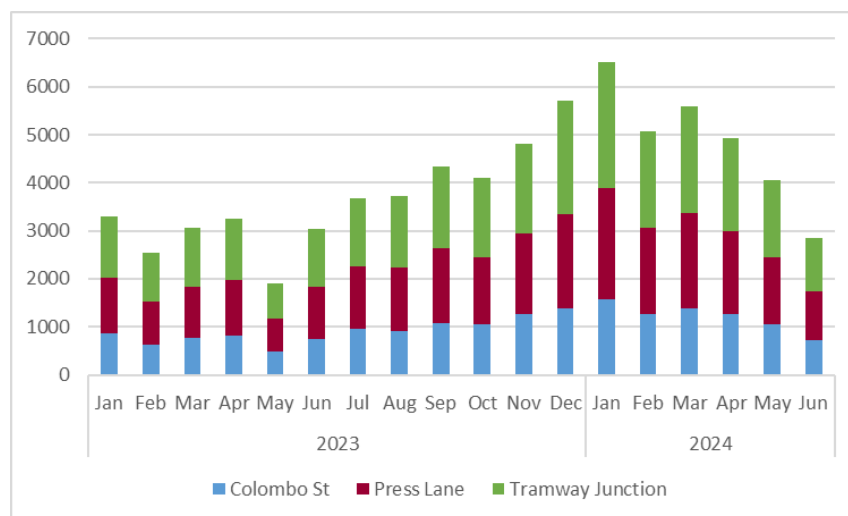
To compare manual counts, data was extracted from the council intersection traffic counts database to compare the data collected with 2019 data. The purpose of using the 2019 data is to understand the cycling profile before the COVID-19 lockdown and the significant development in the area as the project has developed.

The total number of on-road cycle movements was recorded for the same peak periods as the most recent video count on Gloucester Street, Colombo Street and Armagh Street. Comparing the same movements and periods, the analysis shows a decrease in midday cycling activity. Conversely, the most significant increase was identified in the morning and evening peak. The results are presented below.

On-road cycle movements on Gloucester Street

	AM Peak	Midday	PM Peak	TOTAL
2019	60	27	77	267
2024 video count	111	24	180	315
% change	60% increase	12% decrease	80% increase	16.5% increase

The proportionate change over the five years indicates that cycling volumes are increasing and confirms the proportionate increase recorded in the manual counts between 2022 and 2023/24, shown in the graph, below.



Scooter trip count 2023-24

The manual scooter and cycle snapshot counts provide a baseline to corroborate other data sets. The results are not statistically significant, given the low number of trips recorded. The cycle data was supplemented with the previous 2019 count and 2024 video count. The scooter data was supported by collecting data on the changes to the use of public scooters and e-bikes within the study area. The number of scooters recorded was higher at the western end of Gloucester Street, with the highest numbers recorded being between New Regent Street and Manchester Street. The data reflects observations made on Gloucester Street of people on bikes and e-scooters often using Press Lane instead of travelling the entire length of Gloucester Street.



An additional 780 scooters were supplied in the central city between March and October 2023, equating to a 92% increase in supply. Lime scooters supplied the additional scooters; Neuron maintained a supply of 850 scooters. Regardless of the significant increase in supply, additional scooters will not always be available within the project area. That said, it is important to recognise the impact of the increased supply and the seasonal variations. As the project was installed in December 2023, the focus of the analysis was between January and April, between 2023 and 2024. The results are recorded below.

Rental scooter use percentage increase analysis 2023/2024 summer period

	Colombo Street	Press Lane	Tramway Junction
January	85% increase	99% increase	103% increase
February	104% increase	96% increase	100% increase
March	81% increase	85% increase	82% increase
April	55% increase	50% increase	52% increase

Note: the scooter supply increased by 780 scooters (92% increase) between March and October 2023.

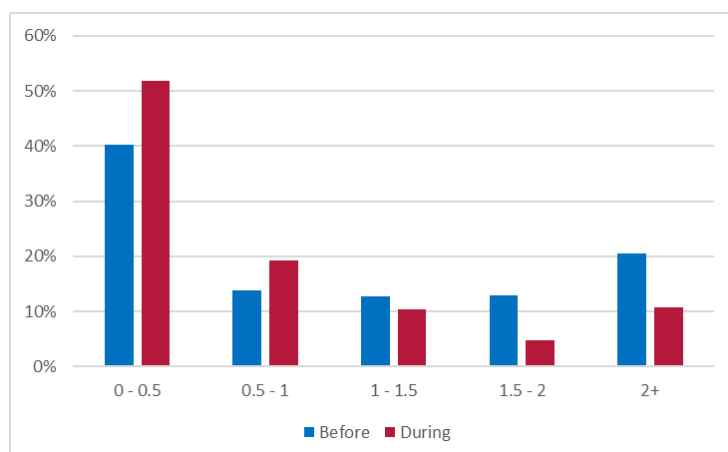
The results indicate a strong seasonal factor in the uptake of rental scooters. The events to promote the trial and major events in the theatre district would have been responsible for some of the increased scooter activity. The exact proportion of scooter use the scheme contributed to is more challenging to confirm without completing more detailed travel and economic surveys.

Parking occupancy

The overall average on-street parking occupancy on Gloucester Street across all Thursday surveyed times was 61% (Saturday evening was 68%) for the baseline surveys. During the trial, the average parking occupancy on Thursday was 51% (Saturday evening was 57%). This indicates a reduction in the on-street parking demand. The peak parking demand is in the evenings when events occur.



Average parking occupancy by street

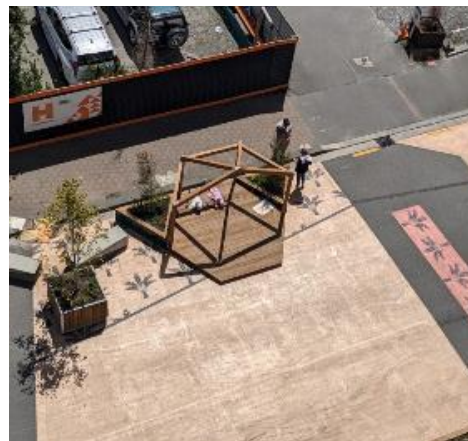


Average turnover for all surveys

Overall, there was an increase in vehicle turnover during the survey. The turnover was greater during the daytime surveys compared to those conducted in the evening. The turnover during the evening surveys remained consistent.

Creating a destination

As part of the trial, a chalk mural was installed on the wall of Tūranga. Many people took photos (refer below) and interacted with the mural during in-person surveys. People were observed using the street furniture during the day and in the evening before events at the Isaac Theatre Royal.



People enjoying Gloucester Street

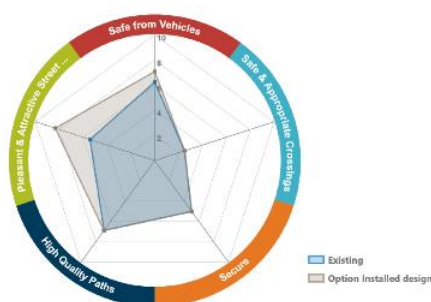
The project received both negative and positive press during the trial period. A majority of people who submitted responses supported the proposal with some changes to the design that were undertaken. The changes included providing additional accessible parking on Gloucester Street outside Tūranga and relocating the street furniture.



Three user surveys were conducted between November 2023 and March 2024. Council staff received 679 submissions in total. A 'Morning People Rave' took place on 8 March 2024 as part of the "Meet Me on Gloucester" engagement. In all 1400 people registered for the event and 700 people attended. A visitor survey was sent to attendees. Of the 158 respondents, 82% said they had not been to the Gloucester Street trial before the event and 73% said they would visit again.

And 70% of respondents rated the street between 8 and 10 out of 10 compared to before the trial. In another online visitor survey, when comparing the street to its previous design, 58% of people rated it 8 out of 10.

The Gloucester Street design was assessed using the pedestrian level of service tool as a City Hub street type. The score for the secure, safe, and appropriate crossings and high-quality paths did not change. These are permanent elements that were not changed as part of this trial. The areas where the score improved were safety from vehicles and a pleasant and attractive street, which aligns with the project's goal. A summary of the results is shown in Figure 5.2.



Outcome Score (maximum 10)

	Existing	Option Installed design
Safe from Vehicles	6.3	7.1
Safe & Appropriate Crossings	2.5	2.5
Secure	5.0	5.0
High Quality Paths	6.9	6.9
Pleasant & Attractive Street Environment	5.4	8.3
Overall Score (max. 10)	5.1	6.2

Pedestrian Level of Service results

The design change assessment and community feedback all indicated that the street rating has increased and encouraged new people to visit the area.

While many factors could influence the increase in activity in the February survey, better weather conditions and cruise excursions, more people visiting the central city are likely to contribute to the increased spending activity. Of the 158 respondents to the 'Morning People Rave' survey, 82% said they had not been to the Gloucester Street trial before the event, and 73% said they would visit again. The additional trips would also have the potential to increase spending in the area.



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Gloucester Street Monitoring & Report

Quality Assurance Information

Prepared for	Christchurch City Council	
Project number	CCC-J153	
Prepared by	Lizzie Garside, Tigs Slegers, Graduate Transportation Engineers	
Reviewed by	Tracy Fleming, Associate Transportation Engineer	
Date issued	Status	Approved by
2 July 2024	Final	Tracy Fleming
25 July 2024	Final Rev 2 (incorporating CCC Feedback)	Tracy Fleming/Ann-Marie Head

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1. Introduction

1.1 Streets for People Gloucester Street project

The Streets for People Programme is a Waka Kotahi NZ Transport Agency programme aimed at growing adaptive planning and design skills to deliver changes to the transport network in our towns and cities. The programme was 90% funded by Waka Kotahi and allows participant councils to implement temporary changes to the street design to help communities re-imagine their streets and support the delivery of long-term projects in the area. The programme ran from June 2021 to 2024, with 19 projects selected nationwide.

1.2 Site overview

The Gloucester Street project is in the Performing Arts Precinct, a key destination in the central city. It serves as a key destination in the central city. It is home to Isaac Theatre Royal, The Piano, and soon, the Court Theatre. New Regent Street, Te Pae Convention Centre, Tūranga (central library), Margaret Mahy playground, and Cathedral Square are adjacent destinations. Gloucester Street also serves as a destination for hotels and workplaces, including the Press building.

Gloucester Street does not serve as a primary traffic route; the tram route crosses the street between New Regent Street and Cathedral Junction. The geographical extent of the data collection area is shown in Figure 1.1.

The area serves employees, residents, tourists, conference delegates, and local, regional, national, and international visitors. The land uses along Gloucester Street mean that the space is used day and night. Personal security and creating a sense of place as a theatre district are likely to be important to the community who use this space.



Figure 1.1 Map of data collection area

1.3 Purpose

This report summarises the monitoring and evaluation data collection and analysis conducted before and during the trial period on Gloucester Street and the surrounding area. It outlines the data collection, presents the baseline data results and analysis, the during results and analysis, and appropriate comparisons. Notably, data gathered after the completion of the project has not been included in this report due to the installation remaining in place. However, the report also offers a framework and guidance for the data collection after the project has finished, as 'After' data is crucial to support any future changes to the area.



2. Monitoring & evaluation plan

Data collection is critical to understanding the impacts of the trial. The monitoring and evaluation framework for this project was designed to measure the desired short-term and long-term outcomes identified at the beginning of the project.

2.1 What do we want to achieve?

The Streets for People programme aims to make it faster and easier to transition our streets to safer and more liveable spaces. The testing, as part of this programme, enables communities to get a sense of what their streets could be like, and to understand that their input to change is valid.

2.2 What would a good outcome look like?

For the Gloucester Street Project, good short-term outcomes for the project included:

- People of different abilities and ages can access the space.
- Increase in active travel users in the area.
- People spend longer in the area and engage with the space.
- Cool spaces/features provided for people to enjoy.
- Increased amenity and personal security rating of the street.
- Increased range of pedestrian crossing locations suggesting safe and appropriate vehicle use.

2.3 Overarching principles

The Monitoring and Evaluation (M&E) plan evaluates how the project delivers key project outcomes as described below.

Four key outcomes were identified for this project.

- **Creating a safe space for all:** Reducing traffic speeds and volumes, increased use for people 8 to 80 years old and improved safety.
- **Creating a destination:** An increase in the number of people, the time spent in the area and the economic spend in the area.
- **Travel choice:** An increase in active travel, pick-up and drop-off and parking turnover and a decrease in parking occupancy.
- **Trust and support:** The number of people engaged, positive project feedback, increase in diversity and number of people happy with the process.

A M&E plan was developed at the start of the project to assess what a successful trial would look like. The overarching objectives, data collection methods and success factors are presented in Figure 2.1. An overview of the data collection methods and time frames is also provided in Figure 2.2.

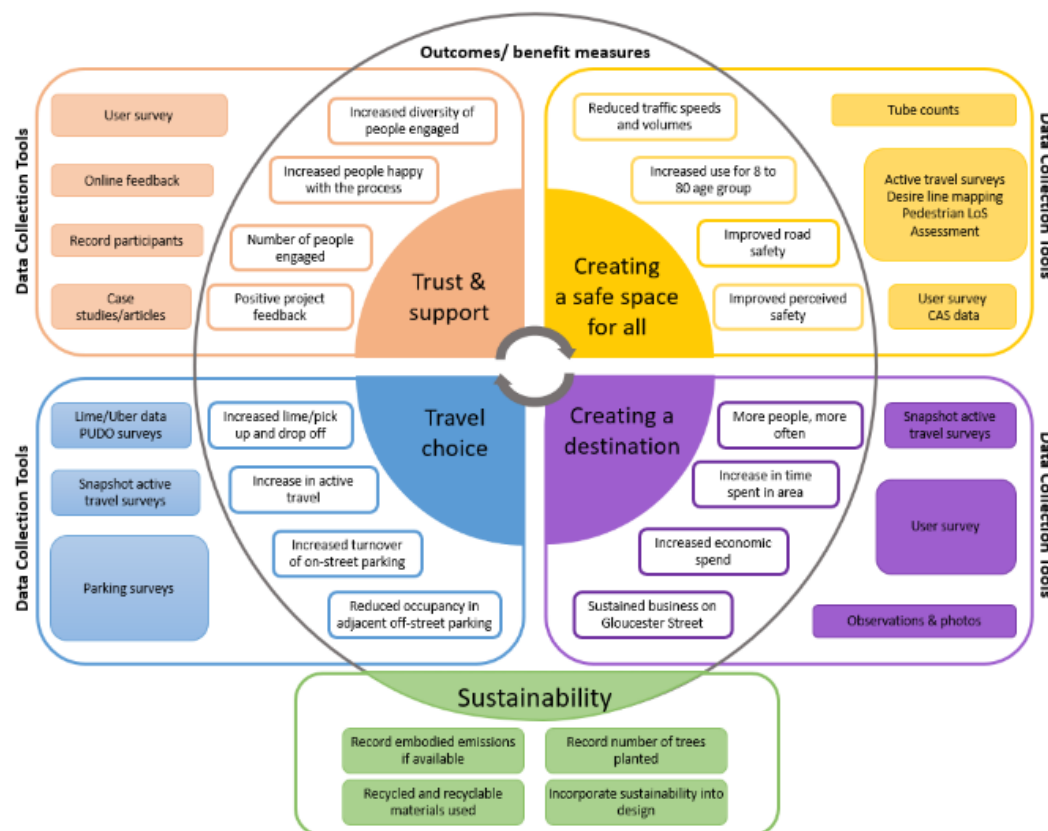


Figure 2.1 Updated monitoring and evaluation data collection plan

Gloucester Street Final Monitoring and Evaluation Report

AI 3

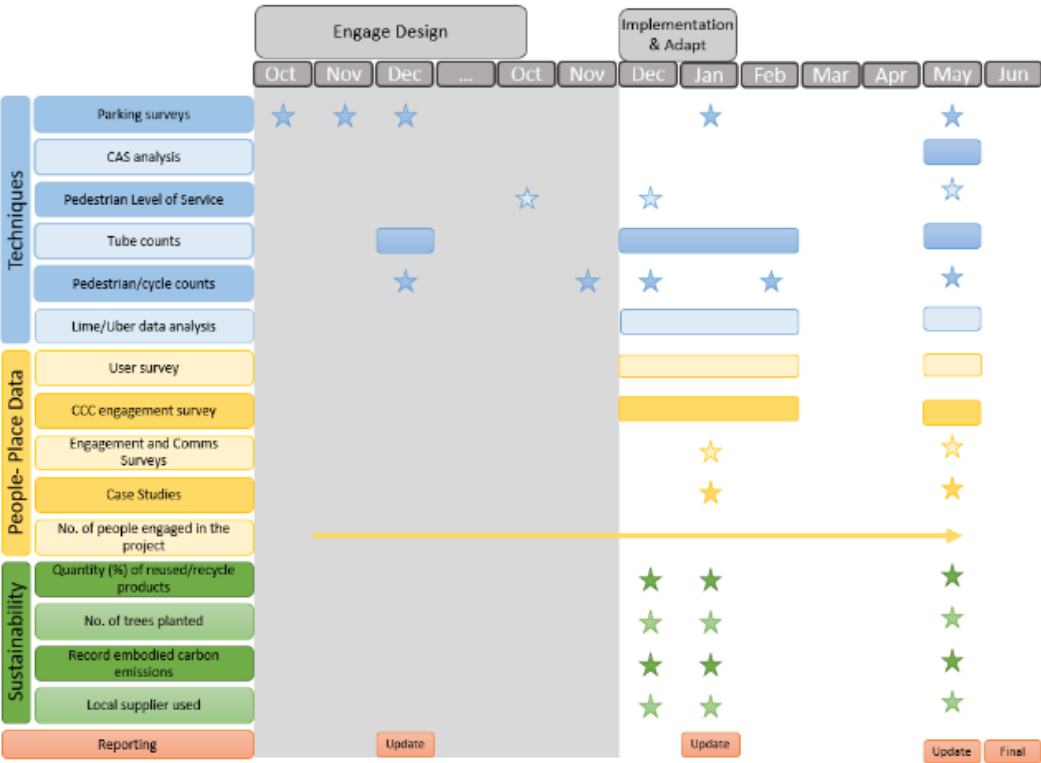


Figure 2.2 Data collection timeline



3. Data collection process

3.1 Data collection framework and timeline

The key project dates influencing the data collection process are:

- The engagement and design phase ran from October to December 2023.
- The project was installed in December 2023.
- The consultation period ran mid-February to Mid-March 2023.
- Morning rave consultation event on 8 March.
- The trial is still in place.

As the trial was installed in December 2023, the travel patterns would have been different from 'normal' due to Christmas and school holiday disruptions.

The surveys undertaken before the trial in 2022 and during the trial in May 2024 were completed at times when travel patterns were the most typical. Snapshot surveys and photos were undertaken during the trial as and when required.

3.2 Data collection adaptation

The Streets for People projects allowed for an adaptive data collection process to help inform the project, including trials of data collection processes. That is why the data collection process, period and methods of collection were adapted. Where changes have occurred, they are documented in the report.

The monitoring plan was updated to reflect changes to the methodology as the project evolved. Elements not progressed and the reasons why are outlined below.

- Drone video footage – although video data would provide valuable information, weather conditions impact the ability to use a drone, so the decision was made to undertake manual surveys.
- Video footage – there was a focus on understanding travel patterns after an event finished at the theatre. The ability to record night shots was limited and we were conscious of privacy concerns. There are options to complete surveys using video, but they add significant cost to a data collection process. In this case, people tend to disperse within 10 minutes of a show ending, so the need for video data was not required.
- TomTom and NEAR data (which is automated vehicle data collection and people movement data) – NEAR data uses mobile phone 'pings' to track people and TomTom data is a tool to track vehicle use. These data sets are useful for larger projects because the sample size becomes invalid for smaller projects. Therefore, the decision was made not to use the tools on this project.
- Waka Kotahi purchased Telraam counters, which we used on the Gloucester Street project to pilot their effectiveness for the Streets for People programme. Automated walking and cycling count data from these units proved to be less accurate than manual counts, and the units lend themselves more to long-term data collection of vehicle movements.



3.3 Data collection time periods

To understand the impact of the project, we need to understand the overall transport trends in the area.

Table 3.1 provides a summary of the manual surveys conducted throughout the project and the tube count periods.

Table 3.1 Summary of all site surveys

Date	Survey period	What was surveyed	Events	Weather	Cruise ship
Before trial					
Wednesday 7 November to Tuesday 13 December 2022	24 hours for two weeks	Tube counts (vehicle speeds and volumes by vehicle type)	Various	Varied	
Thursday 27 October 2022	5:30 pm – 7:30 pm	Vehicle and bike parking, PUDO	IDLES @ The Town Hall (8:30) Pax Assadi @ Isaac Theatre Royal (6:30 pm and 8:00 pm)	Overcast, light rain	Celebrity Eclipse 8am to 8pm Capacity: 2,850
Saturday 29 October 2022	5:30 pm – 8:00 pm	Vehicle and bike parking, PUDO	Aldous Harding @ The Town Hall Christchurch Symphony Orchestra @ The Piano (7:00 pm) Mel Parsons @ Isaac Theatre Royal (8:00 pm)	Fine	
Thursday 3 November 2022	1:30 pm, 2:00 pm and 5:30 pm	Snapshot parking survey	None	Fine	Ovation of the Seas 9.30am to 9pm Capacity: 4,180
Thursday 8 December 2022	1:30 pm, 2:00 pm and 7:30 pm	Snapshot parking survey	Beauty and the Beast Pantomime @ Isaac Theatre Royal (3:00 pm and 7:00 pm)	Fine	
Tuesday 28 February 2023	3:10 pm – 4:10 pm	Pedestrian desire lines	None	Fine	Grand Princess 8am to 8pm Capacity: 2,606
Tuesday 31 October 2023	2:55 pm – 4:25 pm	Pedestrian desire lines and cycle counts	None	Overcast, raining	



Date	Survey period	What was surveyed	Events	Weather	Cruise ship
During trial					
Thursday 14 December 2023 to Wednesday 28 February 2024	24 hours for two weeks	Tube counts (vehicle speeds and volumes by vehicle type)	Various	Varied	
Thursday 14 December 2023	12:00 pm – 1:00 pm and 3:00 – 5:00 pm	Pedestrian desire lines and cycle counts	The Best Come Together @ Isaac Theatre Royal (8:00 pm)	Overcast	Viking Orion 8am to 8pm Capacity: 930
Thursday 25 January 2024	12:00 – 2:00 pm and 3:30 pm – 5:30 pm	Vehicle and bike counts, pedestrian desire lines	World Buskers Festival @ city centre streets (all day) School holidays	Fine	Le Laperouse 7.30am to 6pm Capacity:184
Thursday 8 February 2024	12:00 pm – 2:00 pm	Pedestrian desire lines	UCE Summer Showcase @ The Piano (5:15 pm)	Overcast, raining earlier in the day	Viking Orion 8am to 8pm Capacity: 930
Thursday 15 February 2024	12:00 pm – 1:00 pm and 4:00 pm – 5:00 pm	Cycle counts	None	Sunny at midday. Overcast, light rain at 4:00 pm	Noordam 7am to 4pm Capacity:1,972
Thursday 23 May 2024 to Thursday 6 June 2024	24 hours for two weeks	Tube counts (vehicle speeds and volumes by vehicle type)	Various	Varied	
Thursday 23 May 2024	3:30 pm – 5:30 pm	Vehicle and bike parking, pedestrian desire lines, cycle counts	Swan Lake @ Isaac Theatre Royal 7:30 pm	Overcast, windy	
Saturday 25 May 2024	5:30 pm – 7:30 pm	Vehicle and bike parking, PUDO, pedestrian desire lines, cycle counts	Swan Lake @ Isaac Theatre Royal 1:30 pm & 7:30 pm Dawn French @ Town Hall 7:00 pm Wilson Dixon @ The Piano 7:30 pm	Dark, clear	
*The initial trial count period included slight changes to the time period to optimise the data collection process					

The remainder of this report provides an overview of the data collection results completed to date. Chapter 5 provides an overview of the after-data collection requirements.

4. Data Collection methodology and results

4.1 Pedestrian desire line survey

Headline results

Pedestrian desire line data was collected to help understand how many pedestrians were crossing the street and how they were crossing the street. The data helps to understand how we are creating a safe space and understand changes to the volume of pedestrian activity in Gloucester Street. The following categories formed the basis of the data collection:

- Vulnerable/Mobility impaired pedestrians (categorised as somebody who was crossing slowly or struggled to cross) – this category is not categorised by age; it was defined by observed ability to cross.
- Children/young pedestrians – able to cross the road without difficulty.
- All other pedestrians - able to cross the road without difficulty.

These key statistics are for the before- and during-survey, excluding and including the infographic in Figure 4.1 and Table 4.1.

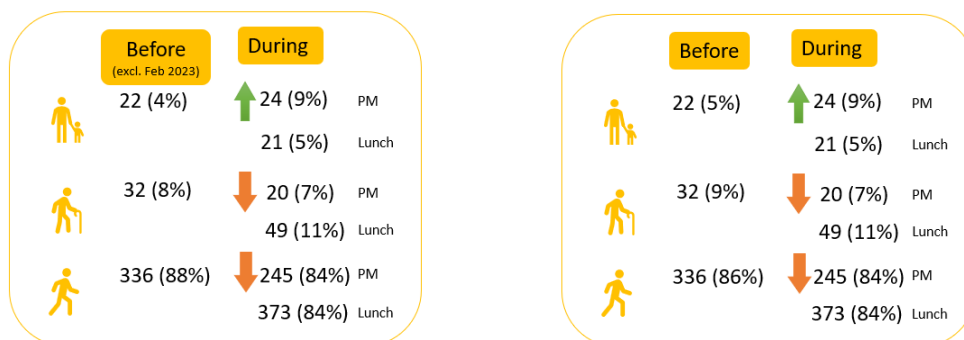


Figure 4.1 Comparison of average pedestrian desire line data by pedestrian type

The February 2023 survey results record more pedestrians crossing the road (almost double the number) than other survey periods.

- **Excluding** the February count, the **average** change for the comparable dates across all surveys of pedestrian flows saw an increase of 19 crossings (270 to 289), an increase of 7%.
- **Including** the February count, the **average** change across all surveys of pedestrian flows saw a decrease of 97 crossings (386 to 289), a decrease of 25%.
- The proportion of vulnerable users (somebody who was crossing slowly or struggled to cross) remained similar, only dropping 2% across both surveys.
- The percentage of children crossing increased by 5%, excluding the February survey, and by 4%, including the February survey.
- The total percentage of all other pedestrians was reduced by 1%, excluding the February survey and 2%, including the February survey.

The February 2023 survey was completed in fine weather and during 'typical travel patterns'. All other surveys were completed during the summer school holidays or in overcast weather conditions. Cruise ships were docked in Lyttelton for two of the duration surveys conducted over the holiday period,



resulting in small changes to the total number of crossings compared to the survey when a cruise ship was not docked.

The cruise ship docked during the February survey had a bigger capacity than the cruise ships docked during the school holiday period. An analysis of the data without the February survey indicates that the percentage change is similar within each of the data sets. Whilst many factors could influence the higher activity during the February 2023 survey, better weather conditions, cruise excursions and typical travel patterns are likely to be contributing factors.

Table 4.1 Pedestrian desire line survey count results

	BEFORE (PM)		DURING (PM)		
	28 Feb 23	31 Oct 23	14 Dec 23	25 Jan 24	23 May 24
	3:10 - 4:10*	3:25 - 4:25*	3:30 - 4:30	3:30 - 4:30	3:30 - 4:30
Cruise ships	Yes	No	Yes	Yes	No
Cruise ship capacity	2,606		930	184	
Vulnerable/Mobility impaired**	43	22	36	19	6
Children/young	33	10	24	31	17
All other pedestrians	427	238	285	187	263
Total	503	270	345	237	286
Average excluding February	270		289		
Average including February	390		289		

*The initial trial count period included slight changes to the time period to optimise the data collection process

**somebody who was crossing slowly or struggled to cross

Figures 4.2 and 4.3 summarise the observed crossing patterns. Crossings focused on key destinations before and during the trial, namely the Press Lane footpath/Isaac Theatre Royal, New Regent Street, and the Tramway. In addition, the number of crossings at different locations along the street increased.

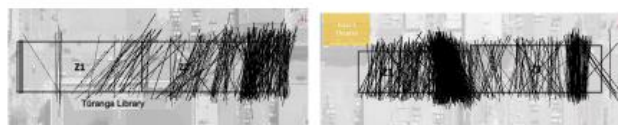


Figure 4.2 Pedestrian desire lines before the trial period

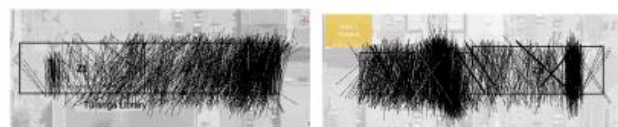


Figure 4.3 Pedestrian desire lines for all surveys during the trial period



Methodology

Desire line surveys were used to understand pedestrian crossing patterns and volumes on Gloucester Street between Colombo Street and Manchester Street.

The survey area was separated into six zones, with three zones per surveyor. For each 15-minute period of the survey, the crossing of every pedestrian was recorded by annotating the map. The number of people crossing the road in each zone was recorded by user type using the following categories:

- Vulnerable/Mobility impaired pedestrians (categorised as somebody who was crossing slowly or struggled to cross) – this category is not categorised by age; it was defined by observed ability to cross.
- Children/young pedestrians – able to cross the road without difficulty.
- All other pedestrians - able to cross the road without difficulty.

Note that the vulnerable category is not simply 'older' people, it is people who experienced challenges crossing the road. Comments of any additional activity were made, such as (but not limited to) bike crossing, large group activities or vehicle loading.

The monitored zoning is shown in Figures 4.4 and Figure 4.5.



Figure 4.4 Gloucester Street surveyor one position and zones

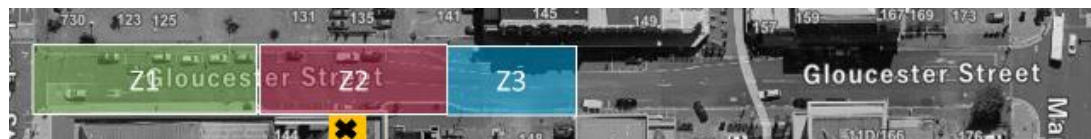


Figure 4.5 Gloucester Street surveyor two position and zones

Construction of the Court Theatre had commenced before the first survey was conducted, the footpath on the eastern side of Colombo Street and north of Gloucester Street was closed off (Zone 1 and 2 in Figure 4.5). During the trial, a temporary footpath was provided for this section of Gloucester Street. The footpath on Colombo Street remained closed, changing pedestrian activity in Zone 1. Table 3.3 presents the survey data collection period and the events in the area.



Table 4.2 Pedestrian counts survey days

Date	Survey period	Event	Weather	Cruise ships
Before trial				
28 February 2023	3:10 pm – 4:15 pm	None	Fine	Grand Princess 8am to 8pm Capacity: 2,606
31 October 2023	2:55 pm – 4:25 pm	None	Overcast, raining	No cruise ship
During trial				
Thursday 14 December 2023	12:00 pm – 1:00 pm and 3:00 – 5:00 pm	The Best Come Together @ Isaac Theatre Royal (8:00 pm)	Overcast	No cruise ship
Thursday 25 January 2024	12:00 – 2:00 pm and 3:30 pm – 5 pm	World Buskers Festival @ city centre streets (all day) School holidays	Fine	Le Laperouse 7.30am to 6pm Capacity: 184
Thursday 8 February 2024	12:00 pm – 2:00 pm	UCE Summer Showcase @ The Piano (5:15 pm)	Overcast, raining earlier in the day	Viking Orion 8am to 8pm Capacity: 930
Thursday 23 May 2024	3:30 pm – 5:30 pm	Swan Lake @ Isaac Theatre Royal 7:30 pm	Overcast, windy	No cruise ship
Saturday 25 May 2024	5:30 pm – 7:30 pm	Swan Lake @ Isaac Theatre Royal 1:30 pm & 7:30 pm Dawn French @ Town Hall 7:00 pm Wilson Dixon @ The Piano 7:30 pm	Dark, clear	No cruise ship
*The initial trial count period included slight changes to the time period to optimise the data collection process				

Survey results

Before trial

The pedestrian crossing movements were similar on both survey dates in terms of location. Table 4.3 provides a summary of the number of people crossing in each zone. Cruise ships were docked in Lyttelton for two of the duration surveys conducted over the holiday period, resulting in small changes to the total number of crossings compared to the survey when a cruise ship was not docked. There is no evidence that the presence of cruise ships had a noticeable impact on the travel patterns on Gloucester Street during the surveys. Whilst many factors could influence the increase in activity during the February survey, better weather conditions and typical travel patterns are likely to be contributing factors to the increased activity during the period. The data will provide a baseline for any future surveys for similar time periods and conditions.



Table 4.3 Pedestrian crossing survey results

Date	28-Feb-23	31-Oct-23
Time	3:10 pm- 4:10 pm	2:55 pm - 4:25 pm
Duration	1 hour	1.5 hours
ZONE 1West	17	30
2W	26	47
3W	89	54
1East	46	55
2E	226	150
3E	97	79
Total	501	415

*The initial trial count period included slight changes to the time period to optimise the data collection process

Figures 4.6 and 4.7 summarise the pedestrian desire lines. The highest foot traffic is focused on key destinations, particularly in Zone 2 East, where pedestrians cross in line with the tram tracks between New Regent Street and Cathedral Junction. The footpath closure impacted the results for Zone 1, adjacent to the Court Theatre construction site.



Figure 4.6 Summary of the before surveys 31 October 2023



Figure 4.7 Summary of before surveys on 28 February 2023

Press Lane was well used by pedestrians. Many used this cut-through to go to the library, towards Colombo Street. Many pedestrians crossed Gloucester Street immediately upon exiting Press Lane (or the opposite when travelling south), and few were observed to walk far on the south side of Gloucester Street. A wheelchair user had difficulty mounting the kerb by the Isaac Theatre Royal after crossing north outside the library.

The construction border for the Court Theatre removes the footpath for zone one on the west side of Gloucester Street. Pedestrians were seen walking on the road to avoid crossing the road multiple times. The construction site reduced the ability for people to cross on the western zone of Gloucester Street.

During trial

The number of pedestrians crossing Gloucester Street is summarised in Table 4.4 below. Zone 2 East made up approximately half of all pedestrian crossing movements. This was people crossing between Cathedral Junction and New Regent Street. This is followed by those crossing in Zone 3 West, which makes up on average 16% of all crossings. People in this zone typically cross between Press Lane and outside the Isaac Theatre Royal. The 25 January 2024 had the lowest number of pedestrian movements. This occurred during the school holiday period.

Table 4.4 During trial pedestrian crossing survey results

Date	14-Dec-23	14-Dec-23	25-Jan-24	25-Jan-24	8-Feb-24	23-May-24	25-May-24
Time	12:00-13:00	3:00-5:00	12:00-2:00	3:00-5:00	12:00-2:00	3:30-5:30	5:30-7:30
Duration	1hr	2 hr	2 hr	2 hr	2 hr	2 hr	2 hr
ZONE 1W	28	22	49	19	53	37	6
2W	44	65	106	31	46	36	49
3W	55	51	146	70	147	127	437
1E	37	63	115	36	83	94	221
2E	206	522	341	336	531	312	676
3E	68	77	18	32	305	128	153
Total	438	800	775	524	1165	734	1542

*The initial trial count period included slight changes to the time period to optimise the data collection process

Figures 4.8 to 4.12 show the desire lines during the trial. The most common place for pedestrians to cross is in the middle of the street in Zone 2 East, primarily between New Regent Street and Cathedral Junction and all of Zone 3 West. Longer diagonal crossings were observed to happen more frequently during the survey period.

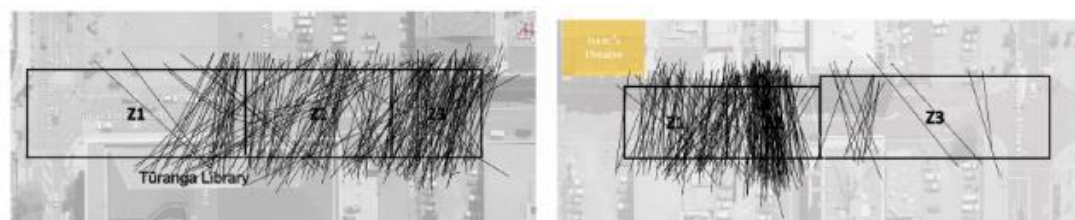


Figure 4.8 Pedestrian desire lines for midday survey on 25 January 2024

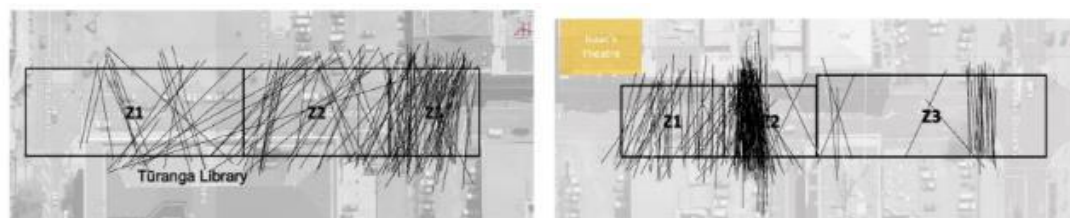


Figure 4.9 Pedestrian desire lines for afternoon survey on 25 January 2024

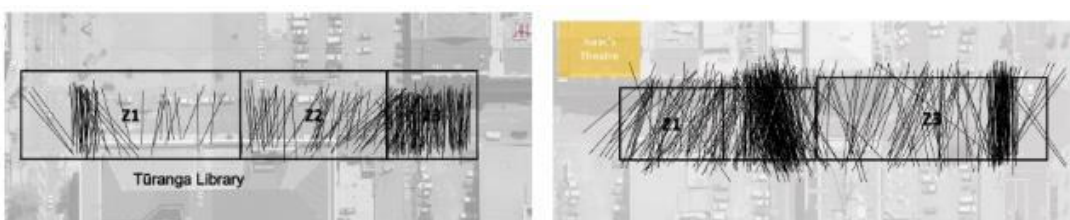


Figure 4.10 Pedestrian desire lines on 8 February 2024

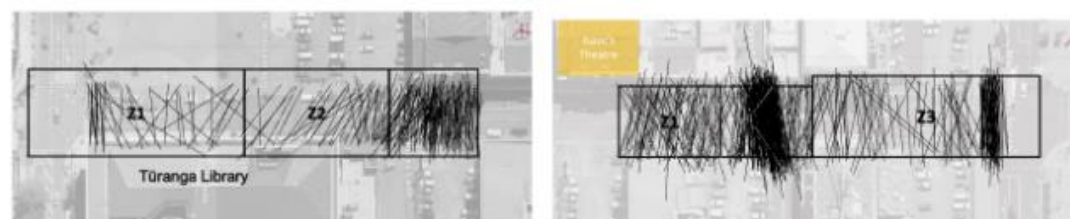


Figure 4.11 Pedestrian desire lines on 23 May 2024

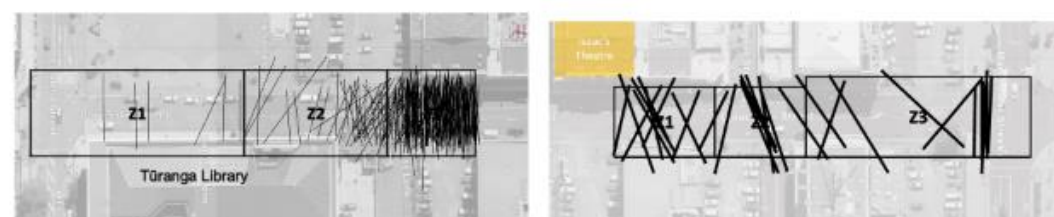


Figure 4.12 Pedestrian desire lines on 25 May 2024

Note: for the survey on 25 May 2024 the west side desire line mapping was incomplete. The number of crossings was recorded correctly, and the crossing trend was similar to the other surveys completed, so the data was still included in the reporting.



Figure 4.13 and Figure 4.14 show people enjoying the space and crossing the street



Figure 4.13 View of Gloucester Street Zone 3 West



Figure 4.14 Chalk artwork

During the evening survey on 25 May 2024, many vehicles and pedestrians used the street, likely due to three events in the area that evening. At peak times, pedestrians often crossed the street between cars that were either stopped in the traffic lane or travelling at slow speeds. Vehicles typically stopped and allowed pedestrians to cross. At quieter times, pedestrians were observed standing in the traffic lane to take photos or converse with others.

Observations and comparisons

Figure 4.15 and Figure 4.16 present a summary of the observed crossing patterns. Crossings focused on key destinations before and during the trial, namely the Press Lane footpath/Isaac Theatre Royal, New Regent Street, and the Tramway. In addition, the number of crossings at different locations along the street increased.

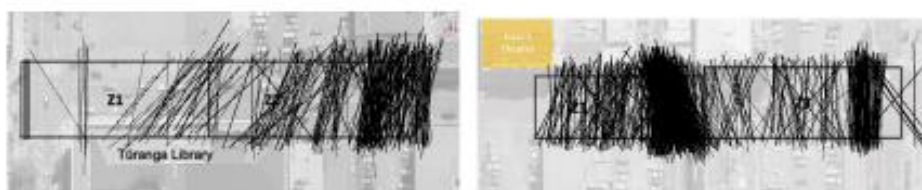


Figure 4.15 Pedestrian desire lines before the trial period

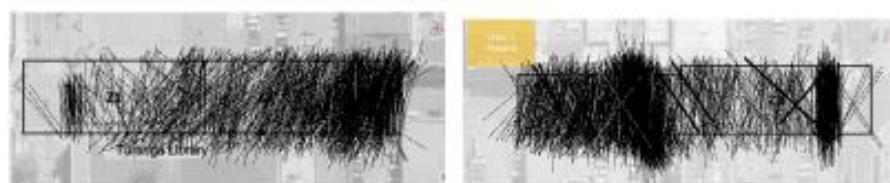


Figure 4.16 Pedestrian desire lines for all surveys during the trial period

The number of people crossing Gloucester Street varied depending on the day, as shown in Table 4.5. The average number of pedestrians decreased during the afternoon survey compared to the baseline survey. The afternoon survey in February 2023 was higher than all the other afternoon surveys by at least 150 people.

Table 4.5 Number of pedestrians crossing Gloucester Street

	BEFORE TRIAL PM		DURING TRIAL PM			DURING TRIAL LUNCH		
Date	28 Feb 23	31 Oct 23	14 Dec 23	25 Jan 24	23 May 24	14 Dec 23	25 Jan 24	8 Feb 24
Time	3:10 - 4:10	3:25 - 4:25	3:30 - 4:30	3:30 - 4:30	3:30 - 4:30	12:00-1:00	12:15-1:15	12:00-1:00
Zone 1W	17	19	11	14	21	28	29	27
2W	26	37	29	18	8	44	51	15
3W	89	43	17	33	26	55	71	74
1E	46	31	28	14	30	37	48	46
2E	228	98	222	150	130	206	112	257
3E	97	42	38	8	71	68	10	151
Total	503	270	345	237	286	438	321	570
Average	390		289			446		

*The initial trial count period included changes to the time period to optimise the data collection process



Many factors could influence the higher number of pedestrians in the February 2023 survey, including central city events, cruise ship excursions, and school visits to the library and theatre, to name a few. The midday surveys only occurred during the trial period.

Several tourist groups were seen across the different surveys. This was more common during the middle of the day. They typically crossed between Cathedral Junction and New Regent Street. During the survey, some tourists stopped in the middle of Gloucester Street to take photos.

Comparison by user

Comparing like-for-like surveys in Table 4.6 a similar theme emerges to the zone comparison above. The number of vulnerable users decreases compared to the first survey but remains similar when compared to the rest. For that time, the average number decreases from 32 to 20. The average proportion of vulnerable users drops from 8% to 7%. The highest proportion of vulnerable users was during the December midday survey, at 13%.

On average, the number of young pedestrians increased from 22 to 24 during the afternoon survey compared to the same one-hour period, and the average increased from 5% to 9%. The highest proportion of vulnerable users was during the January 2024 afternoon survey, with 13% of pedestrians. This occurred during the World Buskers Festival, which may account for some of this increase.

Table 4.6 Comparison of one-hour period by user

	BEFORE (PM)		DURING (PM)		
	28 Feb 23	31 Oct 23	14 Dec 23	25 Jan 24	23 May 24
	3:10 - 4:10*	3:25 - 4:25*	3:30 - 4:30	3:30 - 4:30	3:30 - 4:30
Cruise ships	Yes	No	Yes	Yes	No
Cruise ship capacity	2,606		930	184	
Vulnerable/Mobility impaired**	43	22	36	19	6
Children/young	33	10	24	31	17
All other pedestrians	427	238	285	187	263
Total	503	270	345	237	286
Average excluding February	270		289		
Average including February	390		289		
*The initial trial count period included slight changes to the time period to optimise the data collection process					
**somebody who was crossing slowly or struggled to cross					



4.2 Pedestrian, bike and scooter survey

Headline results

One of the Streets for People programme aims is to understand the impact of design changes on active travel choices. Changes to active travel patterns can be delayed after a project has been completed, so this work provides a foundation for understanding current patterns and building knowledge to understand the longer-term impacts.

The before survey data was collected twice in February and October 2023. During the trial, data was collected on four dates: December, January, February, and May. The midday survey was added to the programme during the trial period.

A comparison of the average change in active travel patterns from a sample hour count for 3:30 – 4:30 pm for pedestrians and 4:00 – 5:00 pm for biking and scooting is shown in Figure 4.17. This reveals that cycling and scooter activity increased during the period. Average cycle movement has increased by 33%, and scooters by 22% on Gloucester Street. The pedestrian data was reported in section 4.1 of this report.

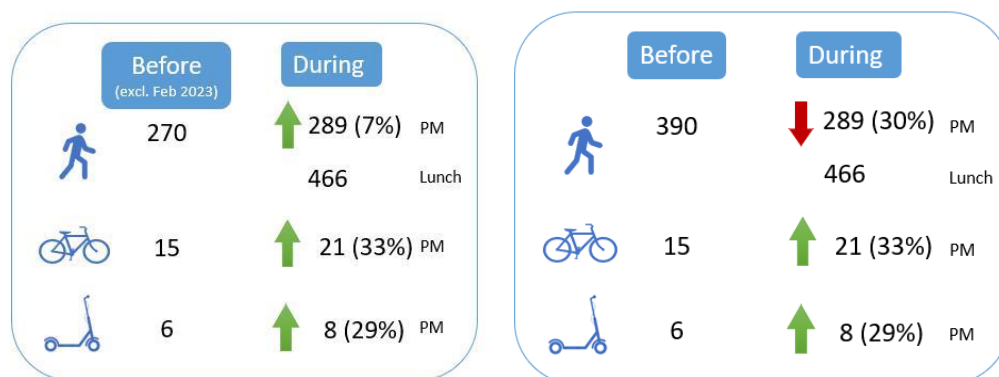


Figure 4.17 Manual snapshot cycle counts 1-hour average survey period comparison

Table 4.7 shows the number of trips the percentages represent. It is important to note that cycling represents less than 10% of the total vehicle flow on Gloucester Street and Colombo Street. The north-south link using Colombo Street is the dominant cycle desire line. During the survey data, more cycling activity was recorded through Gloucester Street.

Table 4.7 Comparison of active mode counts during an hour time frame

	BEFORE	DURING			DURING
Date	31 Oct 23	14 Dec 23	15 Feb 24	23 May 24	AVERAGE
Time	3:25 – 4:25*	4:00 – 5:00	4:00 – 5:00	4:00 – 5:00	
Cycling	15	15	30	19	21
Scooter	6	2	14	0	8
Skateboard	2	2	1	0	1

*The initial trial count period included slight changes to the time period to optimise the data collection process

To compare manual counts, data was extracted from the council intersection traffic counts database to compare the data collected with 2019 data. The purpose of using the 2019 data is to understand the cycling profile prior to the COVID-19 lockdown and the significant development that has occurred in the



area as the project has developed. The total number of on-road cycle movements was recorded for the same peak periods as the most recent video count for the Gloucester Street/Colombo Street intersection. Comparing the same movements and periods, the analysis resulted in a decrease in midday cycling activity. Conversely, the most significant increase was identified in the morning and evening peak. The results are presented in Table 4.8.

Table 4.8 Survey data and times

	AM Peak	Midday	PM Peak	TOTAL
2019	60	27	77	267
2024 video count	111	24	180	315
% change	60% increase	12% decrease	80% increase	16.5% increase

The proportionate change over the five years indicates that cycling volumes are increasing and confirms the proportionate increase recorded in the manual counts between 2022 and 2023/24, shown in Figure 4.17.

The manual scooter and cycle snapshot counts provide a baseline to corroborate other data sets. The results are not statistically significant, given the low number of trips recorded. The cycle data was supplemented with the previous 2019 count and 2024 video count. The scooter data was supported by collecting data on the changes to the use of public scooters and e-bikes within the study area. The long-term monthly scooter rentals are presented in Table 4.18. The number of scooters recorded was higher at the western end of Gloucester Street, with the highest numbers recorded being between New Regent Street and Manchester Street. The data reflects observations made on Gloucester Street of people on bikes and e-scooters often using Press Lane instead of travelling the entire length of Gloucester Street.

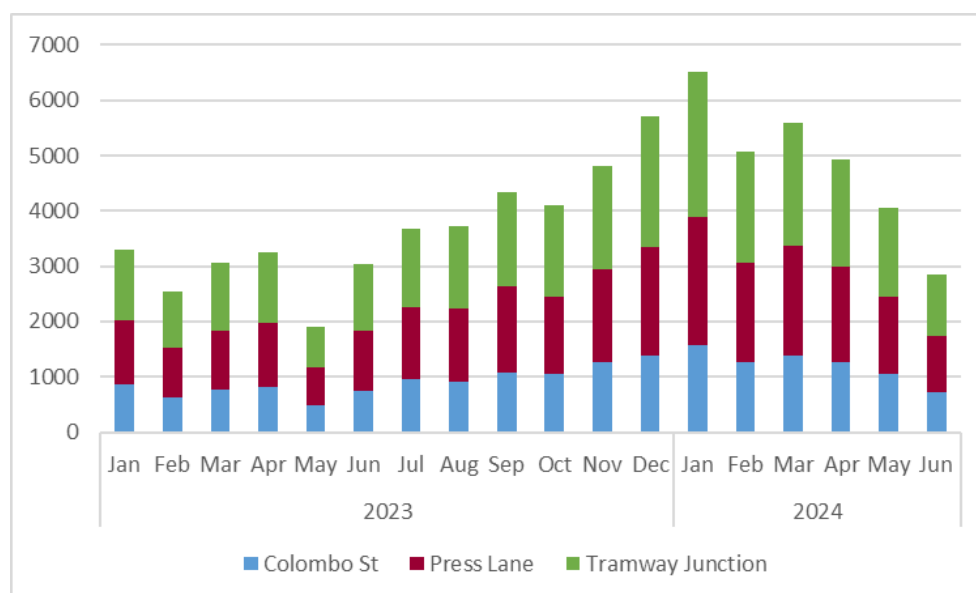


Figure 4.18 Scooter trip count 2023-24

An additional 780 scooters were supplied in the central city between March and October 2023, equating to a 92% increase in supply. Lime scooters supplied the additional scooters; Neuron maintained a supply of 850 scooters. Regardless of the significant increase in supply, additional scooters will not always be available within the project area. That said, it is important to recognise the impact of the increased supply and the seasonal variations. As the project was installed in December 2023, the focus of the analysis was between January and April, between 2023 and 2024. The results are shown in Table 4.9.

The results indicate a strong seasonal factor in the uptake of rental scooters. The events to promote the scheme and major events in the theatre district would have been responsible for some of the increased scooter activity. The exact proportion of scooter use the scheme contributed to is more challenging to confirm without completing more detailed travel and economic surveys. Combining knowledge of retail spending, increased activity, and the willingness of people to visit and more limited parking options, it would be logical that rental scooters are an option for some of the people visiting the area.

Table 4.9 Rental scooter percentage increase analysis 2023/2024 summer period

	Colombo Street	Press Lane	Tramway Junction
January	85% increase	99% increase	103% increase
February	104% increase	96% increase	100% increase
March	81% increase	85% increase	82% increase
April	55% increase	50% increase	52% increase

Note: the scooter supply increased by 780 scooters (92) between March and October 2023.

Methodology

Cycle and scooter counts were used to identify active mode movement patterns on Gloucester Street. This survey required one person and was completed alongside the desire line surveys. These counts were taken as snapshots during the active travel peak periods. The timing and extent of the surveys were adapted as the project developed based on learnings from the earlier data collection and analysis. In most instances, the changes resulted in the collection of richer data sets. The data analysis has been completed for the most directly comparable times and locations.

The survey area is divided into four movements. The locations and movements recorded are shown in Figure 4.19.



Figure 4.19 Four movements were recorded for bikes and scooters

The survey dates, times and weather conditions are recorded in Table 4.10.

Table 4.10 Survey date and times

Date	Time	Weather
Before Installation		
31 October 2023 (manual count)	2:55 pm – 4:20 pm	Overcast and windy
During Trial		
14 December 2023 (manual count)	12:00 pm – 1:00 pm and 3:00 pm – 5:00 pm	Overcast and windy
16 February 2024 (manual count)	12:00 pm – 1:00 pm and 4:00 pm – 5:00 pm	Fine at midday, overcast (spitting for a short time) in the afternoon
23 May 2024 (manual count)	3:30 pm – 5:30 pm	Overcast and windy
25 May 2024 (manual count)	5:30 pm – 7:30 pm	Dark and clear
*The initial trial count period included slight changes to the time period to optimise the data collection process		

During the midday survey on 16 February, Colombo Street was also surveyed using the same methodology to understand the proportion of users turning onto Gloucester Street. Figure 4.20 shows the movements surveyed.



Figure 4.20 Colombo Street survey movements

Rental scooter data

Using data from the CCC Smartview dashboard, the rental scooter data for the 2023/2024 period was reviewed. The increased supply of scooters was accounted for, so the analysis did not overestimate the impact of the scheme.

Survey results

Before trial

On 31 October, peak cycle and scooter movement occurred between 3:25 pm and 3:30 pm, and seven movements were recorded. On average, there were two to three cycle and scooter movements per five-minute interval. E-scooters and e-skateboards were observed travelling fast for the street context. One cyclist was observed weaving between the pavement and the road for the length of Gloucester Street. Some bike and scooter riders travelled through New Regent Street or Press Lane.

During trial

During the trial, the peak occurred on 15 February at 4:45 – 4:50 pm and 4:55 – 5:00 pm, with seven movements, respectively. The average number of movements per 5 minute interval is 2 to 4. The proportion of cyclists and scooters turning onto Gloucester Street from Colombo Street was 25%. Many of these movements came from Cathedral Square, and they often followed the path of travel shown in Figure 4.21, using the footpath.



Figure 4.21 Typical path of travel for cyclists coming from Cathedral Square

Most people travelling along Gloucester Street did not travel its entire length. It was common for people to turn off at or come from New Regent Street, Press Lane, or the library. It was also common for both scooter riders and cyclists to switch between the footpath and the road. During the lunchtime survey, all cyclists who were observed turning onto or from Colombo Street mounted the footpath rather than going through the intersection in the traffic lane. Several people were also observed walking their bikes on the footpath for part or all of the street, particularly those using New Regent Street, a pedestrianised street with tram tracks running the length of it. As shown in Figure 4.22 tourist quadricycles were observed travelling along Gloucester Street.



Figure 4.22 Tourist quadricycle on footpath

Observations and comparisons

Table 4.11 compares the count data for Gloucester Street completed at a similar time before and during the trial. The number of cyclists travelling along Gloucester Street either remained consistent or increased during the trial. The average number of cyclists increased from 15 before the trial to 21 during the trial. The number of scooters decreased on average from 6 to 5. Skateboard counts were too low to correlate any changes in activity.



Table 4.11 Comparison of active mode counts during an hour time frame

	BEFORE	DURING			DURING
Date	31 Oct 23	14 Dec 23	15 Feb 24	23 May 24	AVERAGE
Time	3:25 – 4:25*	4:00 – 5:00	4:00 – 5:00	4:00 – 5:00	
Cycling	15	15	30	19	21
Scooter	6	2	14	0	8
Skateboard	2	2	1	0	1

*The initial trial count period included slight changes to the time period to optimise the data collection process

The baseline survey data was collected on two occasions in February and October 2023. During the trial, data was collected on four dates: December, January, February, and May. The midday survey was added to the programme during the trial period.

A comparison of the average change in active travel patterns from a sample hour count for 3:30 – 4:30 pm for pedestrians and 4:00 – 5:00 pm for biking and scootering is shown in Figure 4.23. The results reveal that cycling and scooter activity has increased for the selected period. Average cycle movement has increased by 33%, and scooters by 22% on Gloucester Street.

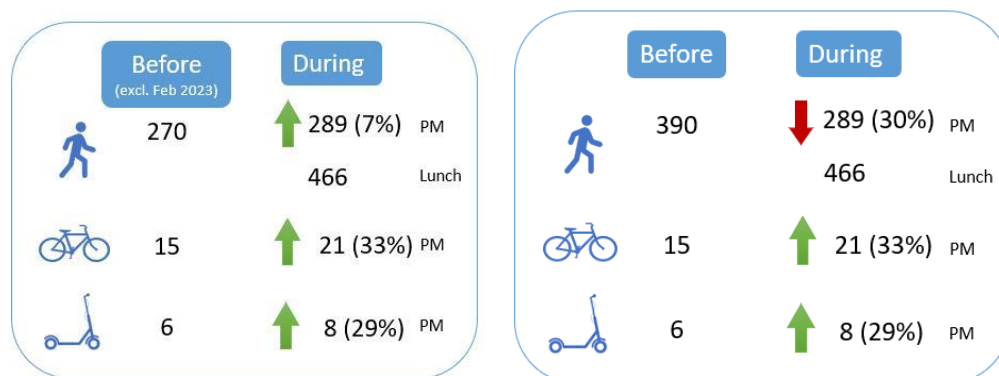


Figure 4.23 Manual snapshot cycle count 1-hour average survey period comparison

Rental scooter data results

The graph shows the change in rental activity in Gloucester and Colombo Streets. The most significant increase was on Manchester Street, with a 120% increase in the total and average number of scooters being used. The number of scooters travelling on Gloucester Street increased by 90%, with the average daily user number rising from 32 to 60 scooters.

The number of scooters recorded was higher at the western end of Gloucester Street, with the highest numbers recorded being between New Regent Street and Manchester Street. The data reflects observations made on Gloucester Street of people on bikes and e-scooters often using Press Lane instead of travelling the entire length of Gloucester Street.

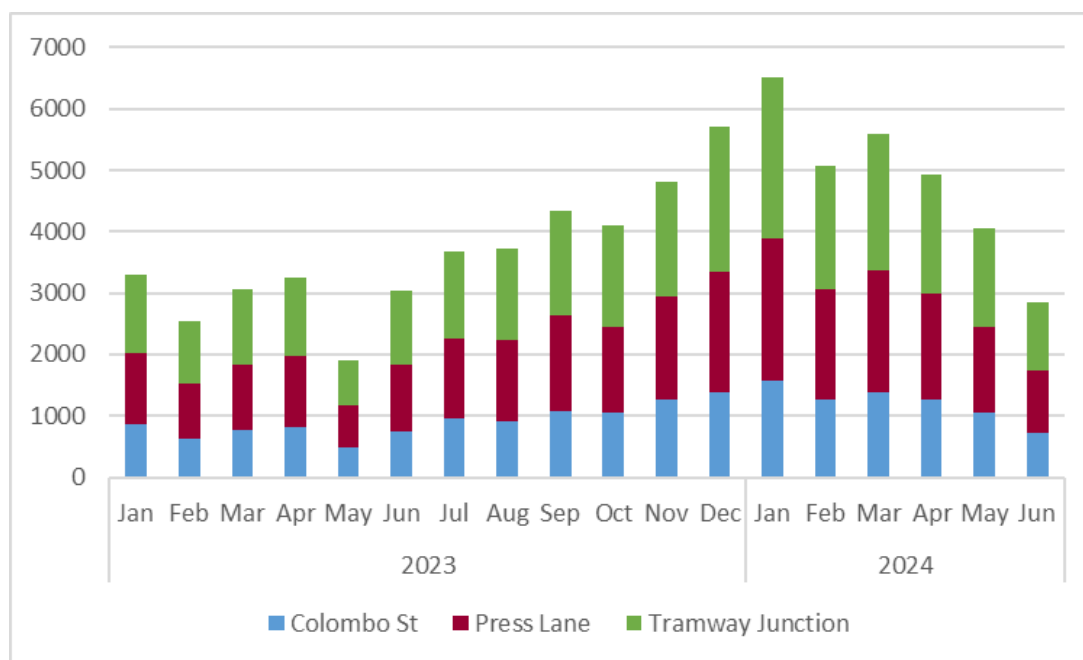


Figure 4.24 Scooter trip count 2023-24

Between March and October 2023, an additional 780 scooters were supplied in the city, a 92% increase in supply. Lime scooters supplied the additional scooters, while Neuron maintained a supply of 850 scooters. The data presented in Figure 4.24. The data is also provided in Table 4.12, along with details of when the additional lime scooters became publicly available.

Table 4.12 Monthly rental scooter count data and supply

Routes Count (Gloucester St) 2023-2024		Colombo St	Press Lane	Tramway Junction	No. of Lime scooters	No. of Neuron scooters
2023	Jan	856	1162	1283		
	Feb	627	905	1001		
	Mar	759	1076	1220	850	850
	Apr	811	1155	1282		
	May	487	675	747		
	Jun	749	1085	1207		
	Jul	950	1318	1413	1310	850
	Aug	923	1304	1493		
	Sep	1083	1555	1695		
	Oct	1047	1409	1644	1630	850
	Nov	1277	1656	1875		
	Dec	1374	1972	2367		



Routes Count (Gloucester St) 2023-2024		Colombo St	Press Lane	Tramway Junction	No. of Lime scooters	No. of Neuron scooters
2024	Jan	1583	2314	2609		
	Feb	1278	1777	2006		
	Mar	1376	1990	2218		
	Apr	1257	1729	1952		
	May	1045	1413	1592		
	Jun	721	1017	1104		

Note that there was a 92% increase in supply between March and October 2023

Regardless of the significant increase in supply, additional scooters will not always be available within the project area. That said, it is important to recognise the impact of the increased supply and the seasonal variations. As the project was installed in December 2023, the focus of the analysis was between January and April, between 2023 and 2024. The results are shown in Table 4.13.

Table 4.13 Rental scooter use percentage increase analysis 2023/2024 summer period

	Colombo Street	Press Lane	Tramway Junction
January	85% increase	99% increase	103% increase
February	104% increase	96% increase	100% increase
March	81% increase	85% increase	82% increase
April	55% increase	50% increase	52% increase

Note: the scooter supply increased by 780 scooters (92) between March and October 2023.

The results indicate a strong seasonal factor in the uptake of rental scooters. The events to promote the scheme and major events in the theatre district would have been responsible for some of the increased scooter activity. The exact proportion of scooter use the scheme contributed to is more challenging to confirm without completing more detailed travel and economic surveys. Nevertheless, it is logical that rental scooters are a viable option for some people visiting the area.

Pedestrian and cycle video counts

Methodology

To complement the May tube count programme, a video camera recorded pedestrian and cycle movements on Gloucester Street, Armagh Street, and the Gloucester Street and Colombo Street intersection. The video analysis resulted in a better understanding of pedestrian and cycle flows in the area and the ability to compare data from the manual snapshot of pedestrian, scooter, and cycle counts.

The surveys were conducted for the following periods.

- Thursday 23 May 2024 7:00 am- 9:00 am; 11:00 am – 1:00 pm and 3:00 pm – 6:00 pm.
- Saturday 25 May 2024 between 9:00 am and 2:00 pm.

The movements recorded are shown in Figure 4.25 to Figure 4.27.

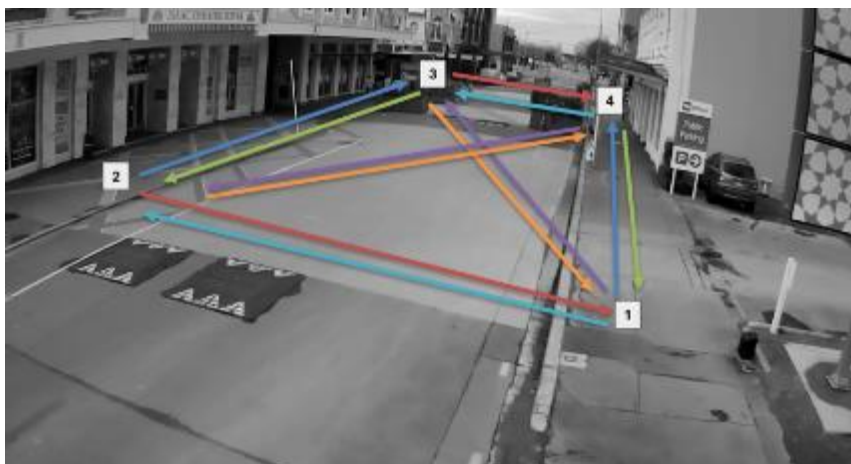


Figure 4.25 Movements counted on Gloucester Street

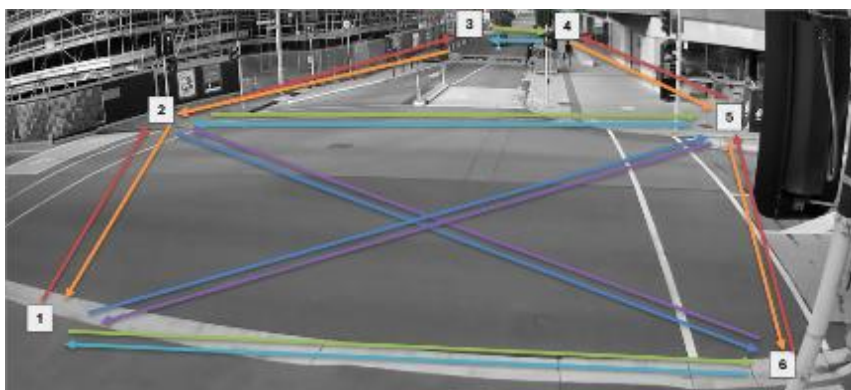


Figure 4.26 Pedestrian and cycle movements Colombo Street/Gloucester Street intersection

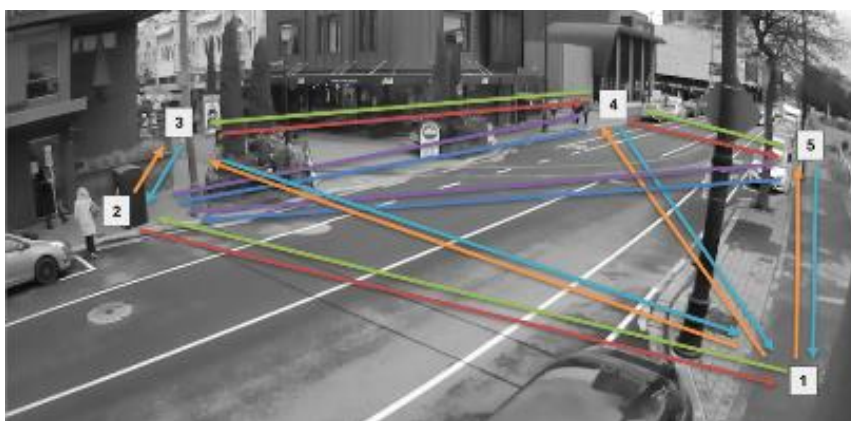


Figure 4.27 Pedestrian and cycle movements on Armagh Street



Results

The total number of pedestrians and cyclists counted is summarised in Table 4.14. Gloucester Street had the highest number of pedestrians compared to the other streets. Pedestrians commonly travelled between Cathedral Junction and New Regent Street (4-3). This is followed by Pedestrians walking on the north side of the street (2-3). Cyclists typically travelled along the street (2-3 and 4-1).

On Armagh Street pedestrians were most commonly moving between Armagh Street and New Regent Street (2-3 and 3-4). At the Colombo Street and Gloucester Street intersection, people typically walked between 1 and 6 and walked next to Tūranga (5-4). Colombo Street was the most popular cycle route both in a north and south bound direction. (2-5 and 6-1).

Table 4.14 Total pedestrian and cycle counts from the video survey

Camera	Day	Pedestrians	Cyclists
Gloucester Street	Thursday	3052	105
	Saturday	3850	83
Colombo St/ Gloucester St Intersection	Thursday	2470	315
	Saturday	2365	156
Armagh Street	Thursday	2440	178
	Saturday	3043	93

Snapshot survey periods

Thursday: 7:00 am- 9:00 am, 11:00 am – 1:00 pm and 3:00 pm – 6:00 pm

Saturday: 9:00 am to 2:00 pm.

Comparison and Analysis

To compare manual cycle counts, data was extracted from the council intersection traffic counts database to compare the data collected with 2019 data. The purpose of using the 2019 data is to understand what the cycling profile was prior to the COVID-19 lockdown and the significant development that has occurred in the area as the project has developed. The total number of on-road cyclists recorded for the same peak periods as the most recent video count. The 2019 baseline data has been collated in Table 4.15 and is graphically presented in Figure 4.28.

Table 4.15 Cycle survey date and times

	AM Peak	Midday	PM Peak	TOTAL
2019	60	27	77	267
2024 video count	111	24	180	315
% change	60% increase	12% decrease	80% increase	16.5% increase

The proportionate change over the 5-year period indicates that the cycling volumes are increasing and confirms the proportionate increase recorded in the manual counts between 2022 and 2023/24 in Figure 4.29.

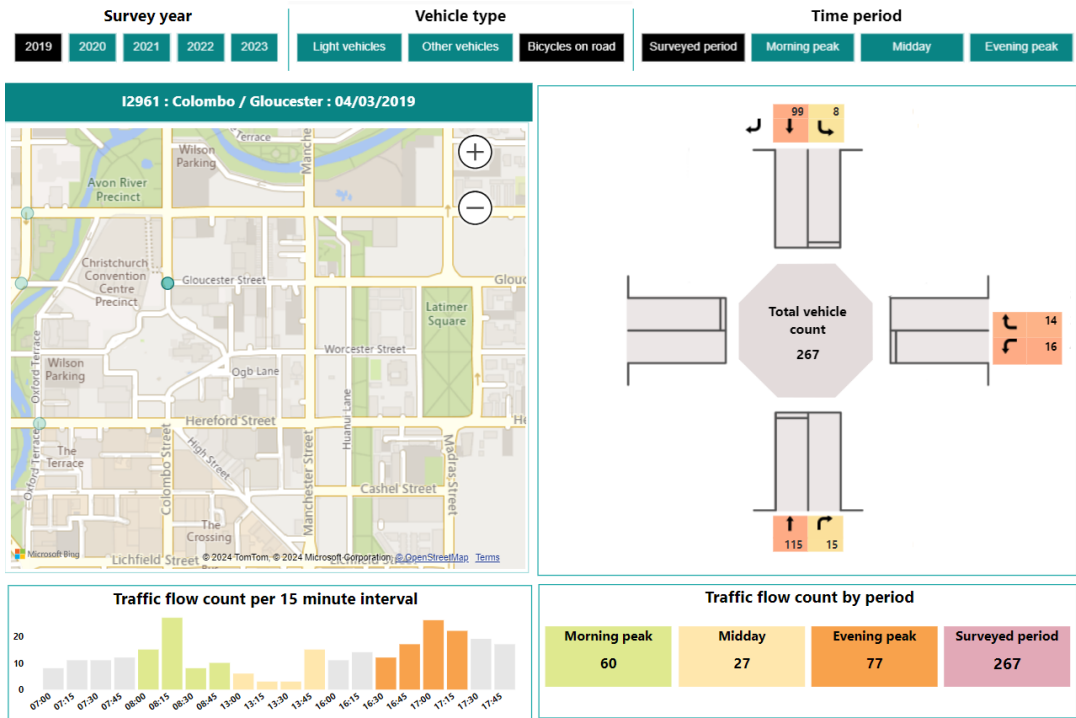


Figure 4.28 Colombo Street/Gloucester Street intersection 2019 on-street cycle count

Comparing the same movements and time periods, the analysis resulted in a decrease in midday cycling activity. Conversely, the most significant increase was identified in the morning and evening peak.

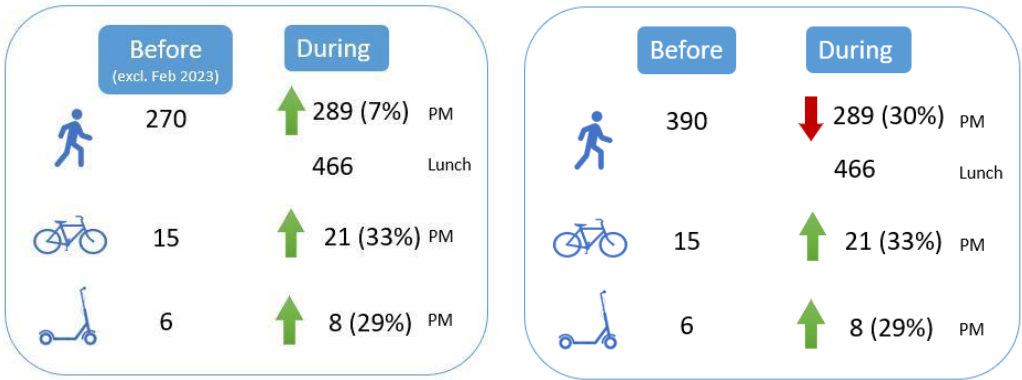


Figure 4.29 Manual snapshot cycle count 1-hour average survey period comparison



4.3 Traffic speeds and volumes

Headline results

The headline outcomes of the data analysis to date are:

- Vehicle speeds have decreased by between 24% and 46% along Gloucester Street.
- On average, vehicle speeds decreased by 44% along Gloucester Street.
- Vehicle volumes have decreased by 30% on Gloucester Street.

No change in the average speed was observed on Colombo Street or Armagh Street. No changes to the street environment occurred on Colombo Street or Armagh Street. Data was collected to understand the broader impacts of the trial on the adjacent street network

The volume on Gloucester Street has reduced by 30%, while the volume of vehicles on Colombo Street has reduced by 8% and the volume on Armagh Street has increased by 40%. The summary data is shown graphically in Figure 4.30 and spatially in Figure 4.31, overleaf.

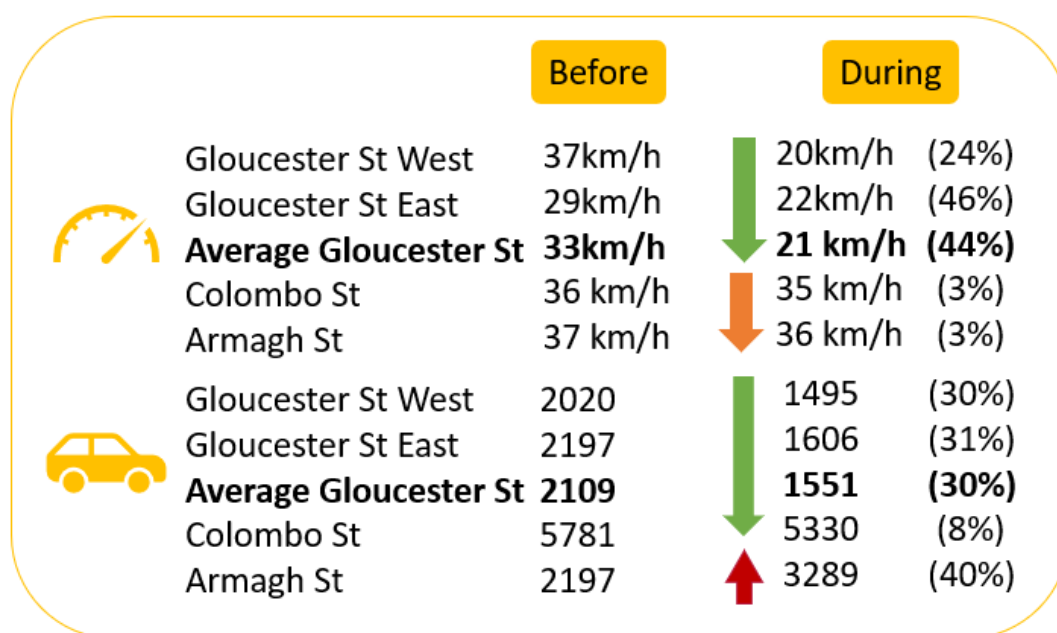


Figure 4.30 Summary of averaged 7-day vehicle speeds and volumes

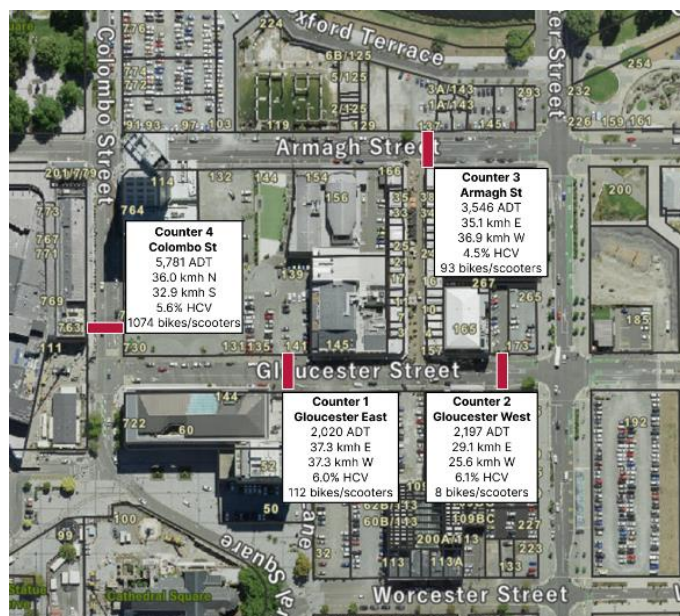


Figure 4.31 Before 2022 (top) During survey results - tube count summary May 2024 (bottom)



Methodology

Traffic speeds and volumes are key indicators of how travel patterns change. Tube counts were used to monitor the traffic volumes and speed in the study area, allowing us to understand any changes that may have occurred because of the trial.

Traffic counting tubes were laid at four locations in the vicinity of Gloucester Street as shown in Figure 4.32. Data from the tube counts provides data about the overall travel trends in the area as well as speeds and volumes. The tube counts were undertaken both before the trial was installed and during the trial.

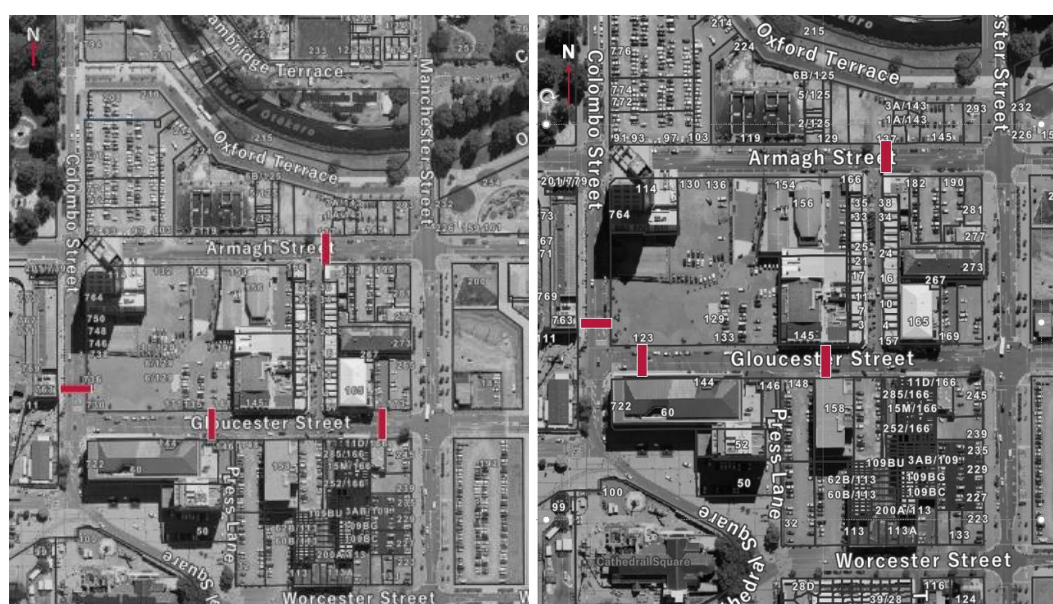


Figure 4.32 Tube locations before (left) and during (right)

Pre-trial baseline data was collected from Wednesday, 7 December, to Tuesday, 13 December 2022 (inclusive). During this time, schools were still operating, and travel patterns were assumed to be typical.

During the trial, data was collected from Thursday, 14 December 2023, to Wednesday, 28 February 2024 and Thursday, 23 May to Thursday, 6 June 2024 (inclusive). There was some variation in the timing of the recordings for one of the tubes on Gloucester Street due to a tube being damaged by a truck accessing the Theatre Royal. Traffic patterns between December and February were affected by public holidays and the school holiday period. Most of February and the May to June survey period was during school term times and traffic patterns were considered typical.

The tubes on Gloucester Street were moved during the December to February survey. The western tube was moved due to the construction of the Court Theatre. The original location was next to the driveway used by heavy construction vehicles, this would have affected the percentage of heavy vehicles recorded. Therefore, the tube was moved closer to the intersection.

The eastern tube was also moved partway through the trial period on 1 February to capture the speed of vehicles travelling in the middle section of the street. There were some reports of fast speeds which prompted the shift.

The tube locations for the May to June tube counts were initially located as shown in Figure 4.32 (during). The eastern tube was moved to the end of the street (the same location as the original tube in



Figure 4.33 (before) on 24 May after a truck accessing the theatre damaged the tube. The data gathered for the east tube on Gloucester Street was recorded from 10am on 24 May to 11 am 6 June once the break was repaired. All other tubes were recorded for the full day from 23 May to 5 June.

Survey results

Before trial results

A summary of the baseline tube counts is shown in Figure 4.34. The information provided includes:

- Volume: the ADT shown is the average daily traffic over the 7 days of counting.
- Speed: The speed shown is the 85th percentile speed over the 7 days of counting.
- % Heavy vehicles: the average percentage of heavy vehicles over the 7 days of counting.

Colombo Street has the highest 7-day ADT of 5,781 vehicles, followed by Armagh Street with 3,546 vehicles. The two counters on Gloucester Street show that the traffic is mostly through traffic with just over 2,000 vehicles a day using this section of road. The cycle/scoot data shows that Colombo Street is the main through route for those on bikes or scooters and that Gloucester Street is a destination rather than a through route. The heavy vehicle data reflects the key coach routes accessing the hotels located on Gloucester Street and Cathedral Square. The posted speed on the three roads was 30km/h. The 85th percentile average speed was higher than the posted speed for traffic heading eastbound at Counter 1 (west Gloucester Street) and northbound on Colombo Street.

The 85th percentile average speed for Gloucester Street was 32 km/h. It was higher at the centre of the street (counter 1) compared to counter 2 closer to the intersection.

The percentage of heavy vehicles on Gloucester Street and Colombo Street is similar, suggesting that service vehicles use these streets to access venues on Gloucester Street. The results align with the known access for coaches using these streets to access hotels on Gloucester Street and Cathedral Square and construction vehicles associated with the Court Theatre.

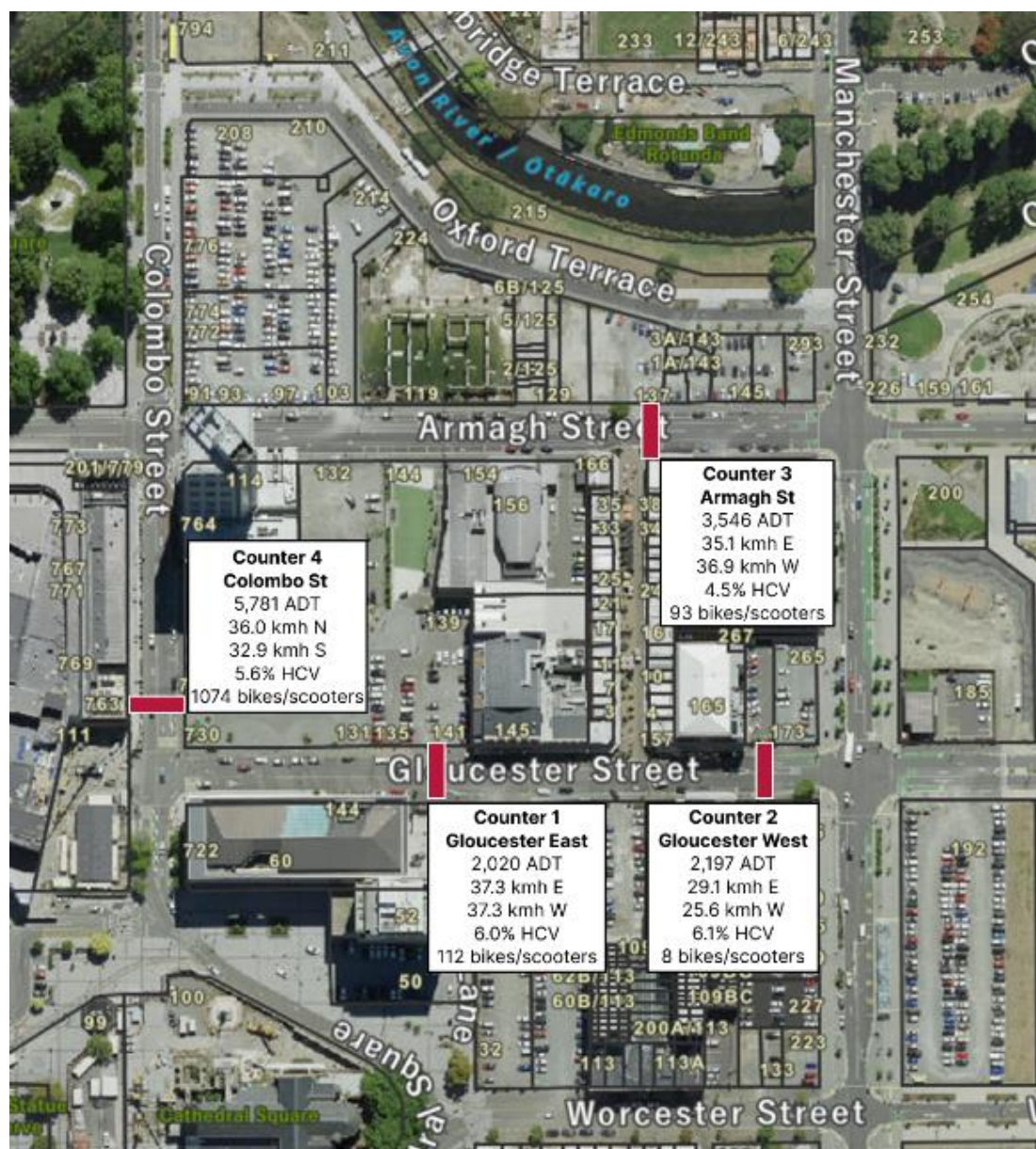


Figure 4.33 Before data results – tube counts



Peak traffic

Table 4.16 shows the peak times of each counter and the 7-day ADT breakdown by direction. The peak hour was 4 pm – 5 pm at all sites except Gloucester Street west where it was the following hour of 5 pm – 6 pm. This could be due to vehicles leaving offices and avoiding the Manchester Street/ Gloucester Street intersection.

Table 4.16 Summary of peak day, hour and direction.

Location	Counter	Busiest day	Peak Hours (7day)	7-day ADT, Direction 1	7-day ADT, Direction 2
Gloucester Street west	Counter 1	Tuesday	17:00-18:00	1,149 W	871 E
Gloucester Street east	Counter 2	Tuesday	16:00-17:00	1,199 W	998 E
Armagh Street	Counter 3	Saturday	16:00-17:00	2,101 E	1,445 W
Colombo Street	Counter 4	Wednesday	16:00-17:00	3,270 N	2,511 S

Traffic patterns

The following charts show the hourly average traffic volumes at each tube counter over the 7-day period. Each figure includes the traffic volumes in both directions and the combined volume, as well as the peak hour, shown with a red box. The peak time at each location aligns with the end of the regular business day. Secondary peaks can be seen to correspond with morning work traffic at 8 a.m. and 9 p.m.

Gloucester Street WEST (Counter 1)

The 7-day average traffic volume on the west side of Gloucester Street is shown in Figure 4.34.

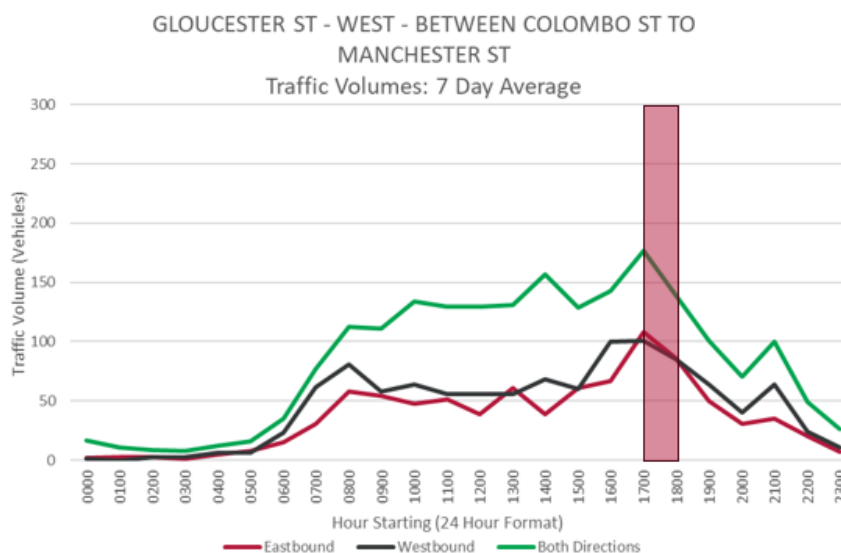


Figure 4.34 Average hourly traffic on Gloucester Street west



Gloucester Street EAST hourly (Counter 2)

The 7-day average traffic volume on the east side of Gloucester Street is shown in Figure 4.35.

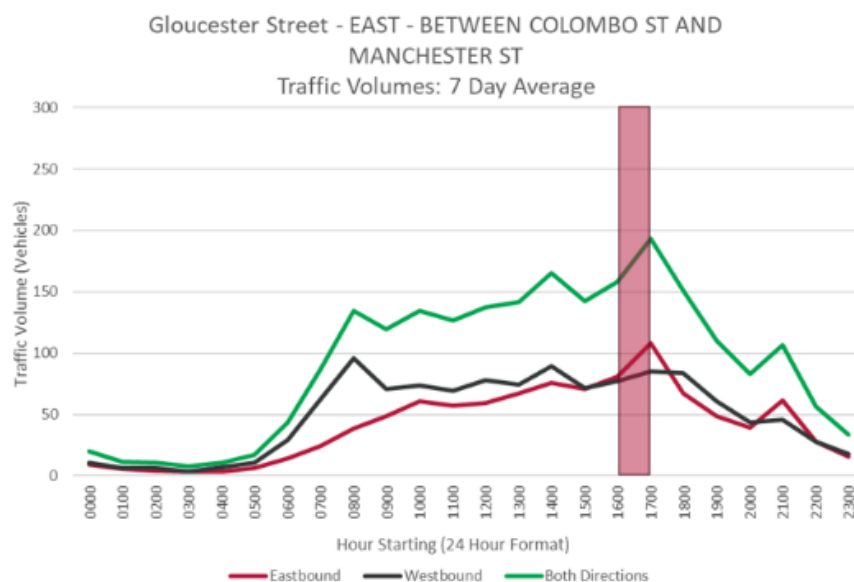


Figure 4.35 Average hourly traffic on Gloucester Street east

Armagh Street hourly (Counter 3)

The 7-day average traffic volume on Armagh Street is shown in Figure 4.36.

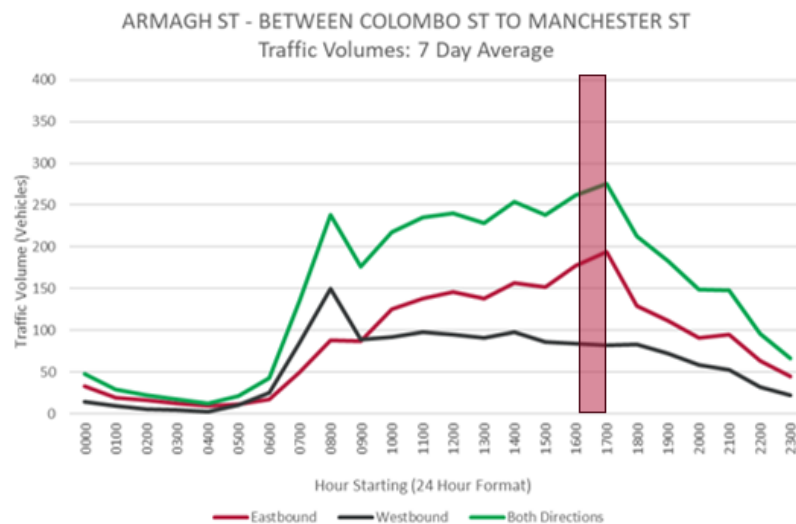


Figure 4.36 Average hourly traffic on Armagh Street

Colombo Street hourly (Counter 4)

The 7-day average traffic volume on Colombo Street is shown in Figure 4.37.

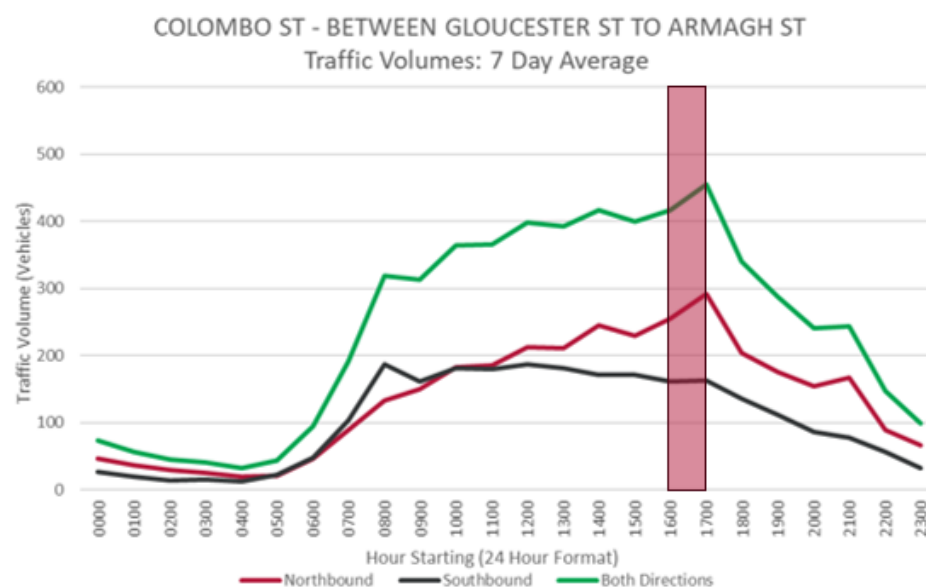


Figure 4.37 Average hourly traffic on Colombo Street

Results during trial: December to February

The data from the tube count is summarised in Figure 4.38. The highest average daily traffic was recorded on Colombo Street at 5136 vehicles. This was followed by Armagh Street with 3093 vehicles. The average daily traffic on Gloucester Street dropped to around 1500 vehicles during the trial.

The speed limit on Gloucester Street was reduced to 10 km/h during the trial. The recorded 85th percentile speed was between 21 km/h (west counter) and 25 km/h (east counter). Counter 2 was shifted partway through the trial. Before the shift, the 85th percentile average speed was 24 km/h eastbound and 19 km/h westbound. After the counter was shifted, the average speed increased to 26 km/h eastbound and westbound. This increase aligns with reports of increased speeds in the middle portion of the street. On all streets, the 85th percentile average speed remained above the posted speed limit.

The overall average for Gloucester Street using the two counters was 24 km/h both before and after the change in tube location.

The proportion of heavy vehicles using Gloucester Street and surrounding streets remained similar to before the trial. The proportion of heavy vehicles on Gloucester Street may have increased due to the construction of the Court Theatre, however tour buses and trucks accessing the Isaac Theatre Royal do frequently use the street along with other typical service vehicles.

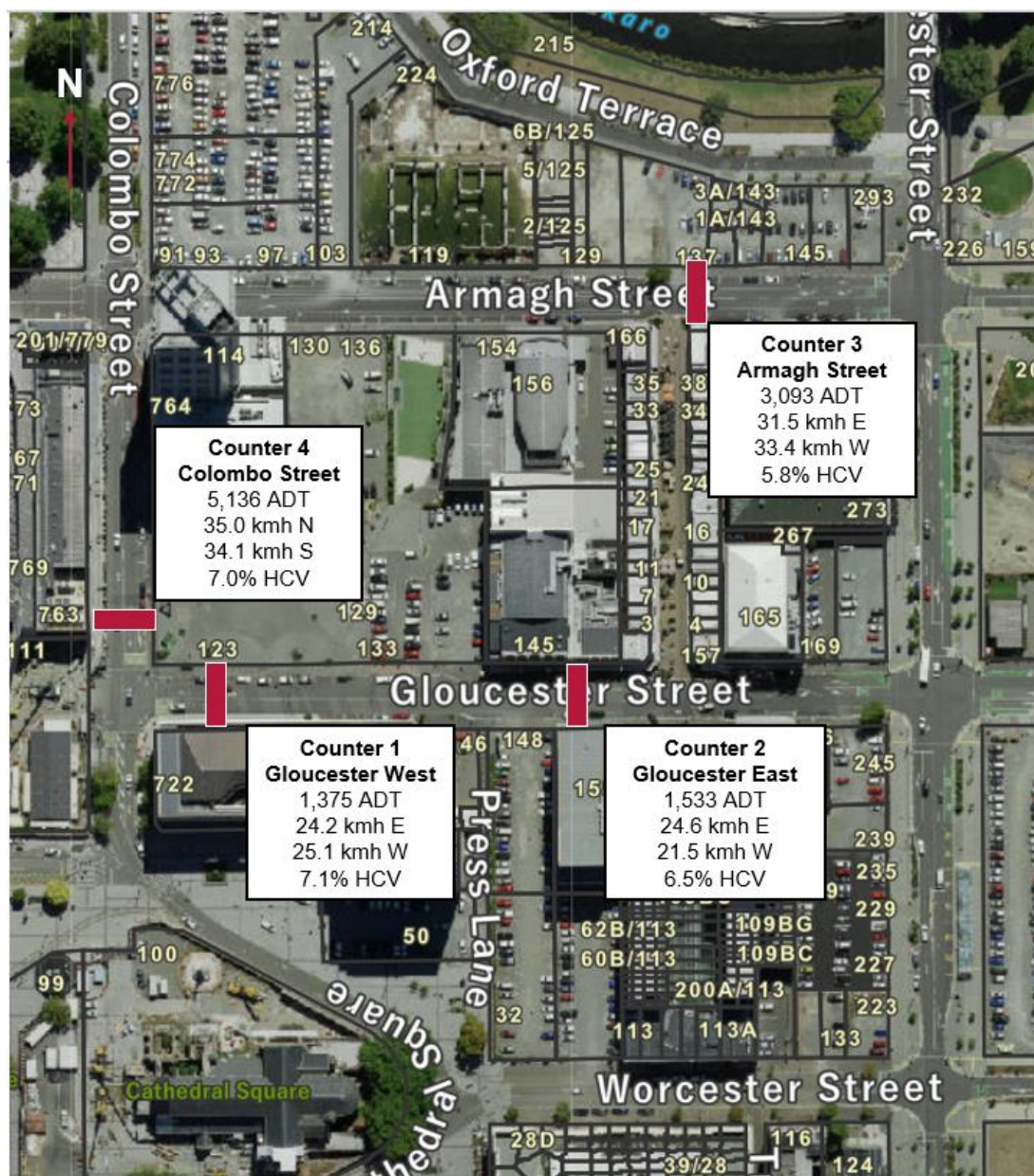


Figure 4.38 During trial - tube count results Dec 2023 to Feb 2024



Peak traffic

Table 4.17 shows the peak times of each counter and the 7-day ADT breakdown by direction. The peak hour was 4 pm —5 pm at all sites. The busiest week for all three streets was the last week of January, which coincided with the World Buskers Festival, which took place from the 19th to the 28th of January, possibly accounting for part of this increase.

Table 4.17 Summary of peak day, hour and direction during trial

Location	Busiest Week	Peak Hours (7day)	7-day ADT, Direction 1	7-day ADT, Direction 2
Gloucester Street west	25/01/2024 – 31/01/2024	16:00 – 17:00	565	810
Gloucester Street east	25/01/2024 – 31/01/2024	16:00 – 17:00	696	919
Armagh Street	25/01/2024 – 31/01/2024	16:00 – 17:00	1752	1218
Colombo Street	25/01/2024 – 31/01/2024	16:00 – 17:00	2847	2288

Traffic patterns

The following charts show the hourly average traffic volumes at each tube counter over the 7-day data collection period. Each includes the traffic volumes in both directions and the combined volume, as well as the peak hour, shown in each with a red box. The peak at each location aligns with the end of the regular business day. The peak is not as strong as what was recorded in the pre-trial data. This change in the traffic pattern is likely due to the summer holiday period changing people's travel behaviour. The second peak occurring at 11 am after the typical morning peak further indicated this.

Gloucester Street WEST (counter 1)

The 7-day average traffic volume on the west side of Gloucester Street is shown in Figure 4.39.

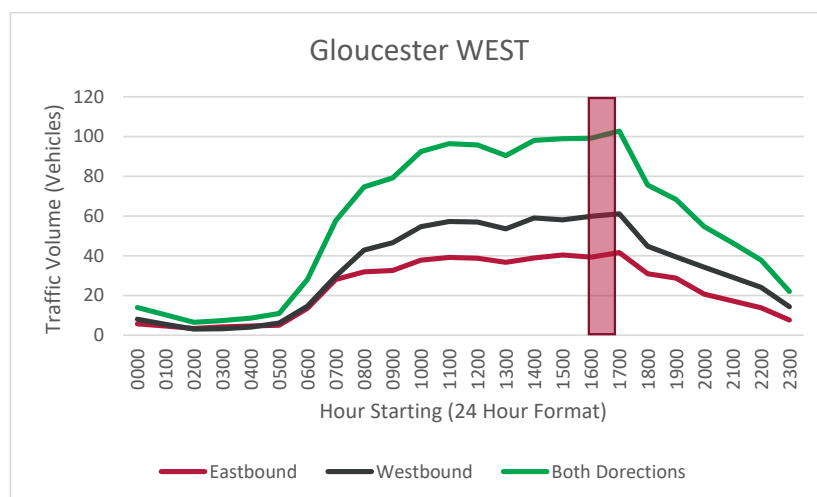


Figure 4.39 Average hourly traffic on West Gloucester Street

Gloucester Street EAST hourly (counter 2)

The 7-day average traffic volume on the east side of Gloucester Street is shown in Figure 4.40.

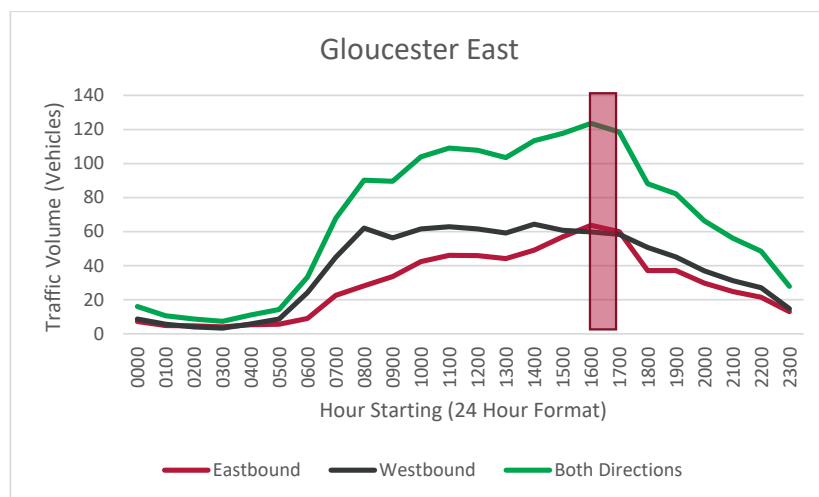


Figure 4.40 Average hourly traffic on East Gloucester Street

Armagh Street hourly (counter 3)

The 7-day average traffic volume on Armagh Street is shown in Figure 4.41.

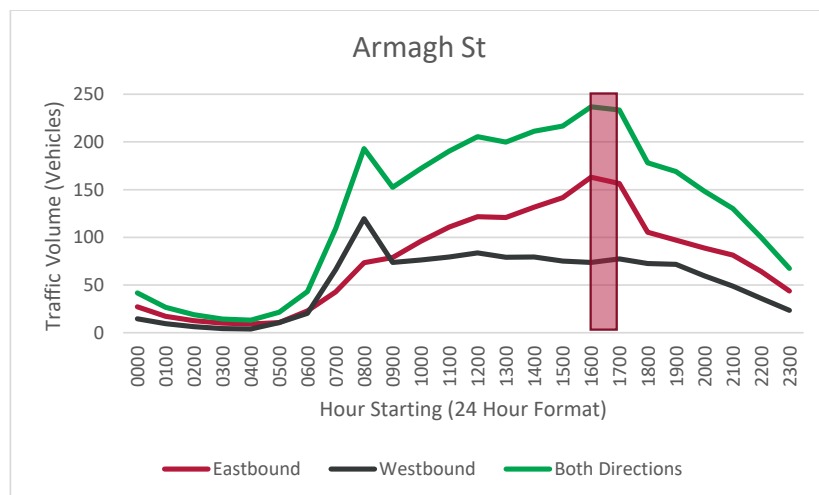


Figure 4.41 Average hourly traffic on Armagh Street



Colombo Street hourly (counter 4)

The 7-day average traffic volume on Colombo Street is shown in Figure 4.42.

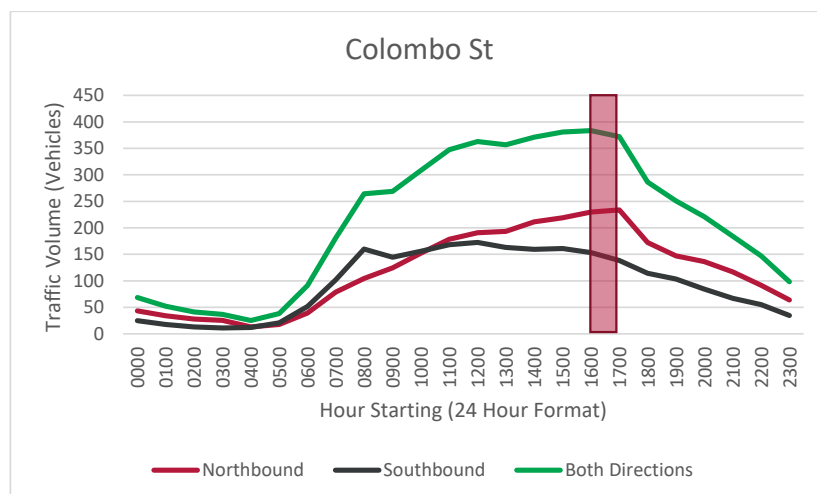


Figure 4.42 Average hourly traffic on Colombo Street

Results during trial: May to June

The street with the highest average daily traffic was Colombo Street at 5651 vehicles. This was followed by Armagh Street with 3631 vehicles. The average daily traffic on Gloucester Street was 1600 vehicles.

The speed limit on Gloucester Street was 10 km/h during the trial. The 85th percentile speed was between 18 km/h (west counter) and 21 km/h (east counter). On all streets, the 85th percentile speed remained above the posted speed limit. The overall average 85th percentile speed on Gloucester Street was 20 km/h. This is 4 km/h slower compared to the average during the December to February tube count.

The proportion of heavy vehicles remained similar on all three streets, ranging between 4.8% on Armagh Street and 5.8% on Colombo Street.

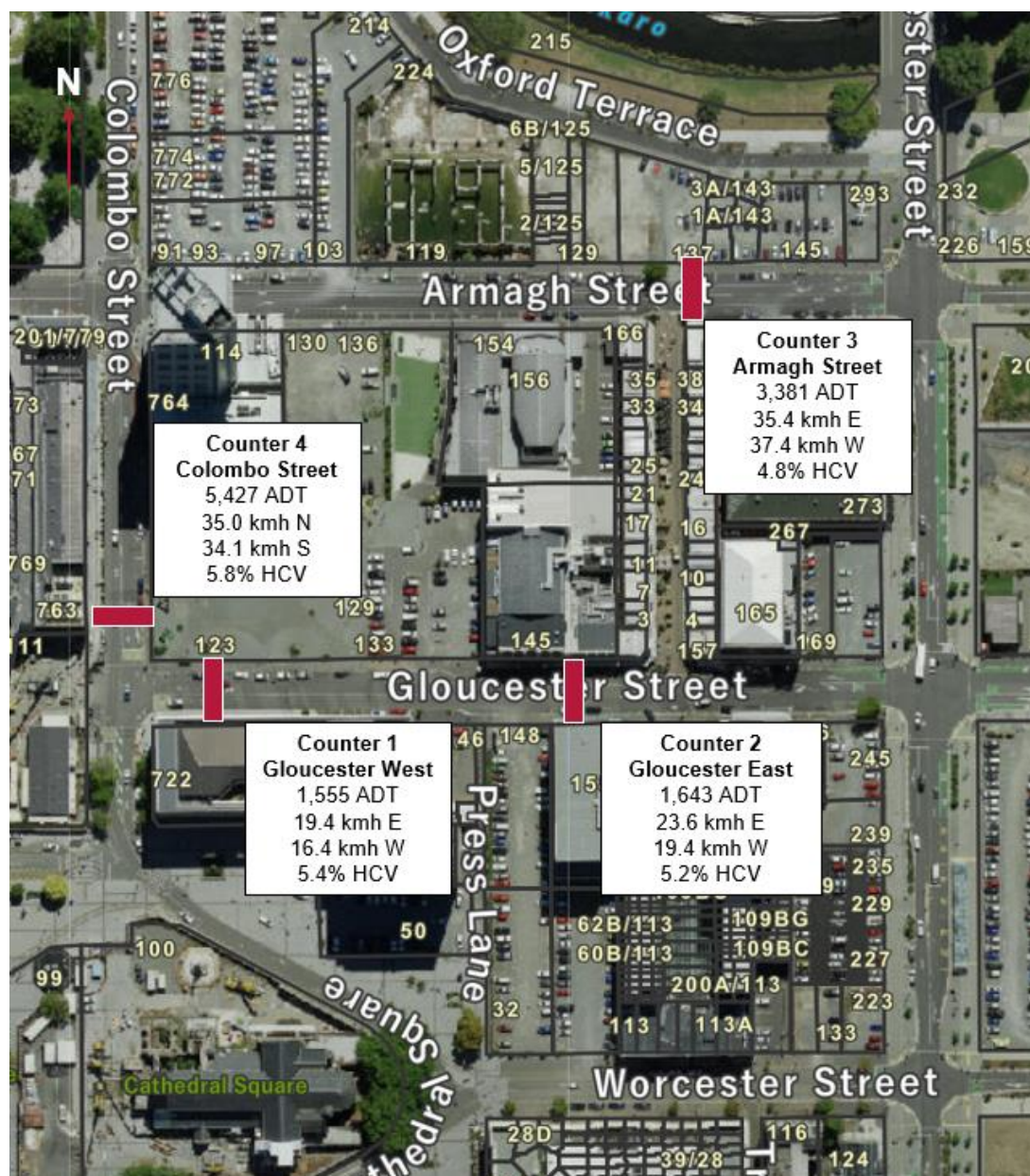


Figure 4.43 During trial - tube count summary May to June 2024



Peak traffic

Table 4.18 shows the peak times of each counter and the 7-day ADT breakdown by direction. The peak hour was 4 pm – 5 pm at all sites except Gloucester Street east where the peak was from 5:00 pm – 6:00 pm. During the manual surveys, vehicles exiting parking spaces on Gloucester Street were observed to be typically turning east. This is likely to be why there is a difference in the peak time for the east and west end of Gloucester Street. The first week of the survey was busier than the second week.

Table 4.18 Summary of peak day, hour and direction during trial

Location	Busiest Week	Peak Hours (7day)	7-day ADT, Direction 1	7-day ADT, Direction 2
Gloucester Street west	23/05/2024- 29/06/2024	4:00 pm – 5:00 pm	682	873
Gloucester Street east	23/05/2024- 29/06/2024	5:00 pm – 6:00 pm	754	889
Armagh Street	23/05/2024- 29/06/2024	4:00 pm – 5:00 pm	2077	1305
Colombo Street	23/05/2024- 29/06/2024	4:00 pm – 5:00 pm	2936	2491

Traffic patterns

The following charts show the hourly average traffic volumes at each tube counter over the 7 days. Each includes the traffic volumes in both directions and the combined volume, as well as the peak hour, shown in each with a red box. During the week, the peak times at each location align with the regular business day, with peaks at the start, middle and end of the day. The westbound traffic peaks in the morning around 8:00 am and the eastbound peaks in the afternoon between 4:00 and 5:00 pm.

The first week had several events in the area including Swan Lake showing at the Isaac Theatre Royal from May 23rd to 26th. The increased traffic volumes on Gloucester Street aligned with the start and end times of each show. This is particularly evident at the east end of the street (counter 2) as shown in Figure 4.44. The yellow arrows show the show's start times, and purple arrows are the finish.

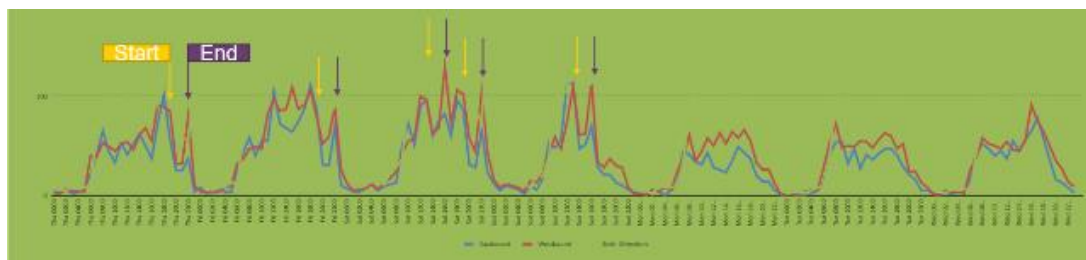


Figure 4.44 Traffic volumes for east Gloucester Street during Swan Lake showings

Gloucester Street WEST (counter 1)

The 7-day average traffic volume on the west side of Gloucester Street is shown in Figure 4.45.

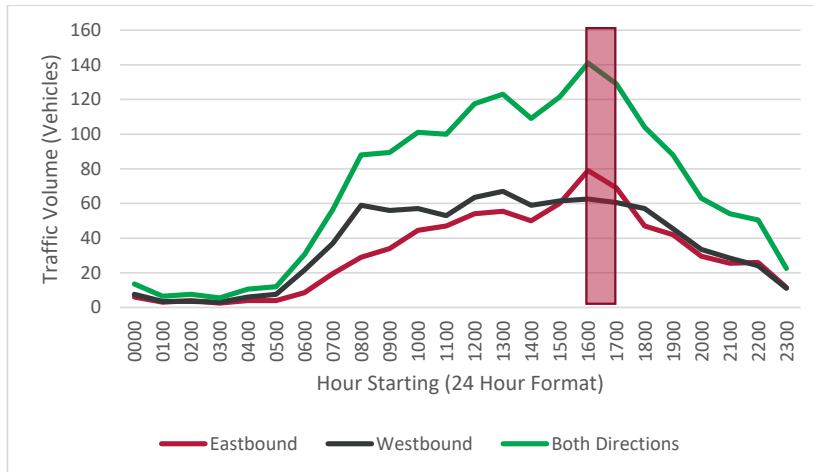


Figure 4.45 Average hourly traffic on West Gloucester Street

Gloucester Street EAST hourly (counter 2)

The 7-day average traffic volume on the east side of Gloucester Street is shown in Figure 4.46.

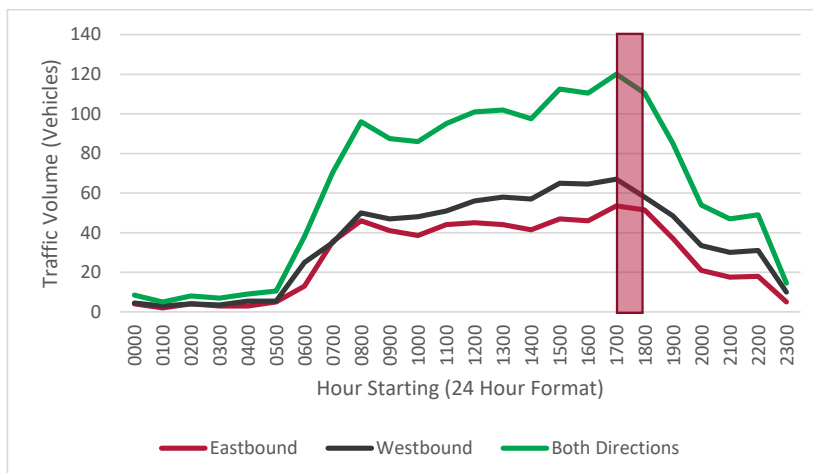


Figure 4.46 Average hourly traffic on East Gloucester Street

Armagh Street hourly (counter 3)

The 7-day average traffic volume on Armagh Street is shown in Figure 4.47.

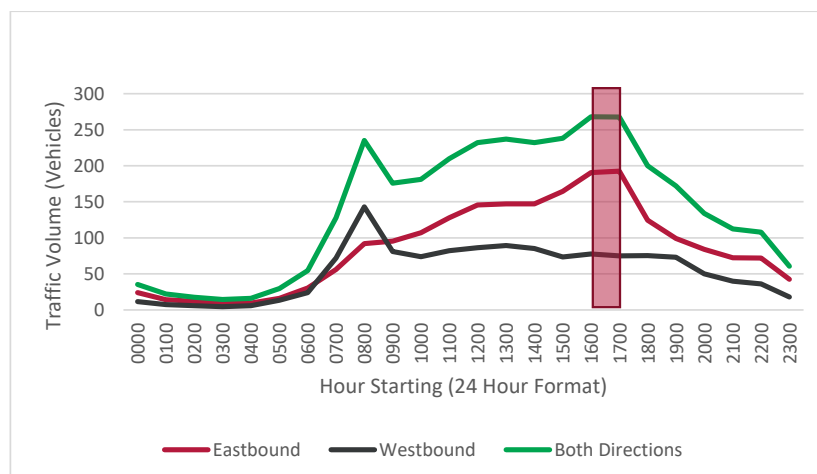


Figure 4.47 Average hourly traffic on Armagh Street

Colombo Street hourly (counter 4)

The 7-day average traffic volume on Colombo Street is shown in Figure 4.48.

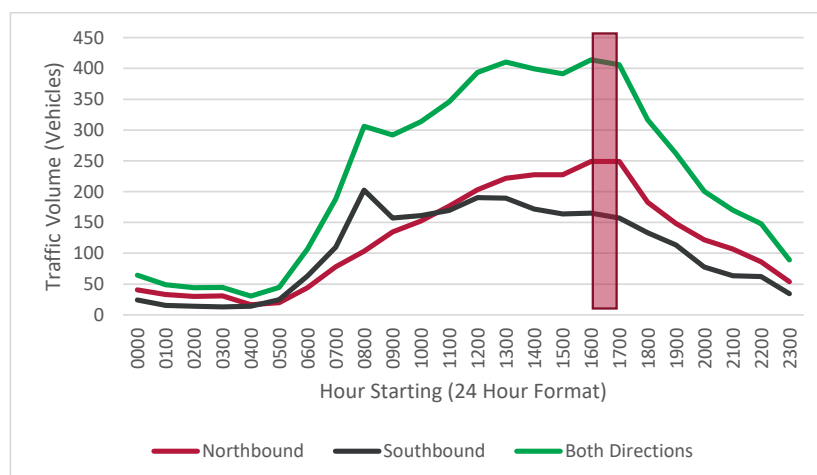


Figure 4.48 Average hourly traffic on Colombo Street

Combined during trial

Figure 4.49 shows the average volumes, speeds and heavy vehicle counts for the combined survey data. The average overall 85th percentile speed for Gloucester Street was 21 km/h. The average volume was 1550 vehicles.

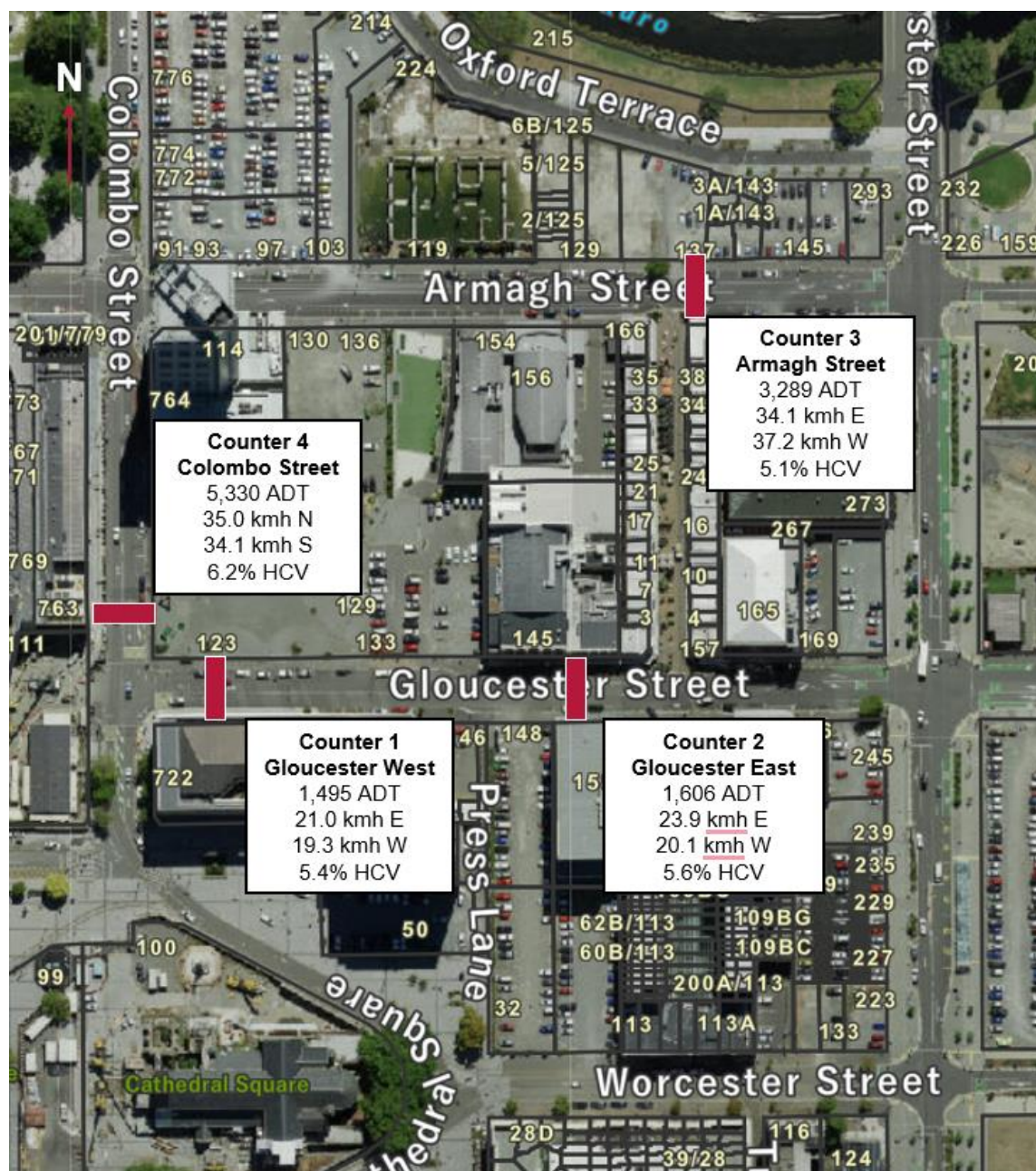


Figure 4.49 Combined tube count summary during trial



4.4 Vehicle parking

Headline results

The overall average on-street parking occupancy on Gloucester Street across all Thursday surveyed times was 61% (Saturday evening was 68%) for the baseline surveys. During the trial, the average parking occupancy on Thursday was 51% (Saturday evening was 57%). This indicates a reduction in the on-street parking demand. The peak parking demand is in the evenings when events occur. Figure 4.50 shows the average parking occupancy by street, and Figure 4.51 shows the average parking turnover.



Figure 4.50 Average parking occupancy by street

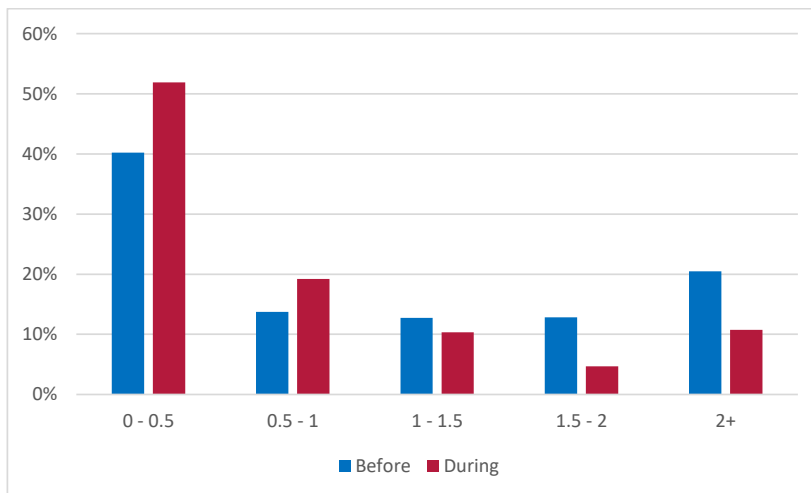


Figure 4.51 Average turnover for all surveys



Methodology

A parking survey was undertaken to provide information about how the parking on and around Gloucester Street were used both before and during the trial. The survey focused on both cars and bicycles.

By completing vehicle parking surveys, we can understand:

- The occupancy rate of on and off-street parking
- The turnover of on-street parking
- The length of stay of vehicles using on-street parking
- Parking demand
- Illegal parking and rate of overstay
- Bike and scooter parking utilisation in the area reported in Section 4.5.
- Pick up and drop off trends and demand for P5 spaces.

The parking surveys recorded the parking demand in the locations shown in Figure 4.52.

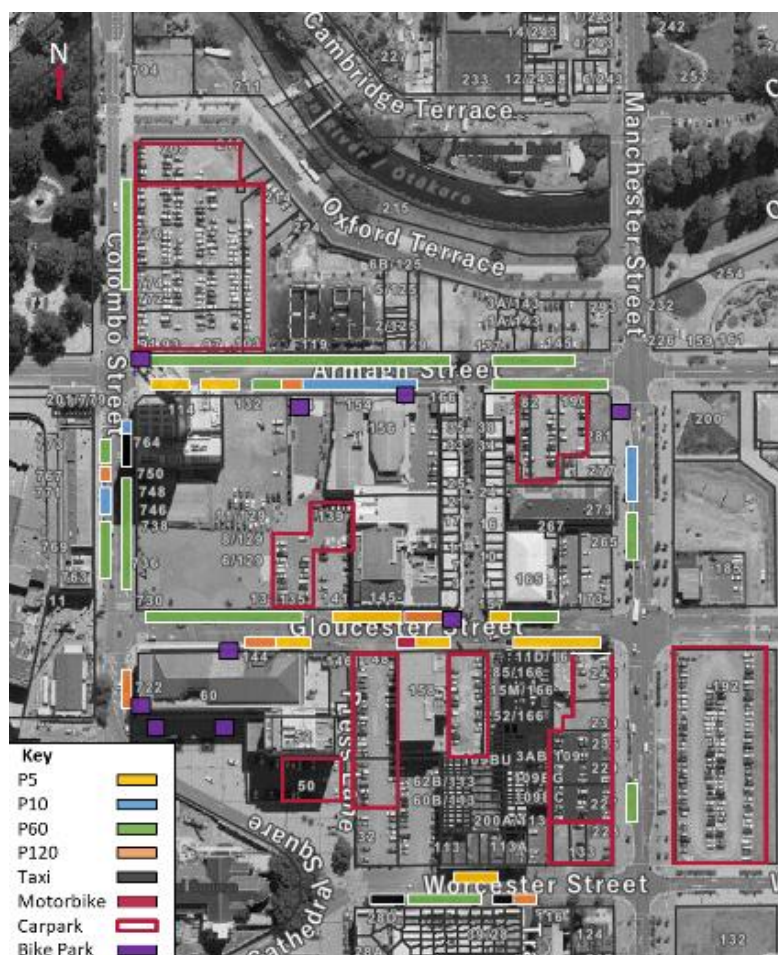


Figure 4.52 Parking and cycle parking survey locations



The survey included all on-street parking within the study area (Gloucester Street, Armagh Street, Worcester Street, Colombo Street and Manchester Street), council and private off-street parking areas (excluding private business parking), and nine bike parking areas.

To calculate turnover for on-street parking, where a parking space was occupied, the last 4 characters of the number plate were recorded according to the space it occupied. Recording the number plate on each circuit enabled parking duration to be calculated within 15-minute blocks. For off-street parking, only the total number of vehicles present was recorded. For large off-street car parks, the survey sheet was split into different zones to aid tally counting. The surveyor indicated whether these vehicles were a small car, large car (eg SUV) or a van as well as any comments

Parking survey overview

The majority of the off-street parking in the area is privately owned. All on-street parking is subject to restrictions.

The construction of the Court Theatre at the northern corner of Gloucester Street and Colombo Street removed off-street parking at 135 Gloucester Street (the site was being temporarily used as car parking before being redeveloped), and on-street parking along a section of Gloucester Street. The Manchester Street car park operated by Gapfiller on the east of Manchester Street (between Worcester and Gloucester Street) also closed in October 2022 for redevelopment.

The following parking was removed in the period between the pre-trial surveys being completed and the trial being installed:

- South side of Gloucester Street - three P5 spaces due to the project (one of these will be reinstated outside the library, replacing a mobility park due to public feedback)
- North side of Gloucester Street - 10 P60 parks and one P5 park were lost due to the construction of the Court Theatre.
- Colombo Street East between Gloucester and Armagh Street - seven P60 spaces were removed due to the development of the Court Theatre.
- Gloucester Street car park next to the Isaac Theatre Royal is no longer operating due to the development of the lot.
- The temporary 'Gap Filler' operated car park on Manchester Street is no longer operating due to the development of the lot.
- A section of the temporary car park on Manchester Street spanning between Gloucester Street and Worcester Street. This has been developed into a pedestrian area. A total of five parking spaces were removed.

Multiple parking surveys were conducted on various days to capture the impacts of performances and events in the area, as well as trends at different times of the day. The baseline survey dates are summarised in Table 4.19.

Overall, only four parking on-street spaces were lost due to the temporary trial. A total of 22 on-street parking spaces and two off-street car parking areas were removed during the period the trial was developed. Note that the majority of the parking spaces were located on temporary post-earthquake sites and were removed or relocated as part of larger redevelopment projects.



Table 4.19 Baseline survey date, time and events in the area

Date	Survey Time	Event	Start time
Before Trial			
Thursday 27 th October 2022	5:30 pm – 7:30 pm	IDLES @ The Town Hall	8:30 pm
		Pax Assadi @ Isaac Theatre Royal	6:30 pm and 8 pm
Saturday 29 th October 2022	5:30 pm – 8:00 pm	Aldous Harding @ The Town Hall	7 pm
		Christchurch Symphony Orchestra @ The Piano	7 pm
		Mel Parsons @ Isaac Theatre Royal	8 pm
Thursday 3 rd November 2022	1:30 pm, 2 pm and 5:30 pm (Snapshot survey only)	None	None
Thursday 8 th December 2022	1.30 pm, 2 pm 7.30 pm (Snapshot survey only)	Beauty and the Beast Pantomime @ Isaac Theatre Royal	3 pm and 7 pm
During Trial			
Thursday 25 th January 2024	12 pm – 2 pm 3.30 pm – 5.30 pm	World Buskers Festival @ City Centre – multiple locations	10:30 am (all day)
Thursday 23 May 2024	12:00 pm – 1:00 pm and 3:30 pm – 5:30 pm	Swan Lake @ Isaac Theatre Royal	7:30 pm
Saturday 25 May 2024	5:30 pm – 7:30 pm	Swan Lake @ Isaac Theatre Royal	1:30 pm and 7:30 pm
		Dawn French @ Town Hall	7:00 pm
		Wilson Dixon @ The Piano	7:30 pm
*The initial trial count period included slight changes to the time period to optimise the data collection process			

Survey results

Before trial results

Overall car parking occupancy

The average occupancy of on-street and off-street parking is summarised in Figure 4.53. Results show that there was high demand for parking on Armagh Street both before and during the trial. The occupancy on the street was near 90% occupancy for most of the surveys, particularly on the northern side.

On-street parking occupancy remained very consistent during the two October 2022 surveys, with average occupancy sitting around 70% across both surveys. Peak occupancy occurred at 7:45 pm at 77% on 29 October coinciding with three events occurring that evening.

There was a strong preference for the Gap Filler operated temporary car park compared to the privately owned lots. During the snapshot parking surveys, the CCC car park was almost at capacity during the day (1:30 pm and 2:00 pm).

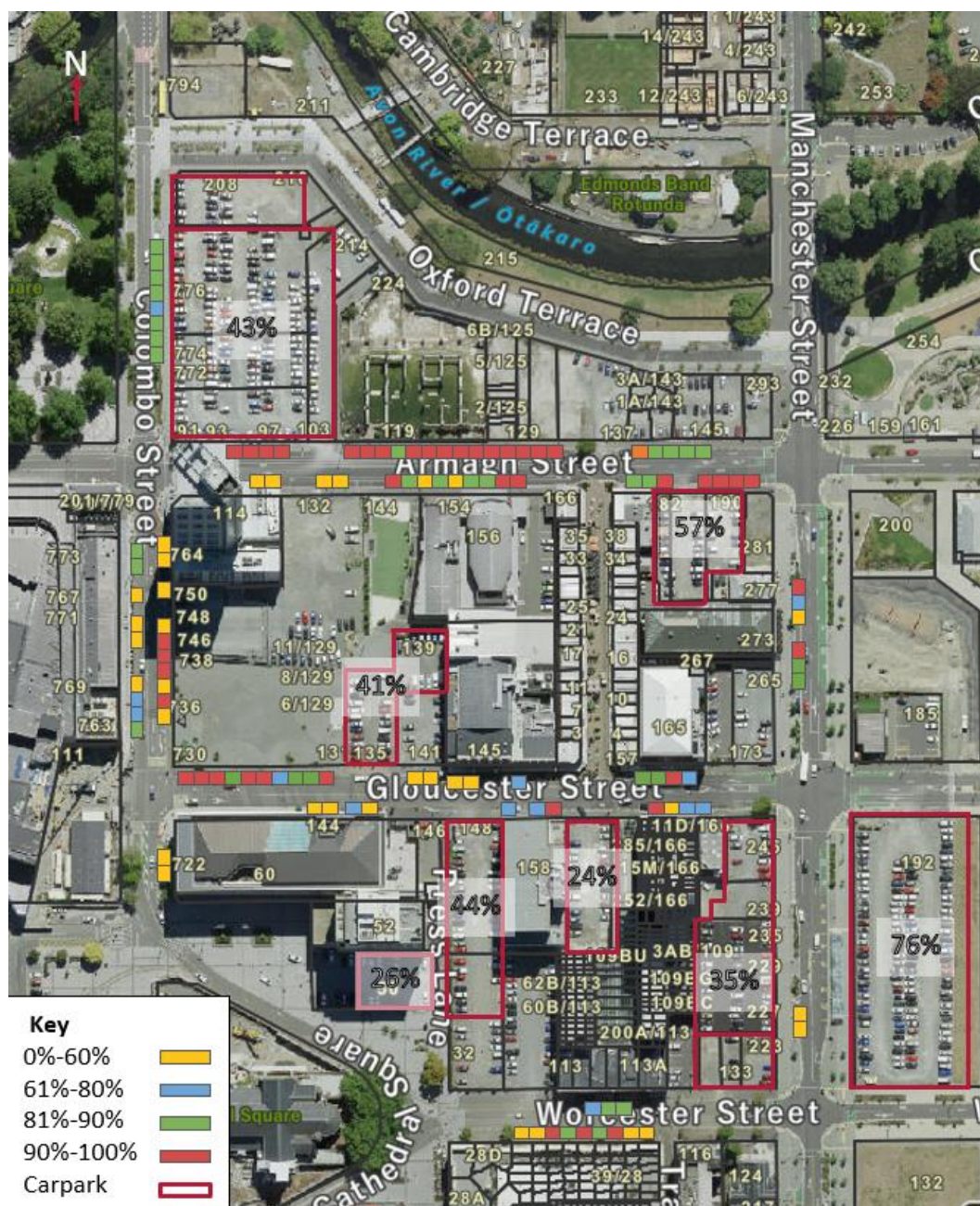


Figure 4.53 Average occupancy from all before surveys



Daytime peak demand

The following observations were made regarding the occupancy of the parking during the daytime survey:

- Half of the total on-street car parking spaces were used to accommodate the daytime peak demand, which occurred at Thursday lunchtime.
- Wilson's off-street car parks were operating at 75% capacity to accommodate daytime peak demand.
- The CCC off-street car park operated at higher demand, almost at capacity.

Evening peak demand - no events

The following observations were made regarding the occupancy of the parking during the evening survey:

- The on-street parking demand remained consistent with daytime occupancy rate (approximately 60% of the spaces were occupied).
- Wilsons off-street parking demand reduced by 35% in the evening.
- Demand for the Gap Filler car park reduced by 75% by 17:30 on a day with no events in the theatre district. This indicates this car park was used primarily by commuters for all-day parking. Community feedback also identified that parking was cheaper in this car park, and some users expressed a desire specifically not to use Wilson car parking.

Parking during events

On-street parking demand increased when events were on in the theatre district, averaging from 65% to 85% occupancy with some locations experiencing near to 100% occupancy. Turnover was relatively low. Insights from people working in the area revealed that many of those parking for longer periods of time chose to park on-street, closer to their destination because of personal security concerns.

Wilson's off-street overall parking average demand increased by up to 30% when there were events on. The car park on the corner of Armagh and Colombo St experienced greater demand than the other Wilson car parks. The CCC car park demand was greater than that of the Wilson car parks. Information received whilst completing the surveys indicated that people preferred to use the CCC car parks rather than Wilson. This was partially on principle and partially on price.

On weekday evenings, cycle parking demand decreased. By comparison, the weekend evening cycle parking demand increased significantly compared to baseline count data. On sunny days, cycle parking increased further. During the rainy survey, cyclists chose to park using street furniture rather than leave bikes in the rain.



Other key trends/restrictions

- Mobility car parking spaces were not well utilised, but when occupied, were by blue badge owners. It was noted that on Worcester Street, Uber drivers would use the disability parking bays to pick up and drop off customers, particularly on busier days when on-street parking was in higher demand.
- On wet days, the covered cycle parking was still utilised, although some cyclists would opt to lock their bicycle to street furniture undercover to protect the bicycle from the rain.
- Personal security is an issue for people using the street when events are not occurring. This is based on feedback provided from people working in the area who engaged with the data collection team during the survey periods. Employees in the area prefer to park close to their workplace.
- Pick-ups during weekend events tended to occur on Armagh St, further from New Regent Street, and on Gloucester St at the Manchester St end or outside the library.
- **Parking restrictions apply from 9am to 5 or 6pm Monday to Thursday and 9am to 8.30pm Friday to Sunday.**

Turnover

The parking turnover is based only on the October surveys. The other surveys were snapshots that were not long enough to establish turnover. There was a high proportion of overstaying vehicles. Across all parking types, over 55% of vehicles overstayed. P60 had the highest percentage, with 69% of vehicles overstaying. The lowest was P120, with 35%.

It is worth noting that because the parking was surveyed in 15-minute intervals, the P5 and P10 car parks are likely to have a higher percentage of overstaying vehicles than what was counted. If a car was recorded at one interval and was not there at the next surveyed time 15 minutes later, it is not known if the vehicle overstayed or not.

A total of 40% of vehicles stayed for 15 minutes or less. Vehicles that were parked for more than two hours were more likely to do so in a P60 car park. Note that parking restrictions apply from 9 am to 5 or 6 pm Monday to Thursday and 9 am to 8.30 pm Friday to Sunday.

During trial results

Daytime parking demand

Figure 4.54 shows the average daytime parking occupancy for on-street and off-street parking for all surveys completed during the trial. The parking in highest demand was on Colombo Street and Armagh Street. The figure also shows the spaces that were no longer available in white.

The overall average parking demand ranged from 46% to 73% occupancy for a 15-minute period. The daytime peak parking occurred at 1:45 pm. The on-street parking peak occurred at the same time at 74% occupancy. Off-street parking peaked at 12:00 pm at 72% indicating that the demand is not only commuter parking.

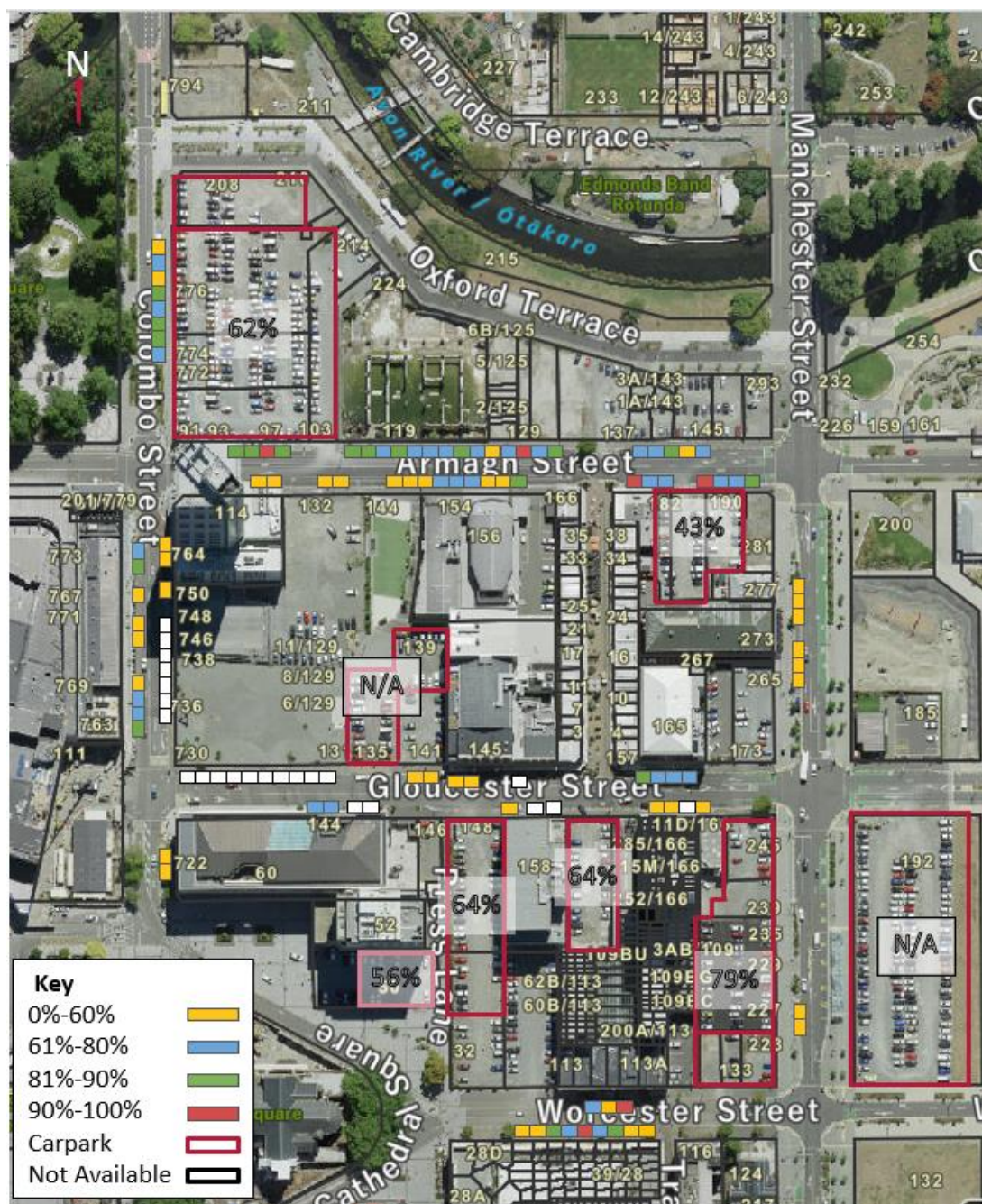


Figure 4.54 Overall average parking occupancy



The occupancy of each street for the midday and afternoon surveys can be seen in Figure 4.55 and Figure 4.56. Gloucester Street was typically below the average occupancy level but peaked at 80% occupancy at 1:45 pm.

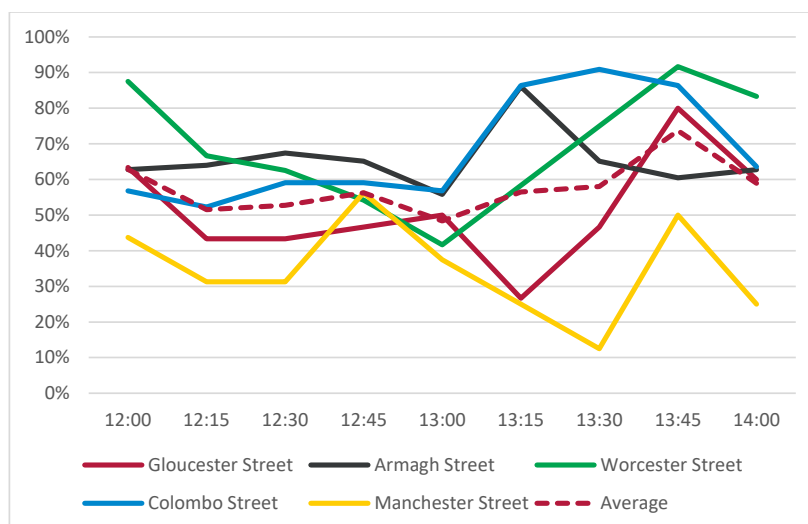


Figure 4.55 Occupancy per street during the midday survey

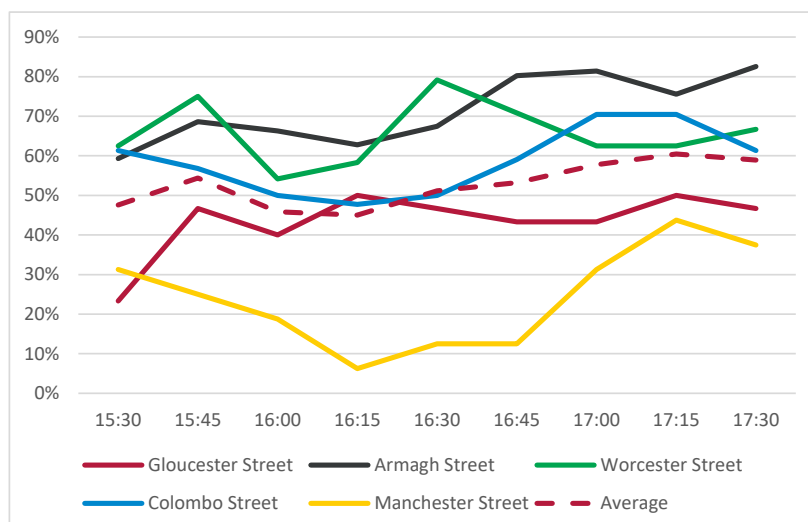


Figure 4.56 Occupancy by street during afternoon survey

Evening peak demand

The average occupancy for the on-street and off-street car parks is shown in Figure 4.57. The average evening parking demand was between 63% and 83% occupancy. This is significantly higher than the daytime peak, particularly on Armagh Street, indicating that the highest demand for parking is during the evening.

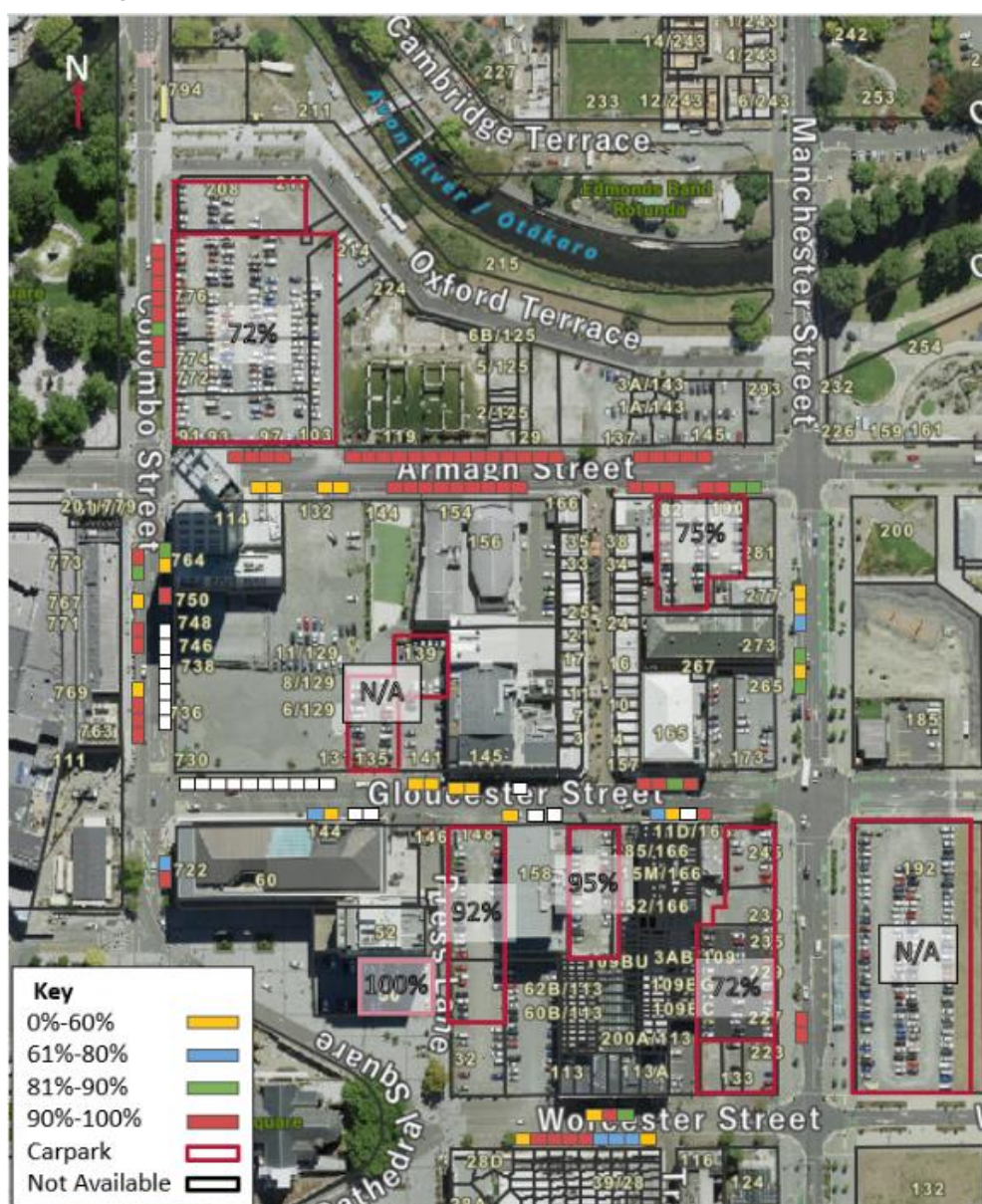


Figure 4.57 Average parking occupancy during the evening survey



Figure 4.58 shows the parking occupancy for the on-street parking broken down by street. The peak was reached at 7:15 pm. This aligns with the start of the events happening that evening. On-street parking peaked at 81% occupancy at the same time. Off-street parking peaked at 93% occupancy as well.

During the peak at 7:15 pm Armagh St and Worcester Street were at 100% capacity. Gloucester Street had 47% occupancy at this time, all other areas were above 75%. It should be noted that the activity on Gloucester Street at this time was high, 27 pick-ups and drop-offs occurred in the 15 minutes leading up to 7:15 pm and 17 in the 15 minutes after. Bearing this in mind, the demand for parking spaces on Gloucester Street may actually be higher than recorded in the survey. Vehicles that parked for less than 15 minutes between survey times but did not appear to be a pick-up or drop-off vehicle are not reflected in the survey.

All parking areas reached 75% or above occupancy at some point during the surveyed time. Armagh Street was above 88% occupancy for the duration of the evening survey.

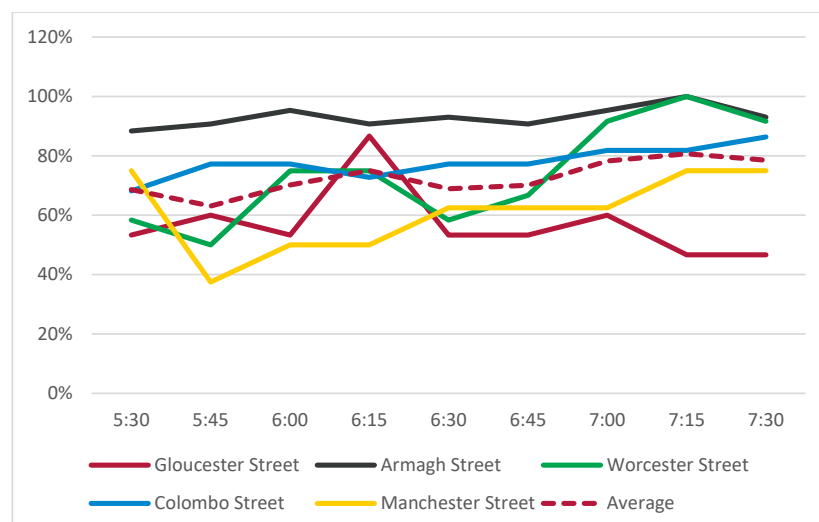


Figure 4.58 on-street occupancy for the evening survey

Turnover

When averaged across the surveys during the day, 90% of users stayed for 2 hours or less. Of those, 56% of vehicles stayed for 30 minutes or less. Only seven vehicles stayed over 2 hours across both the midday and afternoon surveys in January, suggesting they were parked for most of the day.

On average, 36% of vehicles parked in a P60 space overstayed the time limit. Most vehicles that overstayed did so for less than 30 minutes. The survey loop was 15 minutes therefore the P5 and P10 parking spaces were not surveyed frequently enough to document the full picture of vehicles overstaying. However, there were vehicles that remained for 30 minutes or longer. For the P5 spaces, this was 25% of vehicles, for P10 spaces the number was 52%. Overall, 30% of vehicles overstayed for on-street parking.

Other observations

Other observations made during the surveyed period were as follows:

- Some vehicles parked in the mobility car parks near Tūranga did not have mobility permits and were using the spaces for book drop-off. This was improved once one of the parks was converted into a P5 park.
- During the survey periods, several vehicles were observed travelling down Gloucester Street at speeds considered too high for the environment during the trial.
- There were several instances of vehicles parking illegally on Worcester Street, including a car parked all day across an entrance to a closed-off car park and vehicles parking on the footpath. Figure 4.59 shows four vehicles parked illegally at one time.
- The taxi zone on Cathedral Square had taxis and vehicles parking for extended periods. During the January survey, a taxi was parked for the full afternoon survey period 3:30 pm to 5:30 pm.
- Vehicles parked in the off-street parking were typically parked there for the duration of the surveys shown in Figure 4.59.
- The car park next to Press Lane was in very high demand during the 25 May evening survey when there were several events on in the area. There was congestion on Gloucester Street while vehicles tried to find a parking space.

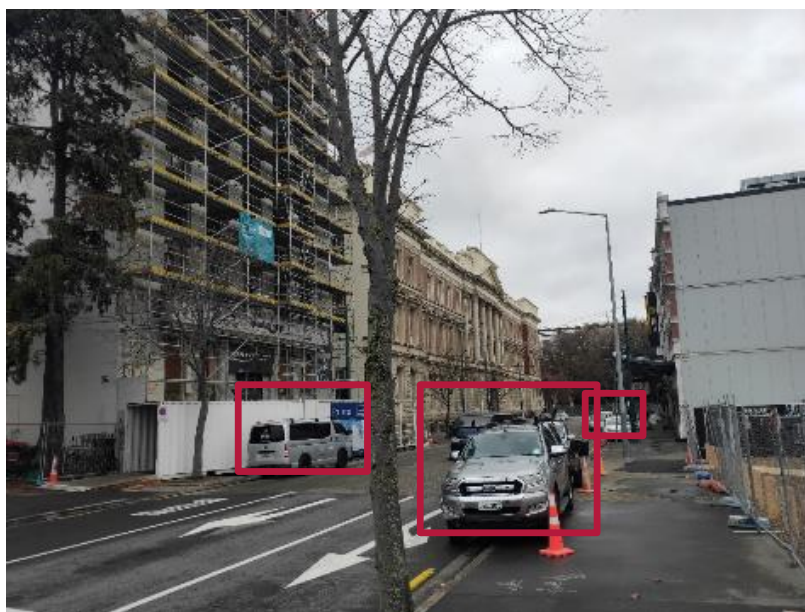


Figure 4.59 Several cars parked illegally

Comparison

Figure 4.60 compares the average parking occupancy across all times for each street during weekday surveys. The surveys occurred at different times of day to understand the daytime and evening demand.



The overall average on-street parking occupancy on Gloucester Street across all Thursday surveyed times was 61% (Saturday evening was 68%) for the baseline surveys. During the trial, the average parking occupancy was 51% (Saturday evening was 57%). The average percentage change for the directly comparable surveys is highlighted in Figure 4.60. The data is the combined average results for both the Thursday evening and Saturday evening surveys. In both instances there were three theatre events, the results indicate a reduction in on-street parking occupancy.

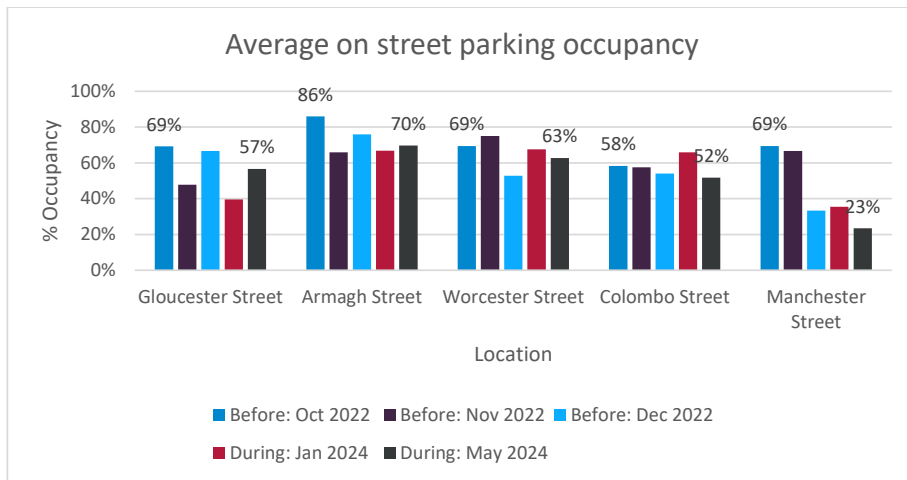


Figure 4.60 Average on-street parking occupancy

Private off-street parking, as seen in Figure 4.61 remained consistent at around 60% occupancy across all the Wilson car parks. This did not change when the Council-owned car park on Manchester Street became unavailable, suggesting that the overall car park demand had decreased or people were parking elsewhere.

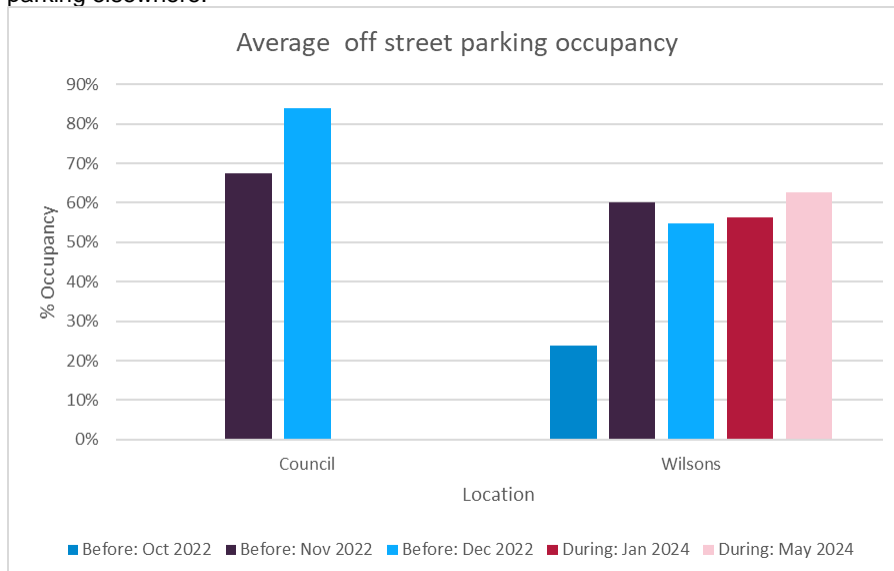


Figure 4.61 average off-street parking



Turnover comparison

Figure 4.62 compares the turnover of vehicles before and during the trial. The turnover for vehicles varied depending on the time of day. Vehicles parked during the day had a higher rate of turnover in the first 30 minutes compared to vehicles parked in the evening.

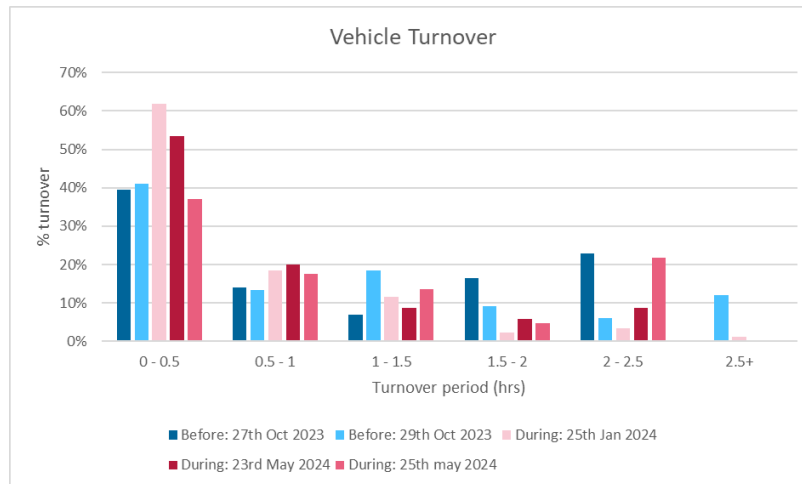


Figure 4.62 Turnover rate of on-street vehicles

Parking enforcement was in place in the area for all surveying days except for 29 October 2023. On 25 January 2024, the parking officers were conducting educational work (attaching flyers to vehicles).

When looking at the average before and during trial results for all on-street parking (Figure 4.63) there appears to be more turnover of vehicles during the trial. Some of this difference is likely due to the variation in demand during the day.

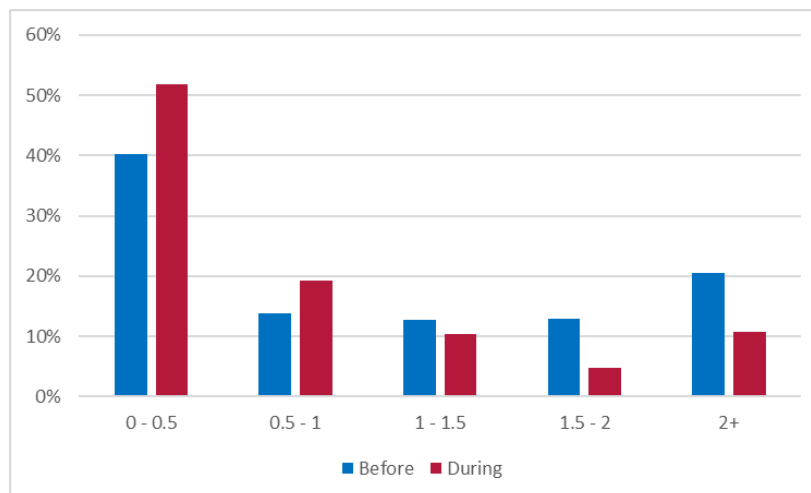


Figure 4.63 Average turnover for all surveys

When comparing the two Saturday evening surveys where demand is at its peak the turnover is more even (Figure 4.64).

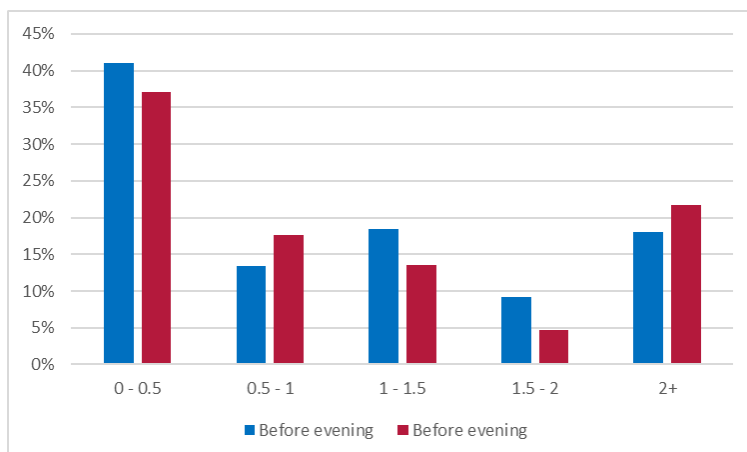


Figure 4.64 Turnover for Saturday evening surveys

4.5 Bike and scooter parking trends

Survey overview

Bike and scooter parking trends were surveyed alongside the vehicle parking. Figure 4.65 shows the locations where bike parking was surveyed. There are 10 bike parking areas in the survey area.

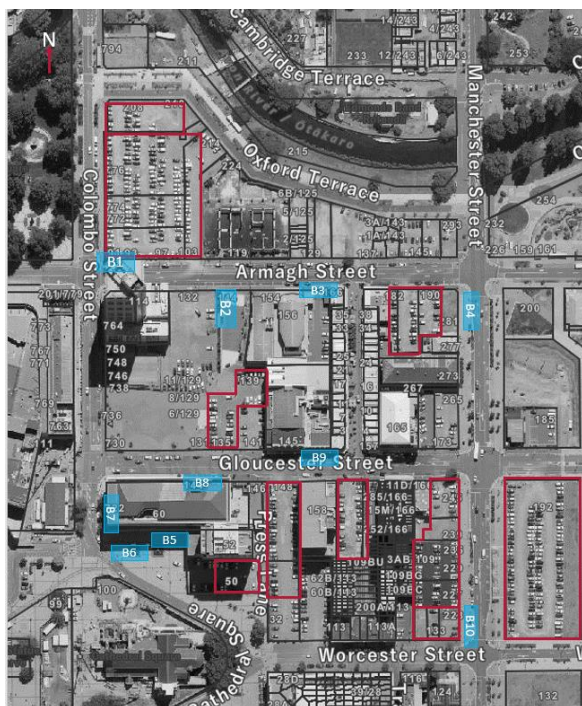


Figure 4.65 Bike parking locations



Methodology

For bicycle parking, the total number of bicycles at the specific stand was recorded and any other related activity in the surrounding area (e.g. bicycles parked against lampposts or street furniture) was noted.

Results

Before trial

Cycle parking demand was generally more consistent during the daytime. There was an average occupancy of around 35% and occupancy remained between 28% and 39% for all daytime snapshot surveys. Most of the demand was around Tūranga and New Regent Street, likely because the bike parking is easy to find and close to key destinations. Figure 4.66 shows the typical use of cycle parking outside Tūranga. The overall average for the evening baseline surveys was 25%.



Figure 4.66 Bicycle parking demand outside Tūranga

The average parking occupancy is shown in Figure 4.67. The section with the highest average occupancy is the covered parking outside the western end of the library at 59%.



Figure 4.67 Average parking occupancy for all baseline surveys

During trial

Figure 4.68 provides a summary of the average occupancy of each bike park across all periods surveyed during the trial.

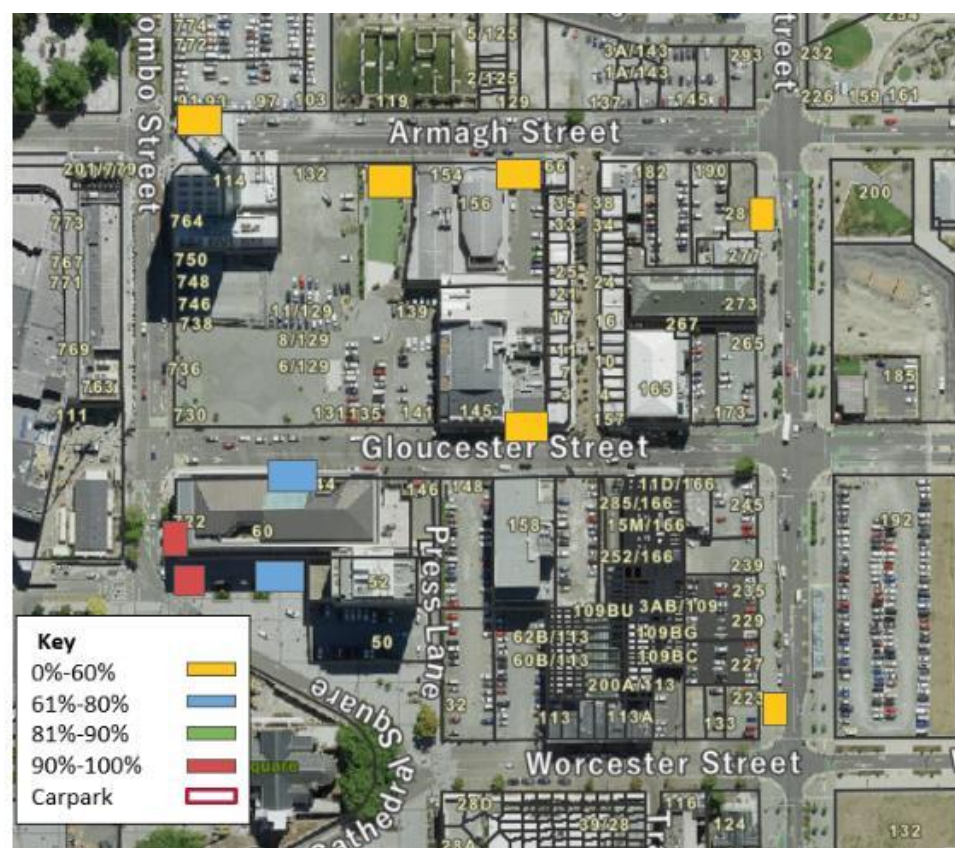


Figure 4.68 Average bike occupancy during the trial

Based on the data gathered the following observations were made:

- The bike parking peak was 85% at 1:00 pm on 25 January. This compares with the average peak occupancy for all surveys which was 65% occupancy for the 1.00 pm time period.
- The most used bike parks were those next to Tūranga on Gloucester Street, as shown in Figure 4.70.
- There were many rental e-scooters parked along each of the streets surveyed. Popular locations were at intersections, near the library and outside Cathedral Junction, as shown in Figure 4.70.

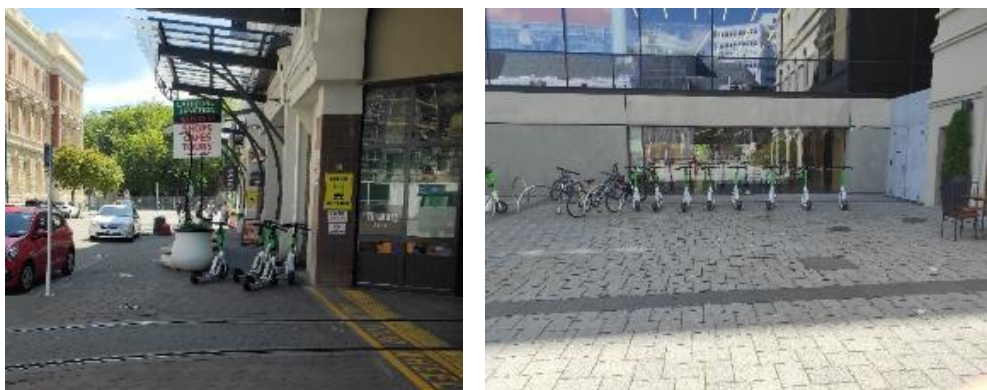


Figure 4.69 Typical e-scooter parking locations

Demand for bike parks was influenced by the weather and time of day. During evening counts, average occupancy did not exceed 17%. During overcast, rainy, or windy days, occupancy only reached 40% for 15% of the time. Conversely, occupancy was over 40%. The outlier in the cycle parking demand was the cycle parking located outside the Isaac Theatre Royal, which was always more popular than the other cycle parking sites. Based on on-site observations, it was also the preferred parking for electric bikes compared to other sites.

Undercover bike parking was popular on bad weather days (Figure 4.70). At these times, some bikes were locked to street furniture, especially near the library and along New Regent Street.

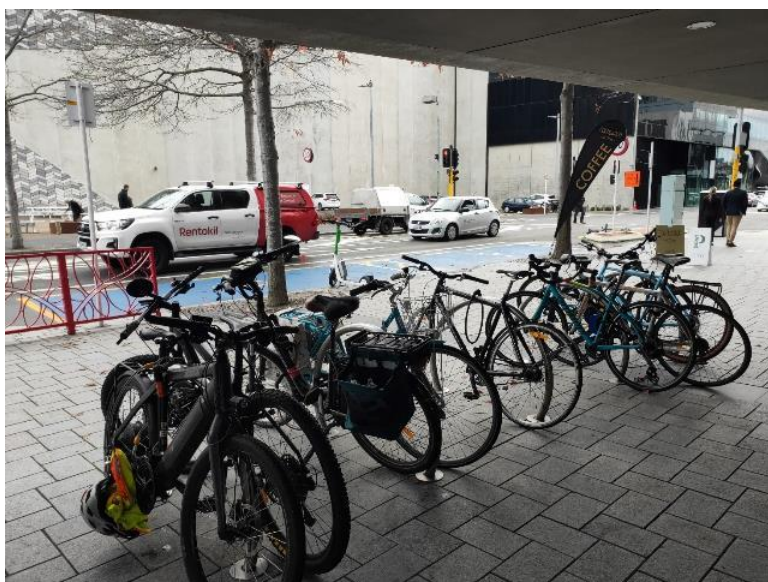


Figure 4.70 Undercover bike parking during bad weather



4.6 Pick-up and drop-off survey

Methodology

The survey recorded the pick-up and drop-off (PUDO) activity on Gloucester Street and Armagh Street. New Regent Street was at the centre of the area of interest, which extended to the area around New Regent Street on both Gloucester and Armagh streets. For each location, the street was split into 3 zones, and activity was recorded in 15-minute periods. The surveyors stayed in one location where they could see the length of the street.

The surveyor zones are shown in Figure 4.71 and Figure 4.72



Figure 4.71 Zones for Gloucester Street PUDO survey



Figure 4.72 Zones for Armagh Street PUDO survey

When a person is picked up/dropped off, the surveyor marked this in the relevant zone and indicated:

- if it was pick up or drop off activity
- the number of pedestrians involved
- whether it was a private vehicle or taxi/uber.

Survey activity

Pick-up and drop-off (PUDO) movements were recorded to understand how many people are dropped off when the venues are open and provide data on any changes to the observed patterns once the trial was constructed. Given that the Gloucester Street area is the Performing Arts Precinct, we expect this activity to increase.

The survey was conducted on the dates outlined in Table 4.20. The surveys were completed on a weekday and weekend. PUDO surveys were undertaken at the same time as the parking surveys.



Table 4.20 Baseline PUDO survey date, time and what was on in the area

Date	Survey period	Event locations	Event start time
Before Trial			
Thursday 27 th October 2022	5:30 pm – 7:30 pm	IDLES @ The Town Hall	8:30 pm
		Pax Assadi @ Isaac Theatre Royal	6:30 pm and 8 pm
Saturday 29 th October 2022	5:30 pm – 8:00 pm	Aldous Harding @ The Town Hall	7 pm
		Christchurch Symphony Orchestra @ The Piano	7 pm
		Mel Parsons @ Isaac Theatre Royal	8 pm
During Trial			
Saturday 25 th May 2024	5:30 pm- 7:30 pm	Swan Lake @ Isaac Theatre Royal	1:30 pm and 7:30 pm
		Dawn French @ The Town Hall	7:00 pm
		Wilson Dixon @ The Piano	7:30 pm

The survey dates were selected for peak activity in the area.

Results before trial

Drop-offs made up most of the activity recorded (80%), and 47% of drop-offs were made by taxis. This had a strong correlation with the event start times, as shown in Table 4.21. The peak drop-off time on the 27 October occurred at 6:15 pm before the first event at 6:30 pm. On 29 October, the peak was at 6:45 pm before the first event at 7 pm. After the event, surveys were not completed. Observations of activity at evening events indicated that most people dispersed within 10 minutes of the show end. The Waka Kotahi evaluation team

The peak pick-up time was before 6 p.m. on both evenings. Table 4.21 summarises the number of pick-ups and drop-offs hourly.

Table 4.21 Pick-up and drop-off summary

27 th Oct 22	5:30-5:45	5:45-6:00	6:00-6:15	6:15-6:30	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00
Total pick up	7	1	0	0	0	0	0	4	0	0
Total drop off	1	2	9	14	10	5	1	4	1	0
29th Oct 22										
Total PU	2	3	1	0	1	0	1	2	2	1
Total DO	3	6	7	1	5	9	6	4	5	4

Results during trial

All of the PUDO movements were recorded as drop-offs during this survey. There were a total of 36 drop-offs on Armagh Street and 89 on Gloucester Street during the survey period. The peak drop-off time was 6:45 pm – 7:00 pm. This aligned with the start times for the events in the area.

The number of pick-ups and drop-offs are summarised in Table 4.22.

Table 4.22 Pick-up and drop-off summary

25th May 2024	5:30-5:45	5:45-6:00	6:00-6:15	6:15-6:30	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30
Total PU	0	0	0	0	0	0	0	0
Total DO	8	8	16	2	3	37	36	28

There were many vehicles observed dropping off people by pulling into driveways (Figure 4.73) or stopping in the traffic lane on Gloucester Street. This was more common at peak times when the PUDO zone in front of the Isaac Theatre Royal was busy.

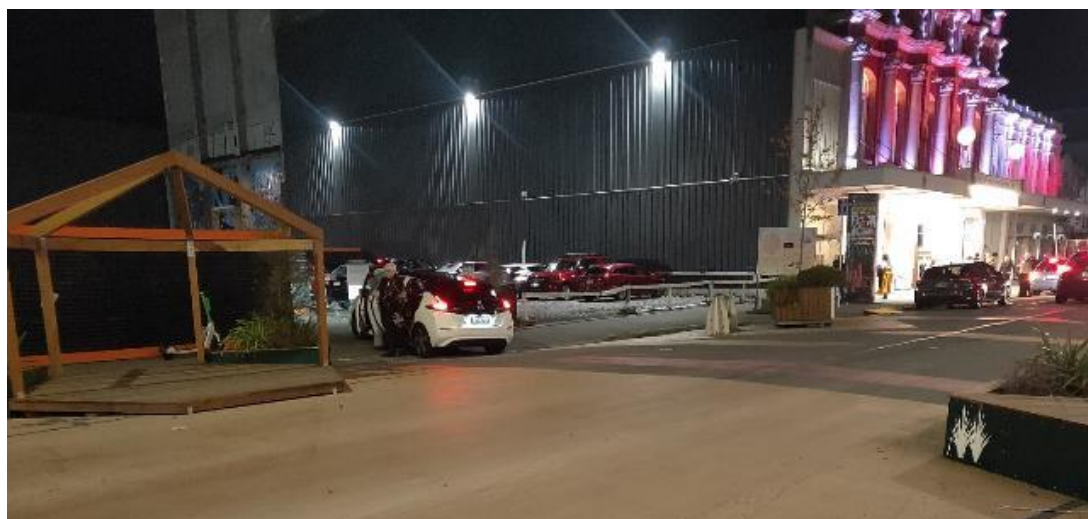


Figure 4.73 Vehicle dropping off in a driveway

On Armagh Street, 22 vehicles were observed doing U-turns during the survey period. The surveyor estimated that around 60% of vehicle manoeuvres for parking and u-turning would halt traffic.

Comparison

There was a significant increase in the amount of PUDO activity during the trial compared to the baseline. There was over 1.7 times the number of drop-offs during the same time when comparing the Saturday surveys.

5. Creating a destination and building trust

5.1 Headline results

As part of the trial, a chalk mural was installed on the wall of Tūranga. Many people took photos (Figure 5.1) and interacted with the mural during in-person surveys. People were observed using the street furniture during the day and in the evening before events at the Isaac Theatre Royal.

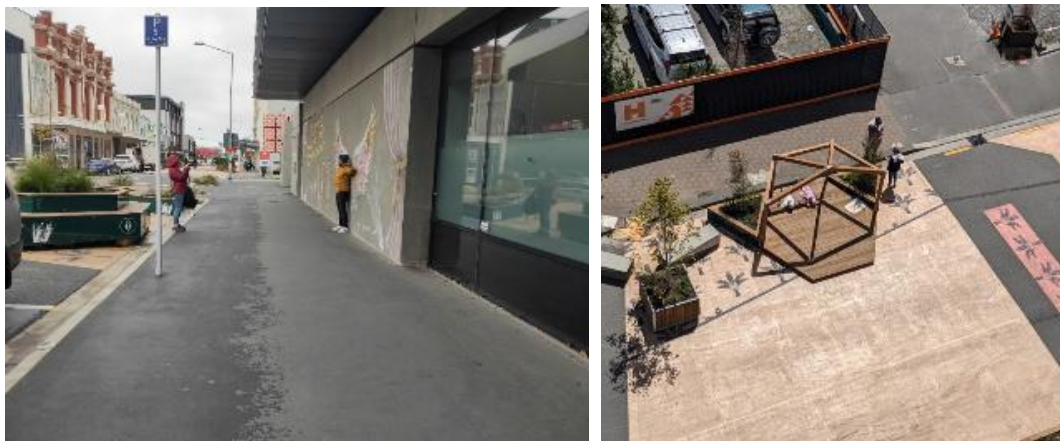


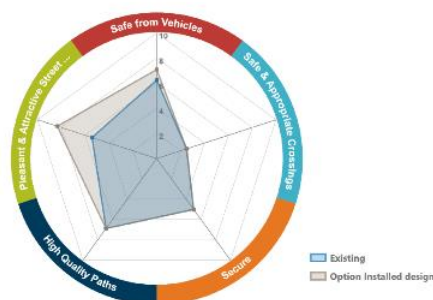
Figure 5.1 People enjoying Gloucester Street

The project received both negative and positive press during the trial period. A majority of people who submitted responses supported the proposal with some changes to the design that were undertaken. The changes included providing additional accessible parking on Gloucester Street outside Tūranga and relocating the street furniture.

Three user surveys were conducted between November 2023 and March 2024. Council staff received 679 submissions in total. A 'Morning People Rave' took place on 8 March 2024 as part of the "Meet Me on Gloucester" engagement. In all, 1400 people registered for the event and 700 people attended. A visitor survey was sent to attendees. Of the 158 respondents, 82% said they had not been to the Gloucester Street trial before the event and 73% said they would visit again.

And 70% of respondents rated the street between 8 and 10 out of 10 compared to before the trial. In another online visitor survey, when comparing the street to its previous design, 58% of people rated it 8 out of 10.

The Gloucester Street design was assessed using the pedestrian level of service tool as a City Hub street type. The score for the secure, safe, and appropriate crossings and high-quality paths did not change. These are permanent elements that were not changed as part of this trial. The areas where the score improved were safety from vehicles and a pleasant and attractive street, which aligns with the project's goal. A summary of the results is shown in Figure 5.2.



Outcome Score (maximum 10)

	Existing	Option Installed design
Safe from Vehicles	6.3	7.1
Safe & Appropriate Crossings	2.5	2.5
Secure	5.0	5.0
High Quality Paths	6.9	6.9
Pleasant & Attractive Street Environment	5.4	8.3
Overall Score (max. 10)	5.1	6.2

Figure 5.2 Pedestrian Level of Service results

The design change assessment and community feedback all indicated that the street rating has increased and encouraged new people to visit the area. While many factors could influence the increase in activity in the February survey, better weather conditions and cruise excursions, more people visiting the central city are likely to contribute to the increased spending activity. Of the 158 respondents to the 'Morning People Rave' survey, 82% said they had not been to the Gloucester Street trial before the event, and 73% said they would visit again. The additional trips would also have the potential to increase spending in the area.

5.2 News articles

Table 5.1 collates articles published related to the Gloucester Street project. It is important to note that major changes to the central city also impacted people's experiences at the time the project was being developed. These include projects such as the Canterbury Multi-Use Arena, the Court Theatre redevelopment, and other major developments in the central city. The trial project occurred simultaneously with these other significant projects. The Gloucester Street project received both positive and negative feedback in news articles during the consultation period.

Table 5.1 Summary of articles relating to Gloucester Street upgrades

Article	Publisher	Date
Central Christchurch street to become one-way with 10kph speed limit	Stuff	24 Feb 23
John MacDonald: What is Christchurch City Council thinking with these so-called 'upgrades'?	Newstalk	24 Feb 23
Christchurch central business district upgrades a 'waste of money', National says	RNZ News	26 Feb 23
Developers with 'too much influence' are bullying the Christchurch City Council, bar owner says	Stuff	10 Mar 2023
New Catholic cathedral and car park building on hold over street concerns	Stuff	16 Mar 2023
Battle over Gloucester St creates new leafy pocket park	Stuff	5 April 23
The bland Christchurch street that's now full of paint, bollards and planter boxes	Stuff	5 Dec 23
New-look Gloucester St takes shape ahead of 'people-friendly' trial	The Press	5 Dec 23

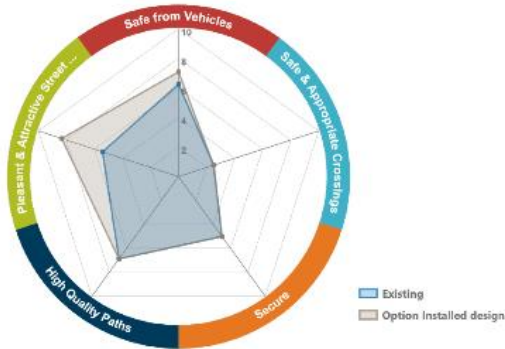


Article	Publisher	Date
Dawn dancers take over Gloucester St	Star News	8 Mar 24
Street Cred: Grooving on Gloucester St	The Press	12 Mar 24

5.3 Pedestrian Level of Service

Gloucester Street before and during the trial was assessed using the pedestrian level of service (PedLOS) tool applying the City Hub street type. The scores are shown in Figure 5.3. The street operated as a City Hub before the temporary changes were put in place. The aim of the trial was to make the street operate as more of a people friendly, civic space. The street was assessed using the PedLOS tool as a Civic Street as well to understand how this impacts the score of the street.

The score for the secure, safe and appropriate crossings and high-quality paths did not change. These are permanent elements that were not changed as part of this trial. The areas where the score improved was safety from vehicles and pleasant and attractive street, which aligns with the goal of the project.



Outcome Score (maximum 10)

	Existing	Option Installed design
Safe from Vehicles	6.3	7.1
Safe & Appropriate Crossings	2.5	2.5
Secure	5.0	5.0
High Quality Paths	6.9	6.9
Pleasant & Attractive Street Environment	5.4	8.3
Overall Score (max. 10)	5.1	6.2

Figure 5.3 Pedestrian Level of Service as a City Hub



5.4 User surveys

Table 5.2 provides details on the three public user surveys undertaken during the trial period. These surveys focused on the street design and perceived safety.

Table 5.2 User survey summary

Survey Title	Date	Number of responses
Let's talk about how you've found the 'Meet me on Gloucester' trial!	19 Feb 2024 - 25 Mar 2024	257
Meet Me On Gloucester Morning People Rave Visitor Survey	13 Mar 2024 - 24 Mar 2024	164
Meet Me On Gloucester Visitor Survey	16 Nov 2023 - 18 Mar 2024	258

A user survey was undertaken online through the Council's Kōrero mai, Let's Talk channel, which allowed the public to provide feedback on the changes made to Gloucester Street.

Respondents were asked to rate the street during the trial compared to before the trial. 29% of respondents rated the street between a 1 to 3 out of 10 compared to before the trial. 14% rated it between 4 and 7 and 58% rated it 8 to 10. The majority of those who gave feedback indicated that they enjoyed the changes made to the street.

Those who opposed the changes often commented on access for service vehicles and the functionality for vehicles travelling down the street.

Economic surveys

Economic spending data reported in the Council officer report showed a 25% increase in retail activity and a 39% increase in spending in the study area when comparing February 2023 and February 2024 data. That means more people are spending more money and time in the area than in the same period 12 months ago.

Council staff also have economic survey questions that can be added to other surveys or completed after the trial is complete. The questions aim to collect data on the following aspects of travel, spending, safety and profile:

- trip purpose.
- time and money spent in the area.
- transport choice, parking use and walking routes.
- street rating/accessibility rating.
- perceived safety and attractiveness.
- awareness of the Streets for People project.
- engagement with council staff/ reps .
- demographics.



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Wellington

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Meet me on Gloucester | Engagement

This attachment includes themes received through the visitor surveys (early engagement) which were used under staff delegation to inform changes mid-trial. It also includes formal submissions, which have been analysed for the purpose of elected members making a decision on what remains in the street post-trial.

Early engagement | visitor survey

257 people completed the visitor survey which highlighted immediate likes, dislikes, and concerns from the start of the trial. The most common themes from the visitor survey comments were,

Theme	# mentions
Overall trial – generally positive	41
Overall trial – it feels nicer/more likely to spend time there	39
Overall trial – waste of money	24
Overall trial – generally negative	20
Overall trial – street is less accessible/more difficult to navigate	18
Overall trial – concern about parking loss (particularly in relation to loss of P5 outside of Tūranga)	18
Overall trial – unattractive	15
Overall trial – makes it more dangerous	12
Wāhi Taiao performance area – creates a destination of the street/aligns with the Performing Arts Precinct	9
Street furniture/seating – inviting for people to spend time/have lunch	40
Street furniture/seating – generally positive	19
Street furniture/seating – attractive design	11
Street furniture/seating – make it permanent and/or better quality	6
Shared 10km/h road space – makes the area feel safer	40
Shared 10km/h road space – makes the area feel more people-friendly	20
Shared 10km/h road space – generally positive	15
Shared 10km/h road space – requests for the street to be pedestrian-only	39
Shared 10km/h road space – notes that cars don't adhere to new speed limit	17
Shared 10km/h road space – requests for the street to be one-way	11
Shared 10km/h road space – feels less safe	13
Shared 10km/h road space – generally negative	8

Outdoor dining – generally positive	20
Outdoor dining – adds energy/atmosphere/ a ‘vibe’ to the area	15
Outdoor dining – attractive design	6
Outdoor dining – it is rarely/never used	10
Place-making (street painting + planter boxes) – generally positive	38
Place-making (street painting + planter boxes) – positive about the enhanced ‘greening’ of the area	21
Place-making (street painting + planter boxes) – attractive design	19
Place-making (street painting + planter boxes) – adds character/interest to the area	16
Place-making (street painting + planter boxes) – requests for more planter boxes	7
Place-making (street painting + planter boxes) – paint looks cheap/unattractive	11
Place-making (street painting + planter boxes) – planter boxes create visibility issues	7
Place-making (street painting + planter boxes) – paint creates confusion	6

An identical survey was sent out to attendees of the Morning People rave (with supplementary questions provided to Morning People). 165 visitors completed this survey. The most common themes from the comments were,

Theme	# mentions
Overall trial – makes the area more community/people oriented	27
Overall trial – generally positive	18
Overall trial – aesthetic improvement to what was there previously	6
Wāhi Taiao performance area – adds to the positive, community vibe of the Performing Arts Centre	6
Street furniture/seating – inviting for people to spend time/have lunch	6
Shared 10km/h road space – makes the area feel safer	8
Shared 10km/h road space – makes the area feel more people-friendly	7
Place-making (street painting + planter boxes) – generally positive	8
Place-making (street painting + planter boxes) – makes the area more attractive/vibrant	7

Submission feedback

Between 19 February and 18 March 2024, 255 groups and individuals made submissions on the Meet me on Gloucester trial.

Submitter profile

Submissions were made by 22 Central City businesses, four organisations, with the remaining 229 being from individuals.

Submissions were made by Isaac Theatre Royal, Court Theatre, Tūranga, Fable Christchurch, Foundation Café, Cosgroves, Wilson Parking NZ Limited, SFT Group, and Imagination Station who are based on this section of Gloucester Street, and Pacific Tourways Ltd who operate through the street.

Of the individual submitters:

- Four live on Gloucester Street,
- 29 work on Gloucester Street,
- 81 regularly travel through Gloucester Street,
- 108 are Christchurch-based visitors to Gloucester Street and/or New Regent Street (e.g. attending a show, going for dinner, library visitor), and
- Seven are out-of-town visitors to Gloucester Street.

Overview

When asked whether submitters feel safer using the street now compared to before the trial,

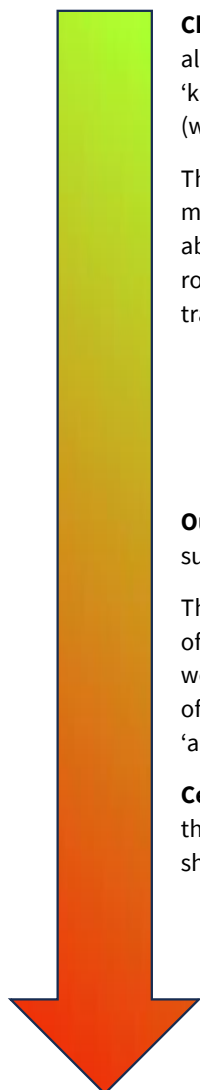
- 145 said yes (57%)
- 49 said no (19%)
- The remaining 61 didn't know, or didn't answer the question (24%)

Submitters were asked whether they thought certain aspects of the trial should be kept, removed, or changed, and were able to provide comment. All questions were optional, percentages noted relate to the total submitter number so do not add to 100%.

Trial aspect	Keep it	Get rid of it	Make some changes
Creating new ways for people to connect			
Furniture on the street for relaxing, eating, socialising and watching performances	159 (62%)	61 (24%)	27 (10%)
Outdoor dining	165 (64%)	40 (16%)	12 (5%)
The ability to easily close the street for events	187 (73%)	50 (20%)	10 (4%)
Creating spaces that champion the performing arts			
Wāhi taiao – performance space	143 (56%)	56 (23%)	19 (7%)
Creating a vibrant and dynamic streetscape			
Footpath and road painting	163 (64%)	48 (19%)	21 (9%)
Planter boxes throughout the street	161 (63%)	46 (18%)	42 (16%)
Creating a safe shared road space			
Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians, and other road users	117 (46%)	55 (22%)	78 (30%)

Speed limit reduction to 10km/h	153 (60%)	56 (22%)	36 (14%)
The use of speed cushions to bring speeds down	143 (56%)	65 (25%)	26 (10%)
The use of lane narrowing (using bollards and planter boxes) to bring speeds down	147 (57%)	70 (28%)	27 (10%)

How sentiment differed by user group:



Christchurch-based visitors to Gloucester Street were the most positive about all aspects of the trial. Between 68-87% of these users said that Council should 'keep' each aspect of the trial, apart from 'Gloucester Street as a shared zone' (which at 48% sat just above the full submitter pool),

Those who **regularly travel through** Gloucester Street were more positive about most aspects of the trial than the full pool of submitters. They were most positive about the street furniture and speed limit reduction, and less positive about the road paint and the use of speed cushions. These submitters' main mode of transport was:

- Walking (45)
- Cycling (18)
- Driving – or car passenger (16)
- Scootering (2)

Out-of-town visitors to Gloucester Street were very similar to the full pool of submitters in their support of trial aspects.

Those who **live or work on Gloucester Street** were less likely than the full pool of submitters to say that each aspect of the trial should be kept. However, they were still more likely to say that aspects of the trial should be kept than gotten rid of (37-60% saying that each aspect should be kept), with the exception of the 'ability to easily close the street for events'.

Central City businesses and organisations opposed all aspects of the trial more than the full pool of submitters. Between 58-73% of these users said that Council should 'get rid of' each aspect of the trial.

Creating new ways for people to connect



Furniture on the street for relaxing, eating, socialising and watching performances

247 (97%) of submitters commented on this aspect of the trial. The majority of submitters (159, 62%) said that it should be kept, with a minority (61, 24%) saying that Council should get rid of it.

All businesses based on this section of Gloucester Street were either against this aspect of the trial or thought that it should be altered to improve visibility or to retain more parking.

The most common themes in favour of the street furniture were:

- It is an inviting space for people to spend time/have lunch (72)
- It creates an interesting and/or positive vibe and could be good for tourism (18)
- It helps to slow down/calm traffic (8)
- It's attractive (6)

The most common themes against the street furniture were:

- It is rarely or never used (19)
- It creates safety concerns – hindering visibility, unsafe for vehicles and cyclists to navigate around (14)
- It's illogical to sit or encourage people to sit on a roadway (11)
- Gloucester Street is the wrong location for it (9)
- It is unattractive (8)
- It is not worth the reduction in on-street carparks (5)

Outdoor dining

217 (85%) of submitters commented on this aspect of the trial. The majority of submitters (165, 64%) said that it should be kept, with a minority (40, 16%) saying that Council should get rid of it.

Neither Francescas nor Odeon made a formal submission, however –

- Francescas only used the outdoor dining area for takeaway-use, which did not increase their revenue or have any other tangible benefits so the furniture was removed in early-March 2024. However, they did tell us that they *generally like the idea of having outdoor seating/dining areas along that section of Gloucester Street for people to use and the street being more pedestrian friendly in general.*

They told us that:

- The wind would blow the furniture onto the road, so they would leave them stacked for people to use as required.
- People tended to leave their food rubbish behind.
- Odeon still have outdoor dining in front of their business, however, have indicated that it is seldom used.

The most common themes in favour of the street furniture were:

- It creates an interesting and/or positive vibe and could be good for tourism (24)
- It is an inviting space for people to spend time/have lunch (16)
- Positive comparisons to successful overseas streets (12)
- It complements the area well/provides spill-over from New Regent Street (8)
- It provides support to local businesses and the economy (6)

The most common themes against the street furniture were:

- It is rarely or never used (14)
- Concern about use considering winter weather and/or easterly winds (12)

The most common requests:

- For outdoor dining to be on the footpath only (5)

The ability to easily close the street for events

247 (97%) of submitters commented on this aspect of the trial. The majority of submitters (187, 73%) said that it should be kept, with a minority (50, 20%) saying that Council should get rid of it.

Businesses based on this section of Gloucester Street were relatively split in their opinion on this aspect of the trial – against it as it they see it as unnecessary and that vehicle access should always be maintained, or supportive of it as long as there is good communication in the lead up to events.

The most common themes in favour of the ability to close the street for events were:

- It creates a more vibrant Central City – a positive/community vibe/aligns with the Performing Arts Precinct (44)
- It creates more opportunities for events in the Central City (13)
- That events in the public realm will be safer (11)
- It creates a flexible/multi-purpose space (7)

The most common themes against the ability to close the street for events were:

- That 24-hour vehicle access is more important (17)
 - 58 negated this point within their submission, saying that Gloucester Street is not an important street for vehicle access.

- That there are many other Central City spaces more appropriate for events, including parks, the Squares, etc. (12)

Creating spaces that champion the performing arts



Wāhi Taiao – performance space

218 (86%) of submitters commented on this aspect of the trial. The majority of submitters (143, 56%) said that it should be kept, with a minority (56, 23%) saying that Council should get rid of it.

The most common themes in favour of the Wāhi Taiao were:

- It provides greater opportunity for small-scale performers in Ōtautahi (23)
- It helps to create a destination out of Gloucester Street – vibe enhancement and tying in the Performing Arts Precinct (16)
- It is an inviting space for people to spend time and/or perform (8)

The most common themes against the Wāhi Taiao were:

- It is rarely/never used (27)
- It is in the wrong area – there aren't enough organic viewers (16)
- It is unnecessary/odd in a roadway (9)
- It is unattractive (6)

Eight submitters made design change suggestions including making it bigger, adding a roof, and providing power access to it.

Creating a vibrant and dynamic streetscape



Businesses located on this section of Gloucester Street were mostly in favour of the footpath and road paint but against planter boxes as they are currently. It was noted that the planter boxes are hazardous, too wide in some locations to allow for smooth traffic flow and should not take away needed parking.

Footpath and road painting

232 (91%) of submitters commented on this aspect of the trial. The majority of submitters (163, 63%) said that it should be kept, with a minority (48, 19%) saying that Council should get rid of it.

The most common themes in favour of footpath and road painting were:

- It is attractive, adds interest/vibrancy to the area (52)
- It slows traffic/reinforces that traffic is entering a people-friendly space (11)
- It makes people want to use the space (5)
- It would be a waste of money to remove it now (5)

The most common themes against footpath and road painting were:

- It's unattractive or became unattractive by marking so quickly (13)
- It creates confusion about where pedestrians should cross (12)
- Concern regarding the maintenance of it including looks and cost (6)

The most common requests:

- It should be done in a more permanent way/in conjunction with paving (6)
- For more paint (5)

Planter boxes throughout the street

249 (98%) of submitters commented on this aspect of the trial. The majority of submitters (161, 63%) said that it should be kept, with a minority (46, 18%) saying that Council should get rid of it.

The most common themes in favour of planter boxes throughout the street were:

- They are attractive/enhance the vibe of the area (30)
- The social benefits that they contribute towards e.g. social interaction, calmness (21)
- The positive impacts that they have on slowing traffic (20)
- The environmental benefits of additional trees (6)

The most common themes against planter boxes throughout the street were:

- They create a safety hazard – visibility (22)
- Congestion caused by hindering traffic (including cycling) flow (9)
- They are difficult for vehicles, particularly coaches, to navigate around (8)
- They may slow emergency vehicles, increasing response times (6)

Creating a safe shared road space



Businesses operating on this section of Gloucester Street were split in their opinion on all features within this category. Their rationale aligned with the full pool of submitters.

Submitters who said that their main reason for using the street was regularly travelling through were more likely to say that these aspects of the trial should be kept than the full pool of submitters.

Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians, and other road users

250 (98%) of submitters commented on this aspect of the trial. The majority of submitters (117, 46%) said that it should be kept, with a minority (55, 22%) saying that Council should get rid of it.

The most common themes in favour of Gloucester Street as a shared zone were:

- It makes it safer for pedestrian to cross the road (12)
- It makes it easier and/or more accessible for pedestrians to cross the road (6)

The most common themes against Gloucester Street as a shared zone were:

- It creates confusion and is unsafe (18)
- Concern about hindering traffic flow in the Central City and that it may discourage people from coming into the city (10)
- Belief that roads should be for cars/vehicles should always have priority (7)

The most common requests:

- For pedestrian access only - no vehicles, or no vehicles except delivery vehicles (51)
- Non-specific requests for more pedestrianisation than what has been trialled (8)

- For one-way access only (6)

Speed limit reduction to 10km/h

246 (96%) of submitters commented on this aspect of the trial. The majority of submitters (153, 60%) said that it should be kept, with a minority (56, 22%) saying that Council should get rid of it.

The most common themes in favour of a 10km/h speed limit were:

- It feels safer (29)
- It encourages more pedestrian-use of the street (6)

The most common themes against a 10km/h speed limit were:

- It is not achieved by most and/or very difficult to maintain (13)
- Slow speeds discourage people from coming into the Central City (6)
- It hinders traffic flow and efficiency (5)

The most common requests:

- For the speed limit to be 30km/h – consistent with the rest of the Central City (10)
- For more enforcement (6)

The use of speed cushions to bring speeds down

233 (91%) of submitters commented on this aspect of the trial. The majority of submitters (143, 56%) said that it should be kept, with a minority (65, 25%) saying that Council should get rid of it.

The most common theme in favour of the use of speed cushions was that they are working well/necessary to keep speeds low (35)

The most common theme against the use of speed cushions was that they are unnecessary – traffic doesn't go fast on this street (11)

The use of lane narrowing (using bollards and planter boxes) to bring speeds down

243 (95%) of submitters commented on this aspect of the trial. The majority of submitters (147, 57%) said that it should be kept, with a minority (70, 28%) saying that Council should get rid of it.

The most common themes in favour of the use of lane narrowing were:

- That they effectively help to enforce safer speeds/keep drivers alert (35)
- That they are an aesthetic way to slow speeds (5)

The most common themes against the use of lane narrowing were:

- It is generally unsafe (16)
- It is too narrow to safely get through at some points (12)

Supplementary information

A display was installed on the Ground Floor of Tūranga to promote the project and gather low-involvement feedback. The community was asked if trial aspects associated with the four themes should be kept.

Trial theme	Number of votes
Creating new ways for people to connect	1190
Creating spaces that champion the performing arts	1170
Creating a vibrant and dynamic streetscape	1733
Creating a safe shared road space	785

5. Volumes of Submissions - Gloucester Street "Streets for People" Trial

Reference Te Tohutoro: 24/1213954

Responsible Officer(s) Te Pou Matua: Natasha McDonnell, Democratic Services Advisor

Accountable ELT Member Pouwhakarae: Helen White, General Counsel / Head of Legal & Democratic Services

1. Purpose Te Pūtake Pūrongo



- 1.1 The purpose of this report is to provide the Hearing Panel considering the Gloucester Street “Streets for People” Trial with:
 - 1.1.1 All submissions received on the Gloucester Street “Streets for People” Trial.
 - 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 Gloucester Street “Streets for People” Trial.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Schedule of submitters who wish to be heard	24/1267841	132
B 	Schedule of submitters who do not wish to be heard	24/1267844	141

Monday 12 August 2024		
Time	Name	Submitter Number
9.30am	Apologies and Election of chair	
9.35am	Staff Presentation on Project (30 mins)	
10.05am	Michael Bell	14848
10.10am	Shaun Stockman - SFT Group, City Group, RGA Group, Halifax Investments, CGH Kensington, Southwark Equities	14862
10.15am		
10.20am	Dianne Downward	14432
10.25am	Nicki Carter – Carter Group	14790
10.30am		
10.35am	Danny Rood	14247
10.40am	John Allwn	14152
10.45am	Alexander Morton	14118
10.50am	Graeme Back – Fable Hotel	14082
10.55am		
11.00am	Ross Gumbley – Court Theatre	15065
11.05am		
11.10am	Placeholder for speakers unable to be contacted: Liam Boardman Lianson Jui Chuan Chong	14405
11.15am		14173
	No longer wish to speak:	
	Alex Palfrey	
	Daniel Tredinnick	
	Simon Kingham	
	Heide Lukosch	
	Mark Parson	
	Dylan [REDACTED]	
	Sarah Elicker	
	Bill Parks	

Submissions table – Gloucester Street “Streets for People” Trial, July 2024

Would like to speak to the hearings panel

Organisations / Businesses

ID	Submitter feedback	Name - Organisation
14082	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It makes no sense and with so many international visitors the concept seems to have no meaning.</p> <p>Outdoor dining, Wāhi Taiao: Get rid of it No one seems to use it</p> <p>The ability to easily close the street for events: Get rid of it No consultation on noise implications and still a very busy street</p> <p>Footpath and road painting: Get rid of it Seems to be more of a skidding track for e scooters</p> <p>Planter boxes throughout the street Get rid of it Dangerous</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it hopeless again no one seems to know what this represents</p> <p>Speed limit reduction to 10km/h: Get rid of it no one seems to follow it any way</p> <p>The use of speed cushions to bring speeds down: Get rid of it no one seems to follow it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it causes traffic jams, i have picture to prove it</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The whole concept seems ill thought through in its practical application</p> <p>Are there any aspects of the trial or implications that you would like to comment on? has been a real waste of money. If it had any value, why was there no Bread and Circus buskers activated through the street</p>	Graeme Back - Fable Christchurch
14790	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it There are plenty of public realm spaces for people to sit and enjoy. It doesn't make sense for people to be sitting on a road way on public furniture</p> <p>Outdoor dining: Get rid of it</p> <p>The ability to easily close the street for events: Get rid of it Roads are for the passage of vehicles. It is disruptive to traffic flow and travel times to have street closures. There are plenty of public realm spaces for public events - for instance, events can be held in Cathedral Square and Victoria Square</p>	Nicki Carter – Carter Group

Submissions table – Gloucester Street “Streets for People” Trial, July 2024

	<p>Wāhi Taiao: Get rid of it This is on the street - there are spaces throughout the public realm in central Christchurch (for instance, Victoria Square and Cathedral Square) for people to perform. It is not necessary for performances to be on a road way.</p> <p>Footpath and road painting: Get rid of it There are footpaths on each side of the road for the people to walk along. It is not necessary to make the road pedestrian. Additionally, the photo looks staged.</p> <p>Planter boxes throughout the street: Get rid of it These are dangerous and obstruct traffic flows. The will also obstruct emergency vehicles - it has been reported that a fire doubles in size every 30 seconds. To slow traffic in this way is dangerous and could cost lives due to slower response times.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it The proposal ignores travel times and traffic flows throughout the city. The traffic in the city and on Manchester St is congested at many times of the day. This will only add to travel times and discourage people from coming into the city.</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it The proposal ignores travel times and traffic flows throughout the city. This will only add to travel times and discourage people from coming into the city.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, all the street furniture and people stepping out from the footpath without looking - its scary driving down the street!</p> <p>Are there any aspects of the trial or implications that you would like to comment on? These changes are contrary to the Central City Strategic Guidance “ Streets and Spaces Design Guide agreed between CERA, Christchurch Central Development Unit, Christchurch City Council and Te Runanga o Ngai Tahu after the earthquakes. Businesses and landowners made decisions based on that agreed document to invest following the earthquakes. To completely disregard the document in the manner proposed by the Gloucester St changes, creates uncertainty and erodes the confidence of businesses, landowners and investors in the Council and to invest further in the central city.</p> <p>This questionnaire has been designed to get a biased pre-determined answer. For instance, by using the word “Get rid of it” is negative and is designed to subconsciously choose that option. Additionally, there are no questions about travel times or impacts on surrounding streets. Also, there is no option at the outset for a Christchurch ratepayer/citizen. These decisions affect not only people who live, work or visit Gloucester St. They have a wider impact and affect and the survey has been designed to disregard those impacts and it has been designed to get a pre-determined outcome. It is a clayton’s consultation.</p> <p>All responses from staff at the Library should be disregarded “ they are Council employees and should not be responding to a Council consultation process.</p> <p>This whole process has been a waste of ratepayer and taxpayer money. When ratepayers are facing a 13.5% increase in rates, projects like this should not be progressed. It shows a complete lack of respect for the ratepayers of Christchurch.</p>	
15065	See attached submission.	Ross Gumbley – Court Theatre
14862	Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting: Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it	Shaun Stockman - SFT Group, City Group, RGA Group, Hallifax Investments, CGH Kensington, Southwark Equities



Submissions table – Gloucester Street “Streets for People” Trial, July 2024

	<p>When using the street during the trial, was there anything that made you feel unsafe? Yes, people walking on the road without looking & having a complete lack of regard for traffic - it's scary to be a driver on Gloucester St.</p> <p>See attached submission.</p>	
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Submissions table – Gloucester Street “Streets for People” Trial, July 2024

Individuals

ID	Submitter feedback	Name - Organisation
14118	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it We have such limited space in our city that isn't infringed upon by the car. The more space we can reclaim for people the better.</p> <p>Outdoor dining: Keep it We have such limited space in our city that isn't infringed upon by the car. The more space we can reclaim for people the better.</p> <p>The ability to easily close the street for events: Keep it We have such limited space in our city that isn't infringed upon by the car. The more space we can reclaim for people the better.</p> <p>Wāhi Taiao, Footpath and road painting, Speed limit reduction to 10km/h: Keep it</p> <p>Planter boxes throughout the street: Make some changes Definitely keep them but please ensure they are properly cared for</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes This is such a natural space for people, especially once the Court is finished. Cars should not be allowed.</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Lowering speed limits alone are often not enough to reduce speeds. Narrowing the street so that driving slowly feels comfortable and natural is necessary if the area is too remain a shared space</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? As someone who works in the arts and is involved with a multitude of the businesses and organisations directly adjacent to this project I am wholly in support of the initiative. Kudos to the council for reclaiming valuable city suave from the car and for cultivating a vibrant and exciting arts precinct that is so necessary to these organisations doing well.</p>	Alexander Morton
14152	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it</p> <p>Outdoor dining: Get rid of it</p> <p>The ability to easily close the street for events: Get rid of it Waste of ratepayer money user pays if Business wants it they will sort it. Last time council interference was in Victory Street they killed the business. Sack Jake McClellan for voting for this !</p> <p>Wāhi Taiao: Get rid of it Make the square the place for performance!</p> <p>Footpath and road painting: Get rid of it It is creating more congestion</p> <p>Planter boxes throughout the street: Keep it</p>	John Allwn

Submissions table – Gloucester Street “Streets for People” Trial, July 2024

	<p>People need a place to sit</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Worked fine before the council pissed around with it!</p> <p>Speed limit reduction to 10km/h: Get rid of it 30k is fine</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it How are service trucks supposed to use the area another idiotic thing to make it difficult for business</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Yes stop wasting public money for nice to haves because it was not a problem in the first place!</p>	
14247	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Because cities are for people and socialising</p> <p>Outdoor dining: Keep it Because cities are for people and socialising</p> <p>The ability to easily close the street for events: Keep it Flexibility provides options</p> <p>Wāhi Taiao: Make some changes It looks a bit cheap and so-so.. could do with some native trees and/or extensive planter boxes around it</p> <p>Footpath and road painting: Make some changes It's not bad, black on grey doesn't necessarily work, though. I like the intent, but blues and greens might be more vibrant and fun</p> <p>Planter boxes throughout the street: Keep it More of them please!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes You could look at having a designated and protected cycleway, a pedestrian path, and a one way road</p> <p>Speed limit reduction to 10km/h: Make some changes 15kmh would work a little better I think. We know slower speeds save lives. The speed limit really needs to be enforced</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Slower cars make for safer cities</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Danny Rood

Submissions table – Gloucester Street “Streets for People” Trial, July 2024

	<p>When using the street during the trial, was there anything that made you feel unsafe? Cars ignoring the 10kmh speed limit</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I have used this area as a driver, a cyclist, and a pedestrian. It will be important to keep this approach to Gloucester Street. I am unsure how people have felt confused, and it is sad as well as worrying to see locals complain about this change. Particularly referencing that it is a waste of their rates, yet 90% of the funding came from central government.</p> <p>The changes have certainly added some intrigue to the area. It looks and feels far nicer than wide, bland, and unimaginative concrete. I would like to see more trees and planter boxes as a part of the setup, and roll-out similar setups through out the city.</p>	
14432	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it I haven't seen anyone using it not even homeless people</p> <p>Outdoor dining: Get rid of it Again I haven't seen anyone using it, it's always been packed up when I've been through the area on weekends or during the week.</p> <p>The ability to easily close the street for events: Get rid of it It isn't right to block off a road for events when the square is right there and underused. The square is a much larger space for events.</p> <p>Wāhi Taiao: Get rid of it It would be better placed in the Square along with some of the seats and planter boxes. There is also a corner square of land on Gloucester with some fake grass that could accommodate the stage and seating</p> <p>Footpath and road painting: Keep it It looks nice and would cost to remove it</p> <p>Planter boxes throughout the street: Make some changes There are other places like the square that could do with a bit more greenery. Put them to the side not in the middle of the street, or even put them on the sidewalk in front of the Library which is very wide and makes a nice entrance.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it pedestrians have the sidewalk to use, cyclists and scooters use sidewalks and roadways, cars only have the road. Cars sharing with all other users is not safe or fair for those who are unable to use active transportation.</p> <p>Speed limit reduction to 10km/h: Get rid of it 30 is slow enough</p> <p>The use of speed cushions to bring speeds down: Get rid of it waste of money,</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it unnecessary waste of money and hazard for first responders, blocks use of road for emergency vehicles, cars don't have anywhere to go to get out of way for emergency vehicles, and even if there are no cars on the road, it slows down response time.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No people or cars around - the deserted street made me feel wary. I was surprised there wasn't even homeless people making use of the seats available, that's how deserted it was.</p>	Dianne Downward

Submissions table – Gloucester Street “Streets for People” Trial, July 2024

	<p>Are there any aspects of the trial or implications that you would like to comment on? 'Meet me on Gloucester' is trying to make a street a destination. This is a mistake and is NOT CCC's job to artificially create destinations within the city.</p> <p>Regent Street is a destination because of the shops on the street, they are the draw card not the street itself. If Regent street had all the nice buildings but they were all closed up, people may walk down the street to look at the buildings but they would not linger and it would not be the destination it is now with the shops and services offered.</p> <p>We have a cost of living crisis and wasting money on vanity projects like this is adding to people’s hardships.</p> <p>I don't care if the money came from central government or our rates, it's still tax money that has come from our pockets.</p> <p>Please stop these vanity projects and maintain what we already have, maintain our roads so cars don't need to swerve to avoid potholes which can be a danger, maintain and fix our pipes, maintain our rubbish service and build the new composting facility, maintain parks and libraries, maintain recreation centres, and KEEP OUR RATES LOW.</p> <p>This is enough for council to be getting on with without creating or thinking up 'problems' to be fixed.</p>	
14848	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it</p> <p>It's the obvious solution! Make it an extension of New Regent St. It needs more establishments open on it for there to actually be a vibe (like New Regent St is) but let's make it a nice place for pedestrians and tourists!</p> <p>Outdoor dining: Keep it</p> <p>It works so well on New Regent St. It will work well on Gloucester once there's more of a vibe brought by the flanking establishments.</p> <p>The ability to easily close the street for events: Keep it</p> <p>Who needs Gloucester St as an arterial road? Someone approaching the service entrance of Te Pae that can't come via Armagh or Worcester? If it's really important (e.g. a truck delivery to the ITR) then they'll be an exception anyway.</p> <p>Wāhi Taiao Keep it</p> <p>I mean, not when it's in front of a construction site and the audience area is on the other side of a driving road, but when it's more organic it'll be incredible.</p> <p>Footpath and road painting: Make some changes</p> <p>Oh i didn't notice this part! Nice! But also, can you design it with respect to New Regent St - make it a natural extension of that... Also, just a vote against the crown. #LandBack</p> <p>Planter boxes throughout the street: Keep it</p> <p>So at this point the planter boxes are becoming the CCC moveable quick ship in decoration. To me it's becoming a post earthquake icon. Wouldn't be a CHCH CCC pop up vibe without a planter box stamp. Keep it.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes</p> <p>Just stop drivers from either Manchester or New Regent. I feel from New Regent will be more practical given the hotel and press building car parks. Same rules as New Regent - so trucks to ITR/Court/Library etc can still enter for deliveries.</p> <p>Speed limit reduction to 10km/h: Keep it</p> <p>Because it's pedestrianised. Only vehicles allowed are deliveries. And those trucks backing into ITR are going less than 10kph anyway.</p> <p>The use of speed cushions to bring speeds down: Make some changes</p> <p>Don't need it if traffic isn't allowed anyway. It'll just trip pedestrians up.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes</p> <p>Don't need it if traffic isn't allowed anyway. Focus on filling the street with tables etc. Cars will get the message.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Michael Bell

Submissions table – Gloucester Street “Streets for People” Trial, July 2024

	<p>When using the street during the trial, was there anything that made you feel unsafe? Nope</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I am super familiar with this street as I walk it basically twice a day on my way to and from mahi. As do a lot of the NorthEast CBD dwellers/city workers I think. I have also run a pop up theatre where the Court is about to open so I know what the area is like (almost hour by hour 24/7 in 2018, but it hasn't changed much from the many various hours I walk it to this day), and I love tourism and making this city welcoming to our visitors from abroad. Also, I am watching cars slowly go out of fashion. Furthermore, I've watched the PAP get filled with what a lot of us call colonial projects and we're unsure if the older white people in charge of these various performance venues fully know and get what it will take to engage "other demographics".</p> <p>However, TÅ«ranga has been one of CCC's rebuild's biggest successes. I don't have statistics at hand but having spent time there I can tell you that the place attracts a truly diverse crowd. By pedestrianising Gloucester St, you're at very least leaving the door open, or literally, the street open, for that demographic to have an open door to the Performing Arts Precinct that isn't a moat that needs crossing at the Colombo lights.</p> <p>I also don't have car statistics but can tell you by having watched it (I think I can feel the real statistics) that it's not a popular car block (before or after trial) by having watched it since it got blocked off by the Te Pae. I have no qualms with the fact that it's not been popular with cars, but also just think we may as well (basically?) block 2 blocks off to cars while we're at it?</p> <p>Please, please, please connect TÅ«ranga with the Performing Arts Precinct. Please, please, please connect the Performing Arts Precinct with New Regent Street. Whoever is still driving cars (and somehow need to access that weirdly specific area, e.g. people dropping their grandparents to the Court because they can't walk very well etc) will find a solution a block away (i.e. another entrance to Colombo St). And whoever is making a delivery will be made an exception, just like New Regent St.</p> <p>Please also consider the age demographic of anybody who is submitting to make it car-friendly. The city we're rebuilding is for the next 100 years.</p> <p>Also - think about how we have Margaret Mahy (another CCC rebuild success), New Regent, a void, then the square (something else that will hopefully get better soon), then the terrace, then Oxford kind of continues towards the hospital. It feels criminal not to pedestrianise Gloucester as the Avon connection to this journey for both tourists and locals that want to enjoy this city outside of a car :-)</p> <p>And remember, this trial has been done on a backdrop of construction sites. If there were any minor successes in it, imagine how successful it would be if there were vibing institutions flanking the street...</p> <p>Thank you for your consideration x</p>	
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

Schedule of Submitters who do not wish to be heard

Organisations / Businesses

ID	Submitter feedback	Name - Organisation
14091	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Don't know/not sure Haven't see too much use of it</p> <p>Outdoor dining: Don't know/not sure I don't think you could rely on Gloucester St being a pleasant place to dine, especially with the wind tunnel effect of the easterly</p> <p>The ability to easily close the street for events, Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting: Keep it it's there now</p> <p>Planter boxes throughout the street: Keep it Greenery is good but only on the street not in the empty section behind Tūranga, this attracted undesirable activity; ie. drug use, homeless accommodation, shitting</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users:</p> <p>Speed limit reduction to 10km/h:</p> <p>The use of speed cushions to bring speeds down:</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down:</p> <p>Do you feel safer using the street now compared to before the trial?</p> <p>When using the street during the trial, was there anything that made you feel unsafe?</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The most feedback our business gets is to do with the lack of parking, this will be a even more evident when the Court Theatre opens. A lot of customers, especially elderly are put off visiting because of the lack of parking. Tūranga does not have any parking for two blocks in any direction. A compact multi storey car park between the Theatre Royal and Court Theatre would make things so much easier - this demographic of people are not riding scooters or uberling.</p>	Angus Trevella – Foundation Cafe

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14141	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Homeless people sit there yelling, rubbish gets caught up in it</p> <p>Outdoor dining: Don't know/not sure Francescas is shit and no one can afford Odeon</p> <p>The ability to easily close the street for events: Get rid of it bitches be walking in everyones way - ridiculous</p> <p>Wāhi Taiao: Get rid of it Ive only seen it as a shelter for the hobos</p> <p>Footpath and road painting: Get rid of it Sun glares on it and causes sun strike</p> <p>Planter boxes throughout the street: Get rid of it You mean the new rubbish bins.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it People are going to get hurt</p> <p>Speed limit reduction to 10km/h: Get rid of it No one does it</p> <p>The use of speed cushions to bring speeds down: Keep it Safer</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it What happened when theres a small crash and it blocks everything for everyone</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? People using the speed limit to do a u-turn in front of the slow on coming cars</p>	Liesa Chase - Cosgroves
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14180	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Our business relies on the two 5 minutes carparks outside Tūranga library. We will lose business if they aren't reinstated. Some of the furniture is fine, but not at the expense of the two 5 minute carparks.</p> <p>Outdoor dining, Wāhi Taiao: Don't know/not sure Doesn't impact me, my customers or my business.</p> <p>The ability to easily close the street for events: Keep it Doesn't impact me, my customers or my business as the events are not at peak times for my business.</p> <p>Footpath and road painting: Keep it Pretty, makes you feel like you are somewhere cool and funky.</p> <p>Planter boxes throughout the street: Make some changes The ones in the middle of the road are great for slowing traffic. The ones on the Tūranga side of the road where the 5 minute carparks used to be are taking up valuable space that would be way more functional and help customers.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Lots of people using the street is a good thing.</p> <p>Speed limit reduction to 10km/h: Keep it As a person on a scooter, I feel safer. As a business, it keeps our customers (young children) safer.</p> <p>The use of speed cushions to bring speeds down: Get rid of it Dangerous for people on scooters.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Bollards and planters boxes work fine. The seats and speed cushions are the issue (and lack of 5 minute parks).</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The speed bumps made me feel unsafe and the narrow gaps are too narrow to safely ride a scooter through.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? My business brings 6000 people per month to Gloucester street and a large number of these require fast pickup and drop off using the five minute parks. Without these carparks we have heard that parents of children are parking in unsafe places, or relying on small children to navigate the library and surrounding streets alone. This either puts my business at risk by releasing children from a party or class without a parent present (which violates our Child Protection Policy), or uses staff time to constantly have to deliver children to various locations/carparks outside of the library to ensure the safety of the children (our customers). This is time consuming and costs our business money as we have to have multiple staff supervising the children in order for staff to leave the premises to deliver children to a parent's car because the parent can't leave the car as they are 'waiting' in a nearby Wilson's carpark and don't want to be ticketed for the 5 minutes they are there. Please bring back the two 5 minute parking spaces outside Tūranga.</p>	Traci Stanbury - Imagination Station
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14425	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it</p> <p>Outdoor dining: Make some changes</p> <p>The ability to easily close the street for events: Get rid of it I am a Tour driver, and it makes it Very awkward to drive a large coach down the street with these 'hazards'! Blocking the street was a nightmare to get a coach turned around after picking a group up from the Fables hotel. More common sense needed!</p> <p>Wāhi Taiao: Make some changes More safe environment for maneuvering people/vehicles esp. large commercial vehicles around in a safe environment.</p> <p>Footpath and road painting: Don't know/not sure Don't really see what it does</p> <p>Planter boxes throughout the street: Get rid of it Hazards in the way of maneuvering large commercial vehicles. Safety has gone out the window!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it It's Not a safe zone for vehicles and pedestrians...it makes it worse</p> <p>Speed limit reduction to 10km/h: Keep it That's fine 10-20ks OK</p> <p>The use of speed cushions to bring speeds down: Make some changes Not necessary</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it They make it Very awkward to maneuvering large Tour coaches through. After picking up groups at the hotels. Damage to coaches avoiding planter boxes , trees etc trying to zig-zag through and watching pedestrians cutting across, cars coming towards us!!</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars cannot pass easily if coaches are parked up when passengers are getting on the coach/loading the coach...we have to block the street...then cars swoop right around the planters, causing more problems flow-wise</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Get rid of the ridiculous line up of the planters etc...Very hazardous!</p>	Samantha-Dawn Simpson – Pacific Tourways Ltd
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14458	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It looks temporary, it is set up in a windy location when the easterly blows, and it reduces street access for library users.</p> <p>Outdoor dining, The ability to easily close the street for events: Don't know/not sure</p> <p>Wāhi Taiao: Get rid of it From my team's observation directly opposite this stage, it was barely used. There's an opportunity to activate underused spaces in Cathedral Square with live performances.</p> <p>Footpath and road painting, The use of speed cushions to bring speeds down: Keep it</p> <p>Planter boxes throughout the street: Keep it I would prefer a more permanent-looking renovation of the street, with trees and plants going into the ground.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes See previous answers.</p> <p>Speed limit reduction to 10km/h: Make some changes 30km/h is sufficient.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Use permanent trees and plans. Please restore a few short-stay (up to 60 minutes) parks for library customers who need to drive.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Chris Hay - Tūranga
14469	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining: Keep it</p> <p>The ability to easily close the street for events: Make some changes While it may be feasible to close the street occasionally now, this should be reviewed once further development has been completed on the empty sites around the Gloucester and Armagh block as the number of businesses affected will increase</p> <p>Wāhi Taiao: Get rid of it This would be better moved to a space out the back of the Court Theatre rather than street facing</p> <p>Footpath and road painting: Make some changes Trial painting looks cheap and nasty - colour palette should be changed to greens and blues</p> <p>Planter boxes throughout the street: Make some changes Would prefer better quality than currently installed</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: A permanent change like this should not been made until the block has been more developed and impact on traffic can be assessed</p> <p>Are there any aspects of the trial or implications that you would like to comment on? As per some of the comments above, we believe it is premature to make significant and permanent changes to Gloucester Street while the Gloucester/Armagh block is still very undeveloped. Once the Court Theatres is open and the area behind and across the road from the Crowne Plaza has been developed (as well as the development of new hotels around Te Pae), the number of visitors and traffic will increase exponentially. The current trial tells us nothing about how the area will be impacted in the future. Minor changes such as road painting and planted boxes are fine, but the more significant changes should be put on hold until another trial can be undertaken at an appropriate time in the future. Making such changes now could also dissuade future development of the various empty sites which would be detrimental to this part of the CBD.</p>	Chris Goldsbrough - MC Christchurch Holdings Limited (owner of the Crowne Plaza Hotel)

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14802	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it There are already plenty of public spaces - it doesnt make sense for people to be sitting on a public road</p> <p>Outdoor dining, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>The ability to easily close the street for events: Get rid of it Roads are for the passage of vehicles. It is disruptive to traffic flow and travel times to have street closures. There are plenty of public realm spaces for public events - for instance, events can be held in Cathedral Square and Victoria Square</p> <p>Wāhi Taiao: Get rid of it This is on the street - there are spaces throughout the public realm in central Christchurch (for instance, Victoria Square and Cathedral Square) for people to perform. It is not necessary for performances to be on a road way</p> <p>Footpath and road painting: Get rid of it There are footpaths on each side of the road for the people to walk along. It is not necessary to make the road pedestrian. Additionally, the photo looks staged</p> <p>Planter boxes throughout the street: Get rid of it These are dangerous and obstruct traffic flows. The will also obstruct emergency vehicles - it has been reported that a fire doubles in size every 30 seconds. To slow traffic in this way is dangerous and could cost lives due to slower response times</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it The proposal ignores travel times and traffic flows throughout the city. The traffic in the city and on Manchester St is congested at many times of the day. This will only add to travel times and discourage people from coming into the city</p> <p>Speed limit reduction to 10km/h: Get rid of it The proposal ignores travel times and traffic flows throughout the city. This will only add to travel times and discourage people from coming into the city.</p> <p>The use of speed cushions to bring speeds down: Get rid of it The proposal ignores travel times and traffic flows throughout the city. This will only add to travel times and discourage people from coming into the city</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, people walking on the road without looking & having a complete lack of regard for traffic - its scary to be a driver on Gloucester St.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? These changes are contrary to the Central City Strategic Guidance “Streets and Spaces Design Guide agreed between CERA, Christchurch Central Development Unit, Christchurch City Council and Te Runanga o Ngai Tahu after the earthquakes. Businesses and landowners made decisions based on that agreed document to invest following the earthquakes. To completely disregard the document in the manner proposed by the Gloucester St changes, creates uncertainty and erodes the confidence of businesses, landowners and investors in the Council and to invest further in the central city.</p> <p>This questionnaire has been designed to get a biased pre-determined answer. For instance, by using the word “Get rid of it” is negative and is designed to subconsciously choose that option. Additionally, there are no questions about travel times or impacts on surrounding streets. Also, there is no option at the outset for a Christchurch ratepayer/citizen. These decisions affect not only people who live, work or visit Gloucester St. They have a wider impact and affect and the survey has been designed to disregard those impacts and it has been designed to get a pre-determined outcome. It is a clayton’s consultation.</p> <p>All responses from staff at the Library should be disregarded “ they are Council employees and should not be responding to a Council consultation process.</p> <p>This whole process has been a waste of ratepayer and taxpayer money. When ratepayers are facing a 13.5% increase in rates, projects like this should not be progressed. It shows a complete lack of respect for the ratepayers of Christchurch.</p>	Philip Carter – Carter Group
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14803	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting: Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, people walking on the road without looking & having a complete lack of regard for traffic - its scary to be a driver on Gloucester St.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? These changes are contrary to the Central City Strategic Guidance “Streets and Spaces Design Guide agreed between CERA, Christchurch Central Development Unit, Christchurch City Council and Te Runanga o Ngai Tahu after the earthquakes. Businesses and landowners made decisions based on that agreed document to invest following the earthquakes. To completely disregard the document in the manner proposed by the Gloucester St changes, creates uncertainty and erodes the confidence of businesses, landowners and investors in the Council and to invest further in the central city.</p> <p>This questionnaire has been designed to get a biased pre-determined answer. For instance, by using the word “Get rid of it” is negative and is designed to subconsciously choose that option. Additionally, there are no questions about travel times or impacts on surrounding streets. Also, there is no option at the outset for a Christchurch ratepayer/citizen. These decisions affect not only people who live, work or visit Gloucester St. They have a wider impact and affect and the survey has been designed to disregard those impacts and it has been designed to get a pre-determined outcome. It is a clayton’s consultation.</p> <p>All responses from staff at the Library should be disregarded “they are Council employees and should not be responding to a Council consultation process.</p> <p>This whole process has been a waste of ratepayer and taxpayer money. When ratepayers are facing a 13.5% increase in rates, projects like this should not be progressed. It shows a complete lack of respect for the ratepayers of Christchurch.</p>	ABI Investments
14804	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting: Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, people walking on the road without looking & having a complete lack of regard for traffic - its scary to be a driver on Gloucester St.</p>	Avon Hotel Limited
14810	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting: Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it</p> <p>When using the street during the trial, was there anything that made you feel unsafe? It is unsafe</p>	Avonhead Mall Limited

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14812	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting: Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Unsafe</p> <p>Are there any aspects of the trial or implications that you would like to comment on? These changes are contrary to the Central City Strategic Guidance “Streets and Spaces Design Guide agreed between CERA, Christchurch Central Development Unit, Christchurch City Council and Te Runanga o Ngai Tahu after the earthquakes. Businesses and landowners made decisions based on that agreed document to invest following the earthquakes. To completely disregard the document in the manner proposed by the Gloucester St changes, creates uncertainty and erodes the confidence of businesses, landowners and investors in the Council and to invest further in the central city.</p> <p>This questionnaire has been designed to get a biased pre-determined answer. For instance, by using the word “Get rid of it” is negative and is designed to subconsciously choose that option. Additionally, there are no questions about travel times or impacts on surrounding streets. Also, there is no option at the outset for a Christchurch ratepayer/citizen. These decisions affect not only people who live, work or visit Gloucester St. They have a wider impact and affect and the survey has been designed to disregard those impacts and it has been designed to get a pre-determined outcome. It is a Clayton’s consultation.</p> <p>All responses from staff at the Library should be disregarded as they are Council employees and should not be responding to a Council consultation process.</p> <p>This whole process has been a waste of ratepayer and taxpayer money. When ratepayers are facing a 13.5% increase in rates, projects like this should not be progressed. It shows a complete lack of respect for the ratepayers of Christchurch.</p>	BH 2012 Ltd
14816	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Havent seen it being used</p> <p>Outdoor dining: Don’t know/not sure Havent seen it being used, pavement seating for restaurants and bars no objection.</p> <p>The ability to easily close the street for events: Keep it If unrestricted to day to day access and use of the street.</p> <p>Wāhi Taiao, Footpath and road painting: Get rid of it</p> <p>Planter boxes throughout the street: Get rid of it restrictive for larger vehicles such as busses trying to access Cathedral Square and innercity hotels. Emergency vehicles will also be limited because of this.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Gloucester street is a quiet street at the moment and perhaps the timing of the trial should have been when construction of The Court Theatre and central city/cathedral square is finished.</p> <p>Speed limit reduction to 10km/h: Get rid of it No need for reduced speed in traffic,</p> <p>The use of speed cushions to bring speeds down: Get rid of it Gloucester Street is only a short street so limited ability to drive very fast.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it This restrict busses to access the central city and hotels.</p>	Reinier Eulink – Crowne Plaza Christchurch

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14830	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Some of the current layout has pedestrians being hidden or obscured from traffic using the Street. Otherwise, they are a welcome addition.</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it So long as there is good communication on the lead into any activity and our operations are not impacted.</p> <p>Wāhi Taiao: Don't know/not sure Didn't see it used.</p> <p>Footpath and road painting: Make some changes The current layout appears to create a sense to pedestrians that these are all pedestrian crossings. It is very obvious that they forget this street is used by vehicles. When wet the surface is slippery.</p> <p>Planter boxes throughout the street: Make some changes The planter boxes in the center of the street definitely need reducing in size(width) as the current sizing impacts the usable width for vehicles - especially Coaches and Trucks. Especially of concern opposite Fable and down by Turanga.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes You must retain the ability for trucks to service the many businesses in the area and the likes of the Theatre. Whilst it is currently possible, it is not ideal, and changes need to be made so that it is a more effective and a safe shared zone.</p> <p>Speed limit reduction to 10km/h: Make some changes We operate on the Street and can confirm that very few drivers adhere to the new 10km limit. If they did it certainly would add to safety.</p> <p>The use of speed cushions to bring speeds down: Make some changes So long as service/delivery vehicle trucks can still operate without limitation we are ok with this.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes It is too narrow in places currently - especially in front of Fable and the Turanga where the planters are. And the access from Columbo is challenging for larger vehicles.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, pedestrians using planter boxes and not being visible to drivers. The speed not being observed coupled with the confusion caused by the road painting and pedestrians thinking its all a crossing. Paint on road footpath is slippery when wet.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Overall, while the new street system has aesthetic benefits and contributes to traffic calming, it presents several operational challenges and safety issues that need to be addressed, including improved visibility, better enforcement of speed limits, and re-evaluation of traffic flow for larger vehicles. Collaboration between stakeholders and ongoing monitoring are essential for effective integration into operations.</p> <p>Accessing from both ends in larger vehicles (delivery trucks and coaches) is challenging. We have seen coaches drive on the wrong side of the road to navigate hazards and not do damage to their coach and other vehicles/property.</p>	Greg Ward – Isaac Theatre Royal
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14992	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it They contribute to traffic congestion and pedestrian congestion when there are a lot of people coming out of theatre performances. Manchester St is also a traffic bottleneck which makes it worse.</p> <p>Outdoor dining: Make some changes Outdoor seating is fine as long as it is not on the road. Outdoor seating should be on the footpath.</p> <p>The ability to easily close the street for events: Get rid of it Should not be closed at all. There is no parking building nearby for people park and walk in to the performing arts precinct so need to retain the car parks and vehicle access.</p> <p>Wāhi Taiao: Get rid of it It will be a noise problem for nearby performing arts venues.</p> <p>Footpath and road painting: Keep it It's not necessary but don't spend the money to remove it.</p> <p>Planter boxes throughout the street: Get rid of it They are not necessary and create congestion and a safety hazard for traffic and people.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Pedestrians should be on the footpath. Retain the road for vehicle flow.</p> <p>Speed limit reduction to 10km/h: Get rid of it The speed limit should be 30km/h consistent with the rest of the city.</p> <p>The use of speed cushions to bring speeds down: Get rid of it These are unnecessary. The traffic is not fast.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it They are a hazard to people and vehicles.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, it is too narrow with all the extra stuff in the road.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Retain two-way traffic movement.</p>	Anita Collie – Wilson Parking NZ Limited
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

Individuals

Item 5

Attachment B

Submissions received on Gloucester street “Streets for People” Trial, July 2024

ID	Submitter feedback	Name - Organisation
14084	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes I have yet to see huge amounts of people use it. It has made visibility exiting Press House a little dangerous as you can't see traffic to the left and when you do pull out now the road is narrower you're already in the middle of the road</p> <p>Outdoor dining: Get rid of it Not seeing huge amounts of people using it</p> <p>The ability to easily close the street for events: Make some changes Will probably be useful for events - but do this in the weekends - week days there are buses, and vehicles needing to get into their work places</p> <p>Wāhi Taiao: Don't know/not sure I haven't seen it in action nor people there</p> <p>Footpath and road painting: Keep it Nothing wrong with bringing a little colour in to match the colourful New Regent St</p> <p>Planter boxes throughout the street: Make some changes Take the planter boxes away from driveways</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it I haven't seen anything that shows me it can't be a shared zone - other than encouraging pedestrians to just step out and not look</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes I have answered this in previous questions just around safety of pulling out of Press House</p> <p>Do you feel safer using the street now compared to before the trial? No</p>	Bronwyn Hawkins

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14086	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Never used, that photo is staged</p> <p>Outdoor dining: Get rid of it Never used</p> <p>The ability to easily close the street for events: Get rid of it it's a stupid place to close off, it's too windy for events.</p> <p>Wāhi Taiao: Get rid of it Never used... never seen anyone using it.</p> <p>Footpath and road painting: Get rid of it Waste of money having to maintain that stuff.</p> <p>Planter boxes throughout the street: Get rid of it Dangerous, people can't see around them and may walk out in front of cars, also becoming a space for the homeless to gather and piss on, and skateboarders.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Cars, bike and predestrians should be able to use the street, doesn't need a special setup for it though, and street doesn't need to be made so small.</p> <p>Speed limit reduction to 10km/h: Get rid of it You may be able to reduce the speed limit, by try enforcing that. Cars, maybe you get a cop to stop them, but Scooters, Bikes, runners, all of them are able to go well above that speed.</p> <p>The use of speed cushions to bring speeds down: Get rid of it More waste of money, why spend a heap of money on something that will just need to be maintained for something that isn't really needed.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Like I said before, they are blocking the view for predestrians and vehicles, can't see either the predestrain (if your driving) or the vehicle (if your the predestrian).</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The planter boxes blocking the view, the homeless people hanging around and sleeping on the benches.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? This is a waste of not only tax payers money, but rate payers money as well, there are better things to spend money on than this.</p>	Jonathan Scott
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14088	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It compliments the surrounding area and is almost an extension of New Regent Street and feels like the right thing to do.</p> <p>Outdoor dining: Keep it Every good city in the world has pavement hospitality and its good for the area, good for teh patrons and good for business</p> <p>The ability to easily close the street for events: Keep it Events and live activity in the heart of the city will help bring people in and is what a modern, vibrant city should be doing.</p> <p>Wāhi Taiao: Keep it Why not!</p> <p>Footpath and road painting: Keep it Looks great and you've spent the money so leave it as is</p> <p>Planter boxes throughout the street: Keep it Signals to vehicles that this is a popular pedestrian zone and to take care</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Shared zones are great - best of both worlds</p> <p>Speed limit reduction to 10km/h: Keep it Its a shared zone</p> <p>The use of speed cushions to bring speeds down: Get rid of it I think they are ugly and there is no need for them - Fort Street in Auckland which is shared zone doesnt use them and drivers know and self-police speed</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think its a great initiative and makes the street part of the fun spaces that are pedestrian - New Regent Street, Margaret Mahy etc and it just feels right. Equally given you have spent the \$\$\$ to do this why on earth would you ditch that investment?</p>	Nicholas Scott Baylis
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14089	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it People are using it</p> <p>Outdoor dining: Keep it Great amenity</p> <p>The ability to easily close the street for events: Keep it A good location for street events, bordering the library, New Regent Street and the new theatre</p> <p>Wāhi Taiao: Keep it Good asset</p> <p>Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Slows cars down, making the area safer for other road users</p> <p>Speed limit reduction to 10km/h: Keep it Makes the area safer for others, particularly pedestrians. Tourists often visit New Regent Street - and I have seen them wander across Gloucester near the tram tracks, assuming the street is closed. The upgrades will prevent an accident and injury.</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it As above, people already assume Gloucester is a shared street or closed to cars.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? For vehicles that need to visit Gloucester St, 10kmh and sharing with pedestrians & cyclists is not an imposition. For those travelling through, there are plenty of other parallel streets for them to go down.</p>	Olivia Wilson
14092	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p>	Aaron Tily
14102	<p>Furniture on the street for relaxing, eating, socialising and watching performances, The ability to easily close the street for events, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Outdoor dining, Wāhi Taiao: Don't know/not sure</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Liz Horton

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14103	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It is in keeping with the idea of enjoying the street as a meeting place</p> <p>Outdoor dining: Keep it I like the extension of New Regent St and the vibe it creates</p> <p>The ability to easily close the street for events: Keep it It’s an option that’s not a permanent fixture and allows flexibility</p> <p>Wāhi Taiao: Don’t know/not sure I’ve not seen this here but hope it is done at a volume that doesn’t bother outdoor diners</p> <p>Footpath and road painting: Keep it It’s a form of art and befits the culture of the theatre district</p> <p>Planter boxes throughout the street: Keep it As long as they are maintained and not left to become untidy</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it If it is possible for all to share the area than why not</p> <p>Speed limit reduction to 10km/h: Make some changes 10km is very slow, almost a standstill.</p> <p>The use of speed cushions to bring speeds down: Keep it Certainly for safety in shared zones with pedestrians</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don’t know/not sure Speed cushions or this. Not both. Could be over the top and may as well close off for cars</p> <p>Do you feel safer using the street now compared to before the trial? Don’t know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Nikki Roberts
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14105	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it there are not many places to sit on during the lunch there</p> <p>Outdoor dining, Wāhi Taiao, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it no need for cars there at all</p> <p>Footpath and road painting: Keep it unique for NZ</p> <p>Planter boxes throughout the street: Keep it it's not enough vegetation in the city center currently</p> <p>Speed limit reduction to 10km/h: Make some changes 20 should be fine</p> <p>The use of speed cushions to bring speeds down: Keep it there are crazy kids in Chch who steal cars and drive</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Paul Shelestovich
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14107	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Wāhi Taiao: Don't know/not sure It's always windy there</p> <p>The ability to easily close the street for events: Make some changes It's difficult to drive through, if someone is picking me up from my office he doesn't understand where he can park and wait</p> <p>Footpath and road painting: Make some changes It reflects too much sun and make me blind when I cross the road</p> <p>Planter boxes throughout the street: Make some changes If there is any plans which are able to lower wind speed would be nice</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I never felt safe crossing this road and my partner never feels safe driving through this street. We just don't understand how it operates</p> <p>Speed limit reduction to 10km/h: Don't know/not sure I don't feel safe crossing this road</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure Having too many of them could be unsafe for pedestrians cos people could fall</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes It looks like some random boxes, if you do that put more plants and more density, so they could shelter pedestrians from the constant wind</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? All the stuff on the road, it's too reflective and too confusing</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Unfortunately there are always homeless people in this street and I think office workers would normally try to avoid eating their lunch around them and relaxing on the street furniture</p>	Tiana
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14110	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I like it</p> <p>Outdoor dining: Keep it Great to see eating and drinking outside</p> <p>The ability to easily close the street for events: Keep it it makes for a nice safe place to walk, play and chill.</p> <p>Wāhi Taiao, Footpath and road painting: Don’t know/not sure</p> <p>Planter boxes throughout the street: Keep it I would like to see more planting in the city. It looks nice and provides a nice cool area to sit.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I would like to see a car free area.</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	David Grogan
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14112	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Under-utilised as is. Dangerous positioning</p> <p>Outdoor dining: Get rid of it Why subsidising private business</p> <p>The ability to easily close the street for events: Get rid of it For what reason would it be closed.</p> <p>Wāhi Taiao: Get rid of it Never once seen it used - not even during buskers festival</p> <p>Footpath and road painting: Get rid of it Not fit for purpose - heavily marked within just a few days</p> <p>Planter boxes throughout the street: Make some changes Reduce dimensions of central planters. Remove planters from outside Fable as creates traffic block.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Its awkward in its layout.</p> <p>Speed limit reduction to 10km/h: Make some changes Never seen a vehicle drive at this speed - is it possible?</p> <p>The use of speed cushions to bring speeds down: Get rid of it Unnecessary. With a correct layout they are not needed</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Difficult to pass in some places. Central planters too wide and have been hit.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Little improvement for pedestrians.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The idea may have merit but poorly thought out. There has been no noticeable increase in pedestrian traffic during the trail. There has however been noticeable inconvenience to motorists and to users of the theatres, library and businesses. In total I have counted 17 people using the seating over the trial period - Gloucester Street is a wind tunnel. It is difficult to justify any benefit against the cost. Seems like a vanity project rather than a good use of citizens money.</p>	Craig L Murphy
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14113	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Wind breaks are essential, creating green spaces as the green area is disappearing into housing</p> <p>Outdoor dining: Keep it creates interest, ideal for beautiful summer autumn evenings</p> <p>The ability to easily close the street for events: Keep it People need connection, the town is not just for the homeless and youths</p> <p>Wāhi Taiao: Keep it Music soothes the soul and promoting local artists is essential</p> <p>Footpath and road painting: Keep it environmental changes such as artwork promotes respect, gratitude and less crime</p> <p>Planter boxes throughout the street: Keep it Nature promotes calmness</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it get rid of the cars</p> <p>Speed limit reduction to 10km/h: Keep it scooters and bikes can slow down</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it close the road for deliveries only</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Julie Whitla
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14114	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Need parking for the library. I can’t even drop my books off.</p> <p>Outdoor dining, The ability to easily close the street for events: Keep it</p> <p>Wāhi Taiao: Get rid of it In a silly place. Will never be used.</p> <p>Footpath and road painting: Get rid of it Dangerous and confusing to pedestrians and drivers/ bikers</p> <p>Planter boxes throughout the street: Make some changes In the way blocks the road . Dangerous to pedestrians</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes</p> <p>Speed limit reduction to 10km/h: Get rid of it</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Dangerous</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars don’t understand it and pedestrians walk without looking</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Need library parking.</p>	Mary read
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14115	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Not sure how much it actually gets used for sitting, I think the more important purpose is to communicate the street is people friendly and its not really a space for cars. You feel much more comfortable walking through here now, we need more of this</p> <p>Outdoor dining: Keep it Communucates this is a people space. The CBD will never accomidate everyones cars. Make all the streets for people within the aves</p> <p>The ability to easily close the street for events: Keep it Why even let cars onto this street at all? Even just the odd car severally impacts the ability for people to enjoy this street, why are we ruining the experiance for so many pedestrians just ti save the odd driver having to go on the next street over?</p> <p>Wāhi Taiao: Keep it Potentially not the nicest or most used feature but I think its a step in the right direction, the cbd is a place for people to travel to, not through. We dont need evert street to be for cars especially in the cbd, its a place for people to stop and live</p> <p>Footpath and road painting: Keep it Helps communicate this is not an area for cars, the art work is kinda cool</p> <p>Planter boxes throughout the street: Keep it Pretty and helps slow down cars and make pedestrians feel safer. Drivers are more worried about hitting these boxs than the people on the street, so the boxs help improve safety and how comofortable people feel here</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Block out the cars, they have the whole rest of the city, leave this one street to join the very very very small number of streets just for people</p> <p>Speed limit reduction to 10km/h: Keep it Or better yet, get rid of the cars, they ruin the space, how kuch utility is there for drivers to go down this street, vs the utility fir pedestrians by not having cars here? Let the cars go down the next street over</p> <p>The use of speed cushions to bring speeds down: Keep it Or better yet block cars out so theyre not needed at all. Cara ruin this space</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Block cars out of the street so speed control isnt even a factor, cars dont need access to every single inch of the city, no harm is going to be done by blocking car access to this single street out of the thousands of streets in Christchurch</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The CARS why leave access for them at all? The CBD is a place to travel to, not through.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Remove the cars, and please start reducing parking, speeds etc to make the cbd more of a people space. Traffic could be sigificantly improved if more people felt comfortable walking and biking, peoples cost of living could be massively reduced if car ownership wasnt practically mandatory to exist here. This city existed before cars, theres no reason it needs them now</p>	Peter Gregory Earl
14116	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Michael Monk

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14119	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It actually makes it harder to cycle along this road, even with the slower traffic. I find it actually dangerous. In addition, these bits are covering short term parking areas for the library, making it difficult for folks to return books.</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Get rid of it People need access to services like the library and other businesses. I am happy with the low speed limit, but the fact is, existing infrastructure was designed with this being a road.</p> <p>Wāhi Taiao: Get rid of it You've got the entire square on the other side. Why here?</p> <p>Footpath and road painting: Keep it Looks cool. Does not inhibit use of road.</p> <p>Planter boxes throughout the street: Make some changes They need to get out of the library parking areas. Those spaces are necessary. I keep trying to write this in other comments but come up on the word limit. Disabled spaces are not enough. We need short term spaces for taxi access and customers.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Don't know/not sure Not sure what you are asking, but the current changes make it far worse for cyclists as you have now added a bunch of obstacles to crash into and pinch points between cyclists and vehicles.</p> <p>Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down: Get rid of it These do nothing. You already have a 10 kph limit. Speed bumps just damage cars and are dangerous for cyclists and especially scooters.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it As above. I have never understood the philosophy behind lane narrowing. I cycle to work most days and everywhere I encounter this, I find myself more exposed to danger from other vehicles. They do not work.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, I have mentioned it in several places above. The narrow street now means I mostly ride on the sidewalks. The other day I nearly got squished between a planter and a tour bus. It is terrible!!!!</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The lack of temp parking for the library is a major problem. The narrow street actually makes it more dangerous for cyclists.</p>	Bill Parks
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14120	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It is dangerous. It looks clunky, is confusing to see large structures on the road</p> <p>Outdoor dining: Keep it</p> <p>The ability to easily close the street for events: Get rid of it Event? What events? Nothing happens there</p> <p>Wāhi Taiao: Don't know/not sure I don't care. Have no interest in it haven't seen it wouldn't use it</p> <p>Planter boxes throughout the street: Get rid of it Absolute mess. Looks like drunk people have pulled them out onto the street and plonked them willy nilly. They are so confusing because unsure what's road what footpath and gives pedestrians a false sense of security</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it They are an expensive mess. They frustrate people. But I suppose that's the plan all along. Make people hate coming into town so they avoid it</p> <p>Speed limit reduction to 10km/h: Get rid of it Cars can't maintain that speed. 50 is fine.</p> <p>The use of speed cushions to bring speeds down: Get rid of it Overengineering at its worst. They do nothing to help anyone. Just frustrate.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Way too dangerous. Service vehicles, emergency vehicle are unable to manoeuvre.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes. Had no idea what was going on. Stopped on the footpath to let a car go past. But the person with me walked straight out thinking it was now all pedestrian only. Seriously you have created an expensive mess.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? All round it's just ugly and cumbersome.</p>	Alex O.M.
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14121	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's nice having more places to sit where you don't have to buy something. Makes the area feel more used.</p> <p>Outdoor dining: Keep it We need more of this city wide.</p> <p>The ability to easily close the street for events: Keep it Just makes sense for pedestrians.</p> <p>Wāhi Taiao: Keep it</p> <p>Footpath and road painting: Keep it More interesting than a plain road. Makes it more obvious that it's a shared space.</p> <p>Planter boxes throughout the street: Keep it Helps break up the concrete</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Advocate for less cars in the city</p> <p>Speed limit reduction to 10km/h: Keep it Safer for non car users</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Kāro</p> <p>Are there any aspects of the trial or implications that you would like to comment on? No parking space for book returns is a bit of a nuisance.</p>	Tarryn Ryan
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14122	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It did not make sense to have it as there are no cafes in the area. It felt out of place</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it I think having the ability to close the street is a brilliant one for when shows are on so that pedestrians feel safe access the theatres.</p> <p>Wāhi Taiao: Don't know/not sure In the times I have been there, I have seen no one using it and it seems like an odd structure plunked on the side of the road</p> <p>Footpath and road painting: Get rid of it I don't feel it made the area look any better. It made driving to the carpark beside the library more confusing as I had no idea what it was about. When I learned it was to tie in the plans from Cathedral Station, I saw no connection</p> <p>Planter boxes throughout the street: Keep it I do think the planter boxes add a nice touch to an otherwise very plain average street</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it I found this all very confusing to use. I wasn't comfortable driving it not knowing who else could step or ride out into it</p> <p>Speed limit reduction to 10km/h: Get rid of it I didn't like having to focus so hard on keeping my car going that slow that I was spending more time looking at my Speedo than watching the road.</p> <p>The use of speed cushions to bring speeds down: Keep it These are brilliant</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it It made it all very confusing as I was unsure where the road went and I felt the signage didn't help with this</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? It was a lot of distraction as a driver and it made me feel unsure of using it again. If it stayed I probably would not use Gloucester st again and would then only access the library if coming from in town further instead of it being a local stop</p>	Emily Smith
14123	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Streets are for car's etc if want to sit go to a park</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Streets are for car's, delivery vans and trucks, it's a total waste of money, there are heaps of grass area's and open spaces since the earthquake you don't need to spend money turning roads into parks, totally stupid idea</p>	Russell Webb

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14124	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Great to create more social spaces in our centre city.</p> <p>Outdoor dining: Keep it Is great to have more open outdoor dining options similar to Europe</p> <p>The ability to easily close the street for events: Keep it Opens the door for street festivals and activations the centre city desperately needs.</p> <p>Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Speed limit reduction to 10km/h: Keep it Much safer for pedestrians and cyclists.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Kyle Sutherland
14127	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes It is important to keep it clean, make sure it does not become a magnet for the homeless or drugadicts. Apply some hostile architecture. Also, think of winter</p> <p>Outdoor dining: Make some changes Winter is comming, and Christchurch is not florida. Provide shelter from the elements when events take place</p> <p>The ability to easily close the street for events: Keep it Street art makes places more attractive. Allow small acts such as busking and open painting studios. Again, think of winter and the wind.</p> <p>Wāhi Taiao, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it Christchur is a very gray place. Keep adding vibrant colors to everything please</p> <p>Planter boxes throughout the street: Keep it will look fantastic in spring, and nice with some fairy lights in winter</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Pedestrians only may not work until there are enough people and things to do in the sorroundings.</p> <p>The use of speed cushions to bring speeds down: Keep it keep driviers from speeding up and potentially hurt people</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	David Jaocobo Aguilar

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14128	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It looks good - it vibes with New Regent St and the theatres.</p> <p>Outdoor dining: Keep it Same as above - it looks good and vibes with New Regent St and the theatres.</p> <p>The ability to easily close the street for events: Keep it As long as the timing is well thought out it sounds fun. It's not a street that gets a whole lot of vehicle traffic.</p> <p>Wāhi Taiao: Keep it It vibes with the theatres already there.</p> <p>Footpath and road painting: Keep it Looks good.</p> <p>Planter boxes throughout the street: Keep it Nice looking and practical</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it I usually walk but I drove down Gloucester St a few days ago - it slowed me down and it was a nice wee diversion.</p> <p>Speed limit reduction to 10km/h: Keep it You wouldn't want to go much faster with the pedestrians around.</p> <p>The use of speed cushions to bring speeds down: Keep it It's a good reminder when you enter the street to slow down.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it It slows down the traffic and looks good and is easy & practical.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think it's a good compromise for all. Vehicles who really need to get someplace fast will naturally stop using it and it'll be another interesting street to visit to build on what we have already. It will link New Regent with the Square.</p>	Sarah Elicker
14129	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Tracy Fleming

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14131	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's good to have somewhere to sit down on this street, rather than to have nowhere.</p> <p>Outdoor dining: Keep it I wouldn't have seen much of it as I only explored so much, but any outdoor dining area is good, adds to the vibrancy.</p> <p>The ability to easily close the street for events: Keep it Events bring life to a otherwise pretty empty street scene.</p> <p>Wāhi Taiao: Keep it As I already previously said, events bring life into a otherwise not busy street. And to have an outdoor stage on Gloucester Street would attract small events into the area.</p> <p>Footpath and road painting: Keep it Another amazing way to "liven" up the road. I honestly would love to see it not return to its previous state.</p> <p>Planter boxes throughout the street: Make some changes I selected 'Make Some Changes' to point out that in the permanent versions of these planter boxes, I think there should be trees that can grow to a good height, they would make the street look even better.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it A more inclusive street is always a good initiative.</p> <p>Speed limit reduction to 10km/h: Make some changes 10 is a bit slow, though I can understand why that is. But I think it can, and should be lifted to 20.</p> <p>The use of speed cushions to bring speeds down: Keep it Always good to have these. The last thing you want is for people to be speeding through there in the middle of the night!</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Another good initiative, gives more space to Pedestrians. Though I think it's a bit too narrow for vehicles. It could be at least a little less narrow.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? I personally never feel unsafe walking around the entire central city. Unless of course I get unlucky in some form.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I will state the points I made here that I think you should consider. 1. The only real bad thing. The Lane Narrowing has made Gloucester St a touch too narrow. If they could be a tiny bit less narrow then I think it would work well. 2. I acknowledge the speed is at 10 to help with the pedestrian traffic, but i personally think you should up this to 20. No higher though, go too fast and it would compromise the shared zone. 3. The street would work so much better if it continued to be more inclusive and lively. Therefore I think the planter boxes & seating, as well as an outdoor stage are a very good idea and should not only stay, but be upgraded to look more attractive themselves. In conclusion, I say yes to keeping these upgrades. This will make Gloucester St look so much better and more attractive to visitors.</p>	Dylan [REDACTED]
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14133	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Makes the street a more people-centred, pedestrian friendly, place.</p> <p>Outdoor dining: Keep it It adds to the life of the block and extends the hospo precinct feel from around the corner in New Regent St.</p> <p>The ability to easily close the street for events: Keep it Why not? It's not really a through-route, connects to New Regent, and cities are for people and events.</p> <p>Wāhi Taiao: Don't know/not sure If it is getting use, keep it. Perhaps this will happen more in future once the Court Theatre opens.</p> <p>Footpath and road painting: Keep it Really livens up the block, streets need colour!</p> <p>Planter boxes throughout the street: Keep it They soften the atmosphere of the street, especially with the monolithic Te Pae at one end.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Makes it safe for pedestrians and cyclists.</p> <p>Speed limit reduction to 10km/h: Keep it A lot of families with young children use Tūranga library - the slower speeds make it safer for them. Lots of kids also visit the Theatre Royal.</p> <p>The use of speed cushions to bring speeds down: Keep it As above - safer for everyone.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it If it works, keep it.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No. The cones around the Court Theartre are the only thing, but of course they are temporary.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please keep the changes, those of us who are here everyday are loving the difference.</p>	Elizabeth McDonald
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14134	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Hardly anyone uses it, the easterly wind comes straight down the street and the sun is shaded by the buildings from mid morning to mid afternoon.</p> <p>Outdoor dining: Get rid of it Not been used that I have seen</p> <p>The ability to easily close the street for events: Keep it</p> <p>Wāhi Taiao: Don't know/not sure Not seen it used</p> <p>Footpath and road painting: Don't know/not sure Not convinced it is worth the money it cost</p> <p>Planter boxes throughout the street: Make some changes Not sure they are needed</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Once Court Theatre is completed this wont be needed</p> <p>Speed limit reduction to 10km/h: Get rid of it With the painting on the road this is probably needed but as I said not sure the painting is required, 10 km/h is very slow!</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The whole project, including consultation, the mural, advertising etc seems like a lot of money for minimal improvement. There are many more important things our tax could b spent on.</p>	Martin Robertson
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14135	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes some of it is prohibitive to the flow of traffic</p> <p>Outdoor dining: Keep it if the diners and restaurants are happy keep it</p> <p>The ability to easily close the street for events: Keep it Concept is a good idea if its not during business hours</p> <p>Wāhi Taiao: Get rid of it encourages people to stand on the road, and its just weird</p> <p>Footpath and road painting: Make some changes they look ok now but as they wear you have to question the unnecessary extra cost to keep them looking good</p> <p>Planter boxes throughout the street: Get rid of it The ones in the middle of the street are just ridiculous, & those around the hotel & businesses inhibit couriers, taxis etc. Forces tour buses & vans just stop in the middle of the street blocking the entire road while they unload passengers and luggage.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes The way it is I think pedestrians just think its a walkway and dont look for vehicles, remove some of the boxes so it still looks like a street & is easier for vehicles to navigate</p> <p>Speed limit reduction to 10km/h: Make some changes needs to be at least 20km if not 30km</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes bollards are ok but the boxes inhibit traffic & make it harder to see pedestrians. It also needs to continue to be two way.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Actually feel like someone is going to walk out in front of my vehicle not paying attention to traffic</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Some of the boxes and the stage are unnecessary. Perhaps a marked dedicated crossing area for New Regent St/tram lines as people currently wander everywhere thinking the whole road is a mall</p>	Bryon
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14136	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it distracting to the drivers and also it has increased the risk of people walking out onto the road</p> <p>Outdoor dining: Don't know/not sure havent seen this happen</p> <p>The ability to easily close the street for events: Keep it agree with this for when there is events at the theatres</p> <p>Wāhi Taiao, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it</p> <p>Footpath and road painting, Planter boxes throughout the street, The use of speed cushions to bring speeds down: Keep it</p> <p>Speed limit reduction to 10km/h: Get rid of it no one goes 10km/h so no point dropping it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it yes it might bring the speed down but its hard for trucks to go down it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? when crossing the road it is hard to see around the planters. almost have to be in the middle of the road to see anything</p>	Fraser
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14137	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Pedestrian Friendly streets are a breath of fresh air</p> <p>Outdoor dining: Keep it It makes for a much more community oriented space with lots of atmosphere</p> <p>The ability to easily close the street for events: Keep it It creates another type of outdoor venue</p> <p>Wāhi Taiao: Keep it I like music and busking brings lots of vibrancy to an area</p> <p>Footpath and road painting: Keep it It slows down traffic and tells people that the area is shared</p> <p>Planter boxes throughout the street: Keep it Plants help reduce the heat island effect in cities</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Drivers need to get to the car parks on the street</p> <p>Speed limit reduction to 10km/h: Make some changes It should be slightly higher, cars can't do 10km/h in their lowest gear. Whatever the speed limit, this needs to be enforced.</p> <p>The use of speed cushions to bring speeds down: Keep it Helps to enforce the low speed</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Helps to make the space more pedestrian friendly</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Takes a bit longer to judge if cars are coming.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Enforce speed limits, maybe make the area in front of the library no cars. The whole street should be raised to the footpath level similar to the way other 10km/h streets are done, because it still feels like a street for cars, and for events where the street has a crowd of people the kerbs pose a safety risk, i.e. slips trips and falls</p>	Alan Callery
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14138	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It blocks view of drivers / cars pulling out from car parks / buildings - dangerous</p> <p>Outdoor dining: Get rid of it cold, it's a wind tunnel</p> <p>The ability to easily close the street for events, Wāhi Taiao, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Footpath and road painting: Get rid of it people are thinking they are designated crossing areas and walk out in front of already moving vehicles.</p> <p>Planter boxes throughout the street: Get rid of it Block views of drivers - dangerous</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Pedestrians regularly step out in front of already moving vehicles, very dangerous</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, pedestrians stepping out from behind furniture / planters, not properly visible. Also, stepping out in front of already moving vehicles because it's a 'shared space'</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It's a wind tunnel, the furniture is not used regularly as intended. Even for people who work in the area, you don't go out there to sit at lunch time.</p>	Aimie Skelton
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14140	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Gloucester street is a wind tunnel, it is not a nice place to eat or to relax. I would much prefer efforts were concentrated on New Regent street or adding attractions and amenities in Cathedral Junction Arcade (which is drab and dingy) or press lane.</p> <p>Outdoor dining: Get rid of it Nobody uses it, probably because the street is usually cold and windy.</p> <p>The ability to easily close the street for events: Don't know/not sure Unsure on this one, will be interesting to see the feedback from the morning rave. It just begs the question, is there not somewhere else more suitable? So many communal spaces nearby - is it really necessary?</p> <p>Wāhi Taiao: Make some changes I haven't seen the stage being used at all. No buskers and certainly no people congregating.</p> <p>Footpath and road painting: Get rid of it They have been applied for such a short time and already look tired and drab. Also the painted road misleads pedestrians who think that it is a walking only street and walk off the footpath mindlessly.</p> <p>Planter boxes throughout the street: Get rid of it They obstruct the view of vehicles pulling out of carparks and make it more dangerous for pedestrians and vehicles.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes It needs work. Pedestrians walk out onto the street without checking.</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it That's fine</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Obstruct view of traffic and pedestrians.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Homeless people.</p>	Claire Quinn
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14142	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it I work in the office everyday and my desk overlooks the street, I have very very rarely seen anyone use the furniture. The ones in front of Press House never get used and take up valuable carpark spaces that were used frequently in the past</p> <p>Outdoor dining, Wāhi Taiao: Don't know/not sure</p> <p>The ability to easily close the street for events: Get rid of it closing the street is very problematic for those that work in The Press house and park in the building. It would be OK on the weekends</p> <p>Footpath and road painting: Make some changes This has created a very dangerous situation, I have regularly had people walk straight out in front of me as they walked onto the street and just didn't even look left or right, it happens weekly and its like they dont know it is a street</p> <p>Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes The ones in front of the Fable hotel need to go, this morning a bus was parked outside the hotel and cars were banked up as they couldnt fit between the bus and the planter, the vehicle in front of me was getting very irrate</p> <p>Speed limit reduction to 10km/h: Make some changes make it 20 km/hr</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? people are just walking out in front of cars not even looking (New regent St to Cathedral Junction), which creates a very unsafe situation which could lead to serious injury or death. As a driver I worry I will end up hitting someone</p>	Stephen Page
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14143	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it I dont believe that is serves the intended purpose. Personally I would sit in other areas close by such as the Avon River and socialise in a cafe. The times when outdoor dining are comfirtable are few.</p> <p>Outdoor dining: Get rid of it The St is typically windy due to easterly and both these restaurants are south facing so get sun only in high summer</p> <p>The ability to easily close the street for events: Keep it I like the idea of having a st that can be used for events</p> <p>Wāhi Taiao: Get rid of it This should go in the site adjacent the court theatre. Seems incongruous having performance over a st with vehicles travelling along it</p> <p>Footpath and road painting: Keep it I like it and I believe it calms the traffic</p> <p>Planter boxes throughout the street: Keep it calms the traffic and provides a refuge for crossing the st, looks good, differentiates this st from others</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it This is working well</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it I like that I can cross the st easily and traffic is slow</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Whn driving some of the planters are not in the best position for manouvreing into car parking but otherwise good</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Its hard to please all of the people all of the time but on balance this has been good. This part of Gloucester has never had a lot of traffic but it now feels very easy to cross on foot and I think it helps to connect the 2 sides of the st, particularly in the evenings when people are out socializing and moving between areas. I drive on the street to and from my office building and find that this works fine and I now tend to drive more slowly and am more observant and courteous to pedestrians which has to be a good thing....!</p>	simon taylor
14144	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Wāhi Taiao, The use of speed cushions to bring speeds down: Don’t know/not sure</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It would be great to see more of this in the city centre</p>	Joris de Vocht

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14145	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes its good, but it doesnt feel too safe yet. needs better business integration/ combo with the library</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it its really cool! alot of urban stuff is a bit random but this has meaning</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes drivers dont need this connection when there are other roads</p>	Tanya Smith
14146	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes ugly, needs a make-over</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Make some changes Ugly, what were they thinking! come up with something better.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Surely a better design can be created for less money!</p>	Stefan
14147	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining: Keep it</p> <p>The ability to easily close the street for events: Make some changes Not during peak starting or finishing work times (for those that work and park in buildings on Gloucester St).</p> <p>Wāhi Taiao: Don't know/not sure Not fussed during work hours, so long as the speakers are not too loud.</p> <p>Footpath and road painting, Planter boxes throughout the street: Don't know/not sure</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p>	Chanel Howard

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14149	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes I have been through the central city at lunchtime once every week and am yet to see people hanging out on this area. It is a wind tunnel exposed to the prevalent easterly in summer, and will be even worse in winter.Waste of ratepayer money</p> <p>Outdoor dining: Keep it Makes people activity visible</p> <p>The ability to easily close the street for events: Keep it The key features of the street are theatres and Turanga. Easy, and fluent vehicle access is essential to these facilities.</p> <p>Wāhi Taiao: Get rid of it Seldom used, pretty useless due to small size, audience across the road... Crazy idea, when outdoor space next to the piano is 30m away, and sheltered.</p> <p>Footpath and road painting: Don't know/not sure</p> <p>Planter boxes throughout the street: Make some changes Keep the plantings, but clear the footpaths so access to the facilities, especially Turanga is uncluttered.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it A road, and separate footpaths is safer, and expedites movement for every means of 'getting about'</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it More legislation is unnecessary, and unlikely to be monitored. Use the money to install street cameras, and penalise unsafe drivers.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Fluidity of access is a priority. More 'clutter' in the roadway distracts driver attention . Police existing city speed limits.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Shared spaces, pedestrians and anything wheeled, makes me feel unsafe.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please could the CCC focus on the big stuff (Big projects, clean water, reducing water wastage through leaky pipes, dirty buildings, recycling, and LIMITING RATES INCREASES) and stop frittering away ratepayers money on nice-to-have, but not essential activities. Nobody in there right mind redecorates a bedroom, when the house plumbing is falling apart, so why does CCC do this?</p>	Penny Prestidge
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14151	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes They have been very underused despite their utility, I think people still feel they're getting in the way of cars and it's not a space for them.</p> <p>Outdoor dining: Make some changes I think council or a local business should look out for the chairs and tables. They're a great asset but often they're stacked/unused and people get confused about if its public or private and if they're allowed to use it.</p> <p>The ability to easily close the street for events: Keep it Why not?</p> <p>Wāhi Taiao: Make some changes It's facing the road... I've literally never seen anyone use it. Why not move it to the newly-grassy spot between Tūranga and Press Lane?</p> <p>Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? People/tourists still parked or at least pulled over in no-parking areas. I don't know how you'd stop that from happening, but I think changing the road layout itself so that the seating areas didn't feel so obviously "this is part of the road but now there are seats/planters on it" would fix all of that, e.g. by extending the footpath and creating new curbs which would make the seating area look a bit elevated and clearly its own thing.</p> <p>Some more shading please. Could some seating areas be sheltered somehow? The biggest barrier for me using the area more personally was the sun/not wanting to get sunburnt.</p>	Carly Gooch
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14155	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it These have become obstacles to try and get around to cross the road. Also not being used. The planters especially block vision when trying to cross the road. This is a very windy street all year round.</p> <p>Outdoor dining: Get rid of it These are very rarely used</p> <p>The ability to easily close the street for events: Get rid of it These events effect the non-hospitality businesses by noise levels and by reducing access to workplaces, both by car and on foot.</p> <p>Wāhi Taiao: Get rid of it Suggest better suited to the Square or the lawn by the Conference Centre. Cold and windy area all year round</p> <p>Footpath and road painting: Get rid of it They look cheap and grubby. Marked by tyres from the first week.</p> <p>Planter boxes throughout the street: Get rid of it They block vision when crossing the road and driving through. Distracting.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Too narrow for all. The planters, seats etc have made it risky not safer for pedestrians. Previously Gloucester St was a quiet street. Easy for all to traverse. One of the safer streets. It now looks cluttered</p> <p>Speed limit reduction to 10km/h: Get rid of it Drivers self regulate as it is a short stretch of road. Keeping the speed the same as the rest of the CBD is sufficient.</p> <p>The use of speed cushions to bring speeds down: Get rid of it Unnecessary as not a street drivers sped in. Short stretch of road. Limited traffic in the area.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Remove as more of a hazard. The street gets very little traffic. Not needed.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? It is harder to cross the road now than before. Drivers and pedestrians are distracted with all the obstacles.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I don't feel that enough thought or consultation was given to whether this was the right street for this trial. e.g the fact it is a wind tunnel and an existing businesses area. Also quite isolated from the rest of the CDB. I find the cost of this trial also unacceptable when consultation with existing workers and businesses does not appear to have happened.</p>	C McDonald
14156	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down, Footpath and road painting: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? No</p>	Dianne MacCormick

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14157	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting: Keep it Helps drivers to understand it's a shared street</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Safety of pedestrians</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Some drivers still treat the street as not a shared zone.</p>	Darren Koviessen
14158	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it You need traffic to keep the city vibrant</p> <p>Outdoor dining: Get rid of it Christchurch is cold and windy most of the year</p> <p>The ability to easily close the street for events: Get rid of it You need traffic to drop off and pick up at any event</p> <p>Wāhi Taiao: Don't know/not sure Don't know what you're proposing</p> <p>Planter boxes throughout the street: Get rid of it You need traffic in order to facilitate people coming in and from town</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Same reason you need traffic in order to keep town busy and vibrant</p> <p>Speed limit reduction to 10km/h: Get rid of it Absolutely ridiculous, thought up by car haters</p> <p>The use of speed cushions to bring speeds down: Get rid of it Just another car hater device, completely unnecessary</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Why are you so fixated on making it harder to travel around by car</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, had the feeling that pedestrians thought they could just walkout into the road as it appears like a pedestrian mall</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Get rid of it, it is completely unnecessary</p>	Neil Barrie

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14164	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Positioning of present furnature makes getting in and out of parking areas difficut when other vehicles are also entering or leaving</p> <p>Outdoor dining: Get rid of it the only prople i see using the street furnature are smokes and vapers</p> <p>The ability to easily close the street for events: Get rid of it gloucester street is contunulally windy and shadowed by the tall buldings</p> <p>Wāhi Taiao: Get rid of it never seen it used during the work week ssince it was finished</p> <p>Footpath and road painting: Get rid of it at street level it is barely disernable</p> <p>Planter boxes throughout the street: Get rid of it positioning makes it diccicult to manouver vehicles in and out of parking areas</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it present layout is confusing as to where is safe for padestrains to cross and vehicle drivers still treat it like a normal street</p> <p>Speed limit reduction to 10km/h: Get rid of it most trafic does not adhere to the 10km limit.</p> <p>The use of speed cushions to bring speeds down: Get rid of it seems to be inaffective as most vehicles can stradle without haveing to alter speed</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it definately not. too many sharp edges and difficult chucanes</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? lack of visabilty for drivers and pedesrtrains</p>	Evan Owens
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14167	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It creates a place for people to gather, not just a place to pass through</p> <p>Outdoor dining: Keep it Creates a sense of liveliness in the street</p> <p>The ability to easily close the street for events: Keep it Much more adaptable to make changes when needed</p> <p>Wāhi Taiao, Speed limit reduction to 10km/h: Keep it</p> <p>Footpath and road painting: Keep it Create vibrancy and connects the street visually</p> <p>Planter boxes throughout the street: Keep it Having greenery adds life's to the street</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Make it one way, creating it safer for pedestrians</p> <p>The use of speed cushions to bring speeds down: Keep it Physical barriers work best to slow vehicles down</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Great for traffic calming while making the street look nice</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Riley Brosnahan
14169	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down, Footpath and road painting: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Raymond Lum

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14173	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It's dangerous for driver and pedestrians</p> <p>Outdoor dining: Keep it Iconic place to visit for tourists and locals</p> <p>The ability to easily close the street for events: Keep it Block the whole street during events</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting, Planter boxes throughout the street: Get rid of it Dangerous for all users</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Reduced speed limit</p> <p>Speed limit reduction to 10km/h: Get rid of it 30km/h</p> <p>The use of speed cushions to bring speeds down: Keep it Safe for everyone</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Planter box is unsafe and an eye sore</p>	Lianson Jui Chuan Chong
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14175	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it These areas are being used now by homeless to congregate around the area which I'm not against but a number are intimidating.</p> <p>Outdoor dining: Make some changes Seems nice like a Melbourne or parts of Europe I would hope that bollards are being considered to protect people eating beside the road.</p> <p>The ability to easily close the street for events, Footpath and road painting, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>Wāhi Taiao: Get rid of it It looks cheap</p> <p>Planter boxes throughout the street: Make some changes These narrow the road so much that its going to lead to an accident. Especially when you watch trucks and vans trying to navigate through. Also they don't look like they will last very long - are already knocked up.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Cycling lane is unusable due to the construction.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it As mentioned before these are getting dated already and narrow the road too much</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The unintended affect of providing more space for homeless to congregate. I have not seen many people use the seating other than the planners and people who built it and homeless people.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Good concept but worth considering that people need to drive to work and closing this street limits access for people who live in the satellite cities when parking is already expensive and limited. Also consider lessons from Europe and Australia in recent times around pedestrian safety.</p>	Joseph Stretch
14177	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Looks pleasing and encourages social bumping space</p> <p>Outdoor dining: Keep it Creates ambience</p> <p>The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it</p> <p>Speed limit reduction to 10km/h: Keep it Safety for all users</p> <p>The use of speed cushions to bring speeds down: Keep it Keeps all users safe</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Safety - keeps users safe</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Emma Morris

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14179	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes</p> <p>'m not keen on encouraging part-time socialising on a road as it has the potential to confuse people and could be dangerous. Also, socialising on those seats is very weird when you are surrounded by the noise and smells and proximity of traffic.</p> <p>Outdoor dining: Make some changes</p> <p>Alfresco dining on footpaths is great, but not next to the traffic noises, smells and speed of cars - it's not relaxing or enjoyable.</p> <p>The ability to easily close the street for events: Keep it</p> <p>New Regent St is lovely but very crowded so occasionally it seems reasonable to close the street for events eg buskers.</p> <p>Wāhi Taiao: Make some changes</p> <p>No one is using it outside of the event - street closure. Perhaps removable stages? In the meantime it's just in the way and makes travel down the street awkward.</p> <p>Footpath and road painting: Keep it</p> <p>Pretty, not offensive or in the way.</p> <p>Planter boxes throughout the street: Make some changes</p> <p>The ones in the middle of the street are fine to divide and slow traffic are fine. While the seating planter boxes are pretty, their existence has removed the 5 minute parking zone which is incredibly useful for people using the library.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes</p> <p>Planter box in the middle of the street is fine, but the planter on the corner of Colombo (in front of the court theatre) makes it super awkward and dangerous for everyone (cars/scooters/bikes) turning left into Gloucester from Colombo.</p> <p>Speed limit reduction to 10km/h: Keep it</p> <p>It's fine, safe, not an inconvenience.</p> <p>The use of speed cushions to bring speeds down: Get rid of it</p> <p>You don't need all of the things there to bring speed down - the planters, narrower street and other aspects ALL to that. The speed cushions are overkill and awkward/dangerous when on a scooter/bike.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>It's ok, but is overkill to use bollards AND planter boxes AND speed cushions. Wouldn't want a tourist or bus to try to navigate through Gloucester St. It would be a nightmare for them and they would probably just avoid the area.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? It's like a slalom of constantly trying to avoid things.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The coloured road and chalk are are great and make the place feel inviting. The reduced speed limit, bollards and some of the planters are fine and will make a lovely addition to the area and contribute to lower speeds. But please don't do it all at once - it's confusing and unsafe, especially for regular road users on scooters and bike. In particular, the removal of the 5 minute parks outside the library significantly affects people who are dropping off and picking people up.</p>	Traci Stanbury
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14182	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Furniture placed on the street can create obstacles and hazards for pedestrians, cyclists, and drivers, leading to accidents, and injuries. There's no "fun" in eating when cars are driving next to you. It's a big waste of tax payers money.</p> <p>Outdoor dining: Get rid of it Furniture placed on the street can create obstacles and hazards for pedestrians, cyclists, and drivers, leading to accidents, and injuries</p> <p>The ability to easily close the street for events: Get rid of it I don't understand why you close streets for events when parks offer better settings without traffic disruptions.</p> <p>Wāhi Taiao: Get rid of it Build an outdoor stage in the parks - it's a much better setting. Not in the road.</p> <p>Footpath and road painting: Get rid of it Huge Waste of money - this will require constant maintenance. Also paint can be slippery when it's wet.</p> <p>Planter boxes throughout the street: Get rid of it The planter boxes are a hazard</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Combining cars with pedestrians poses significant hazards. It's imperative to maintain a clear distinction between vehicles and pedestrians to ensure safety for all.</p> <p>Speed limit reduction to 10km/h: Get rid of it Did you try driving 10Km/h? Drivers will ignore it as it's frustrating to drive at such a speed.</p> <p>The use of speed cushions to bring speeds down: Get rid of it It's a nuisance when driving.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? You cannot mix cars with pedestrians. Keep the road for the cars and the footpath for pedestrians.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? This trial represents a gross misuse of taxpayers' money, regardless of whether it comes from the city council's budget. These funds could have been allocated to more worthwhile endeavors, such as repairing the dangerously uneven footpaths caused by tree roots.</p> <p>Your actions lack any semblance of logic. There are numerous beautiful parks in the vicinity perfectly suitable for hosting events. By needlessly closing streets, you're only aggravating drivers, who are unlikely to adhere to the imposed 10 km/h speed limit. Pedestrians, lulled into a false sense of security, may fail to recognize reckless or inconsiderate drivers, inevitably leading to accidents.</p>	James Andres
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14183	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It is inviting and appealing.</p> <p>Outdoor dining: Make some changes Allow the restaurants to add decor</p> <p>The ability to easily close the street for events: Keep it Easier and safer for people walking</p> <p>Wāhi Taiao: Don't know/not sure Haven't seen it</p> <p>Footpath and road painting: Keep it Looks interesting and fun</p> <p>Planter boxes throughout the street: Keep it More greenery is always welcomed</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Good to share the space</p> <p>Speed limit reduction to 10km/h: Keep it Safer walking zone. If cars won't slow, shut them out entirely.</p> <p>The use of speed cushions to bring speeds down: Keep it Encourages safer driving</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Encourages safer driving</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Angela Nathan
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14184	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It's not nice to relax near cars passing by. I'd rather go to a park for relaxation.</p> <p>Outdoor dining: Get rid of it I don't like eating outside near the cars. Also it can create hazard for pedestrians and the cars alike.</p> <p>The ability to easily close the street for events: Get rid of it There are plenty of parks nearby for events with a much better setting and space.</p> <p>Wāhi Taiao: Get rid of it Do it in the parks nearby. Use what you already have!</p> <p>Footpath and road painting: Get rid of it This is not the right place to present art. The cars will drive over it and will erode the paint, which will require constant maintenance. Also it can confuse drivers, especially for tourists.</p> <p>Planter boxes throughout the street: Get rid of it It disturbs the pedestrians and drivers, creating a road hazard.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Sharing it will create a huge safety hazard for all the road users. This is a very bad idea, especially when it's impossible to stick to 10 KM/h</p> <p>Speed limit reduction to 10km/h: Get rid of it Have you ever tried driving 10km/h?? It's impossible, and as such, it will increase drivers frustration, and they will ignore it. Whoever created this idea has never tried driving 10km/h. It's ridiculous!</p> <p>The use of speed cushions to bring speeds down: Get rid of it It will not get the speed down. I've seen a lot of drivers not slowing down over speed cushions. It will create a false sense of safety for the pedestrians.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it It will not get the speed down and create a false sense of safety for the pedestrians.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes. Cars and pedestrians don't mix together. There needs to be a clear separation between the two.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The shared road concept is inherently flawed. Mixing cars and pedestrians poses a grave safety hazard, as they have vastly different speeds and modes of transportation. This increases the likelihood of collisions and endangers the lives of both pedestrians and motorists. Additionally, shared roads create confusion and frustration among road users, leading to potential conflicts and road rage incidents. Implementing such a scheme not only wastes valuable resources but also compromises public safety and undermines the efficiency of urban transportation systems.</p> <p>Furthermore, this trial is a huge waste of taxpayers' money, regardless of its funding source. Why not use the funds towards essential projects like repairing the roads instead of wasting money painting on the roads?</p> <p>Your decision lacks rationality. Numerous idyllic parks in the vicinity offer ideal venues for events, rendering the closure of streets unnecessary and frustrating drivers. Predictably, many drivers will ignore the imposed 10 km/h speed limit, increasing safety risks. Moreover, pedestrians as well as tourists, would feel false sense of security, and are susceptible to overlooking reckless or inconsiderate drivers, resulting in avoidable accidents.</p>	Jenny Atkin
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14185	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it our rates are so high please put a freeze on any more street ideas and just do maintenance instead</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it yes good idea as its temporary and at little cost</p> <p>Wāhi Taiao: Get rid of it there are already places that people can talk outside. a simplebox platform would be alot cheaper eg speakers corner in london</p> <p>Footpath and road painting: Get rid of it unnecessary spend. save ratepayers money</p> <p>Planter boxes throughout the street: Make some changes remove a few for greater impact, save money and ensure they are weeded and not rubbish havens</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes pedestrians are for footpaths only</p> <p>Speed limit reduction to 10km/h: Get rid of it 10km is pointless maybe increase to 30km instead</p> <p>The use of speed cushions to bring speeds down: Make some changes very jarring for people with back issues</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes lane narrowing is not good.</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>Are there any aspects of the trial or implications that you would like to comment on? This was an unnecessary and expensive trial. Our rates are high with more increases on the way. Id rather see repairs done to existing infrastructure before any more nice to have projects carried out</p>	Rachel Thwaites
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14187	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Outdoor dining: Keep it</p> <p>The ability to easily close the street for events, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? I’m disabled, and use the Disabled parks outside the library. I find the street too narrow now, with cars in too close a proximity.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Yes! I do not like the garish colours on the road. I do not agree with the narrowing of the road- it’s confusing. The planter boxes are looking as I always expect planter boxes to look like - half dead and few leaves on the trees from lack of water. It is unnecessary to interfere with this road - there is a beautiful square a few steps away (Victoria Square) and ample sitting outside in New Regent Street and sheltered from the prevailing wind! I object to the squandering of ratepayers’€™ money in someone in the councils idea of a â good ideaâ€œ. It’s not, and needs to go. By the way, I suggest someone from that department whose idea it was, come down to the area when the easterly wind is at its worst and see how many people are sitting outside. Answer: NONE. I’m in the library several times every week and I’ve yet to see more than one or two people in the area.</p>	Sandra Shaw
14188	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Stop Wasting money, fix the roads</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No just frustrating seeing our money being wasted</p>	Aaron Watson

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14189	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It makes the street more liveable instead of just passing through</p> <p>Outdoor dining: Keep it We need more outdoor dining to be vibrant</p> <p>The ability to easily close the street for events: Keep it A great space for great community events</p> <p>Wāhi Taiao: Keep it We want a vibrant CBD</p> <p>Footpath and road painting: Make some changes Add more!</p> <p>Planter boxes throughout the street: Keep it The modern plants the better our city is, simple. Add more.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it This makes the street welcoming to all</p> <p>Speed limit reduction to 10km/h: Keep it Makes it feel safer</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Safety</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Lack of trees for shade</p> <p>Are there any aspects of the trial or implications that you would like to comment on? More planting is needed</p>	Jonathan Burn
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14196	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's well-designed and made, visually appealing and provides vertical elements within the road reserve area to support a reduction in vehicle speed.</p> <p>Outdoor dining: Keep it Well designed and made and adds activity with the street environment.</p> <p>The ability to easily close the street for events: Keep it It's a relatively low-volume road, with the ability to redirect traffic around this location, making it a viable street to temporarily close for events to support the city and surrounding businesses.</p> <p>Wāhi Taiao: Keep it Retain and programme it for events to use for free.</p> <p>Footpath and road painting: Keep it Retain, however, consider the direction of the stencil to reinforce traffic management (ie shoulder direction should have spread of palms directed towards active carriageway)</p> <p>Planter boxes throughout the street: Keep it Retain and support with creative reflective directional signage on edges to support drivers to</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it It's working!</p> <p>Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down: Make some changes Remove plastic and replace with coloured and printed designed asphalt</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Colour and design of plastic bollards -Remove black round ones</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Clare Sargeant
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14198	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it creates a hazard for vehicles and bikes. Makes the road too narrow for the buses, trucks and cars that need to use the street</p> <p>Outdoor dining: Keep it creates atmosphere but keep it on the footpath</p> <p>The ability to easily close the street for events: Get rid of it there are businesses and hotels that require regular access to the street</p> <p>Wāhi Taiao: Get rid of it looks cheap and nasty and temporary</p> <p>Footpath and road painting: Get rid of it confuses vehicles, bikes and pedestrians</p> <p>Planter boxes throughout the street: Get rid of it creates hazards for confuses vehicles, bikes and pedestrians</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it It doesn't work. It's messay and confusing and crying out for an accident. Nobody knows who has right of way.</p> <p>Speed limit reduction to 10km/h: Get rid of it It's far to slow and impossible to stick to. Nobody adheres to it.</p> <p>The use of speed cushions to bring speeds down: Get rid of it Not required. There are lights at either end of a short block. Nobody goes fast anyway.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Regular buses accessing theatre royal and the hotel. Cars coming and going from press house, trade vehicles for court theatre. The street is not functioning as it should.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, the narrowing of the street makes an accident feel more likely. Hard to see pedestrians behind planters who think they have right of way. Lots of confusion.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Put the street back how it was. It does not work for the buses dropping school kids off at the theatre royal, buses and shuttles for the hotel, cars coming and going from press house. It's the wrong street to try something like this.</p>	Iain McGregor
14200	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Outdoor dining, The ability to easily close the street for events: Don't know/not sure</p> <p>Speed limit reduction to 10km/h: Get rid of it 30km is fine</p> <p>Do you feel safer using the street now compared to before the trial? No</p>	Brendan McLaughlin

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14201	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it A good spot to sit and reflect adjacent to the cultural venues, library , Court theatre and ITR., hotels, cafes. A good melting pot for all users</p> <p>Outdoor dining: Don’t know/not sure May be more useful with roading upgrades (blended transition between street and footpath eg as High Street) to enhance the pedestrian experience of the the street scape</p> <p>The ability to easily close the street for events: Keep it Great space to engage in celebrations and events! Interacts with the tramway and enhances visitor experience and engagement!</p> <p>Wāhi Taiao: Don’t know/not sure Maybe later? Identify the most appropriate design location post Court Theatre space being activated when complete</p> <p>Footpath and road painting: Don’t know/not sure Integrate footpath with roadway as High Street, ie kerbless interface</p> <p>Planter boxes throughout the street: Keep it Greenscape, seating, natural settings</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Limit drivers to essential users for access to venues, hotels, library</p> <p>Speed limit reduction to 10km/h: Keep it Discourages needless drive through traffic, allows for ease of drop off pick up from theatre venues, and enables ease of pedestrian and cycling movement and access</p> <p>The use of speed cushions to bring speeds down: Keep it Reassures Pedestrian safety through speed modification to keep speeds to posted limit</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it As above, ease of street crossing for pedestrians and gathering space for patrons at venues</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Not particularly but low/ no kerb transitions would make walking and crossing more assured</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Excellent pedestrian transition from the open Cathedral Square area to the performing arts precinct, to enjoy in a relaxed and safe reduced traffic environment. So much better during the trial. It’s been a joy to walk down New Regent Street and then to cross Gloucester Street to go to Turanga library and Foundation cafe. Got to be good for local businesses in the area and for the City as a consequence. Love it. One way/ 2 way traffic probably not critical but probably one way (East) to enable drop offs/ pick ups best. Easier to read traffic movements if one way only enhancing pedestrian and cycling safety and confidence to relax and enjoy. Well done, great to have not delayed the trial too! Let’s keep moving forward for the benefit of the city and its guests!</p>	Jeff Lyng
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14207	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Very tacky. Will be a cold, uninviting place to be during a winter southerly or Easterly wind.</p> <p>Outdoor dining: Get rid of it Once again, a cold, windy area.</p> <p>The ability to easily close the street for events: Get rid of it What events? Who wants to be in there in the cold.</p> <p>Wāhi Taiao: Get rid of it Tacky. Will cost more to keep it. What idiot thought this would be a good idea? It will be trashed.</p> <p>Footpath and road painting: Get rid of it We're not at playschool now.</p> <p>Planter boxes throughout the street: Get rid of it Look at the ones on Colombo street very tired looking and completely out of place.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Get rid of it Inhibits movement around town.</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Completely unnecessary. Another very poor piece of planning</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Whoever thought this was a great idea obviously doesn't live in the real world. I went through the "city" last Sunday and realised how completely dead the city is. There was no life, no verve, just a few people wandering around. A few crappy planter boxes etc doesn't make a "vibrant" city. People do. Riverside area works because of its positioning, sun, very little Easterly wind, river outlook. Gloucester Street?? A complete disaster waiting to happen. Whoever thought of this should never be employed/ contracted again.</p>	Rob Mahalm
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14245	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it For Health & Safety reason, car drivers dont have visibility of people especially young people crossing. Itâ€™s confusing. Some people think itâ€™s only for pedestrians. Also they dont serve any purpose. How many people do you sitting there?</p> <p>Outdoor dining: Get rid of it Thats the windiest street, who will eat there</p> <p>The ability to easily close the street for events: Get rid of it We have the square for that and outside Te Pae</p> <p>Wâhi Taiao: Get rid of it Didnt see any performances</p> <p>Footpath and road painting: Get rid of it Ugly</p> <p>Planter boxes throughout the street: Get rid of it Blocks the road</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Pedestrians walk on the footpath not on the streets</p> <p>Speed limit reduction to 10km/h: Don’t know/not sure Is it? I see cars speeding</p> <p>The use of speed cushions to bring speeds down: Get rid of it You wouldnt have needed it if you didnt put those boxes. Added another expenses paid by ratepayers</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Speed was never the problem there until the boxes came</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yeah crossing with plants covering our sight. Cars stopping in the middle of the street to drop ppl off</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Yeah, what a waste of money. Could have put somewhere. May we know the team that conceptualised this idea?</p>	Hayley Concepcion
14269	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wâhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Pedestrians inevitably lose out when sharing a space with vehicles, and there is no good reason for cars to need to go down the street.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? It is fundamentally unclear whether pedestrians are allowed to occupy the space of the street other than to cross the road.</p>	Nathaniel Ridley

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14287	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Wāhi Taiao: Make some changes Make it a big stage</p> <p>Footpath and road painting: Don’t know/not sure</p> <p>Planter boxes throughout the street: Make some changes</p> <p>The use of speed cushions to bring speeds down: Keep it Slow speeds are great</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Eilish Fallowfield
14288	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Michaela Bryant

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14318	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Excellent idea, who wouldnt want facilities for relaxing, eating, socialising and watching performances..?</p> <p>Outdoor dining: Keep it Personally not my cup of tea, but it is completely harmless.</p> <p>The ability to easily close the street for events: Keep it Having worked on Gloucester St for nearly a decade, I am aware of how little few vehicles use the street. Closing it results in minimal disruption.</p> <p>Wāhi Taiao: Make some changes Mixed on this one, I am yet to see it utilised</p> <p>Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Make some changes This is specific to the planter box directly outside The Press, it hinders our view of the road (looking west) when pulling out of The Press carpark and onto Gloucester</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Hard to argue against sharing</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down:: Keep it It is all of 100m?? With car usage being so low it makes it safer.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The one planter box mentioned previously.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The trial is great. Please keep it!</p> <p>Traffic volume is already incredibly low on this street.</p>	Aiden Standish
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14324	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I think it works quite well. If the spaces around it were to be planted out, it would look better</p> <p>Outdoor dining: Keep it Absolutely keep it. Adds a bit of life to the street. Underwhelming in comparison to New Regent St, but it's a good start.</p> <p>The ability to easily close the street for events: Keep it Think of some of the great events and festivals around the world where streets are closed down and given back to people... We don't have much of that because all of our streets have historically been treated as thoroughfares rather than places.</p> <p>Wāhi Taiao: Keep it Good idea. Although it could be a little more obvious as to what it is intended to be. I wasn't sure the first time i saw it.</p> <p>Footpath and road painting: Make some changes Rather than running straight across the space (makes it feel like a crossing on an auto-centric street), it would be good to have it angled randomly so that it doesn't look like road markings. Maybe going in a zig zag line between all points of interest</p> <p>Planter boxes throughout the street: Keep it I'd like to see more. Maybe to create some little nooks around seating etc.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Absolutely keep it. But there's nothing to slow drivers between the the speed cushions at either end. More needs to be done to make it uncomfortable to drive faster than 10km/h.</p> <p>Speed limit reduction to 10km/h: Keep it A shared zone should be max 10km/h. Any faster is unsafe.</p> <p>The use of speed cushions to bring speeds down: Make some changes More please. Drivers are still going through here too fast. It's supposed to be a space for people to hang out, eat, stroll around, etc. not a through road from Colombo St to Manchester St and vice versa</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes More! Single lane pinch points (in a similar vein to the buildouts on the likes of Fairfield Ave, Addington) could be formed with planters and speed cushions. Anything to deter drivers using it as a through road (there are plenty of alternative routes)</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Vehicles are constantly going through the area too fast. In order to make a 10km/h speed limit viable, driving needs to feel uncomfortable in this space. Signs don't slow drivers down. Physical changes do much better</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I love it! I know it's outside the scope of this particular trial, but I would like to see much, much more of this kind of trial, especially in our "village" centres (Sydenham, Spreydon, Lincoln Rd, Edgeware, etc.), which could and should be destinations that are pleasant to be in on foot, but in reality most are basically high-traffic thoroughfares littered with vape shops, petrol stations and lots of car storage. Thank you for running this trial. I really hope it is made permanent and provides momentum for more of this low-cost, quality-of-life kind of approach to our public spaces.</p>	Patrick Kennedy
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14391	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Inner city road is too wide for just vehicles</p> <p>Outdoor dining: Keep it Helps support businesses</p> <p>The ability to easily close the street for events: Keep it Inner city road should be multi-purpose</p> <p>Wāhi Taiao, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it It's already there, why spend money removing it</p> <p>Planter boxes throughout the street: Keep it Good for bees</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Roads are for everyone</p> <p>Speed limit reduction to 10km/h: Keep it Cars don't need to be in the city center</p>	Mark Pearson
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14393	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes make them more natural/welcoming. instead of having random concrete blocks, incorporate some curvy seating structures to appear more inviting and purposefully there. the wood is good.</p> <p>Outdoor dining: Keep it reinforces the idea of it being a shared space. driving on it am much more careful and almost feel like i in a car shouldn't be there.</p> <p>The ability to easily close the street for events: Keep it events in the street are rare and exciting. there are plenty of alternate streets around that allows swift travel in a car even if that street is closed.</p> <p>Wāhi Taiao: Make some changes make in bigger, more obvious. i drove past that small stage and didn't really know what it was.</p> <p>Footpath and road painting: Keep it created specific areas that were obvious people would be walking on it. made me more cautious as a driver.</p> <p>Planter boxes throughout the street: Keep it greenery is always good.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it cars dont need to go on it. make it bikes and pedestrians, maybe busses, only. turanga is a family place and cars make it less safe for kids to run around. its also unnecessary for a cars journey as there are plenty of alternate streets.</p> <p>Speed limit reduction to 10km/h: Keep it if cars are going to be on their at all, they need to be as safe as possible</p> <p>The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it narrow roads slow people down for their own caution of hitting things.</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? big vans haphazardly parked halfway in a driveway/halfway in the road. meant there were people hidden behind it that i couldn't see if they were to step out onto the road when i drove past it.</p>	Poppy Mahoney
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14396	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I think that this encourages people to visit the businesses nearby, which is what the city needs; especially when you look at new regent street and the success that businesses have had on there. It encourages the street to be used as a place for gathering</p> <p>Outdoor dining: Don't know/not sure haven't looked into this enough to actually provide an informed opinion</p> <p>The ability to easily close the street for events: Keep it The grid structure allows traffic to take minimal detours, i think that having a safe space for people in events without having to worry about car throughfare outweighs the convenience of shaving a few minutes off motor commutes</p> <p>Wāhi Taiao: Keep it It's important to encourage performing arts, would love to see this precinct of the city further towards it's goal of performance with the proximity of the court theatre and piano</p> <p>Footpath and road painting: Keep it creates pathways for pedestrians to cross, as a motor user I feel like having predefined areas to cross such as these will help reduce my anxiety of going through a narrow street and populous such as this</p> <p>Planter boxes throughout the street: Keep it I think it's important to boost the greenery around the city, and this has both function and form by providing seating and also beautifying the street.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it road users shouldn't be the sole users of the city, I think this coincides with the councils mission of making transport more accessible and equitable for all it's residents</p> <p>Speed limit reduction to 10km/h: Keep it we should be discouraging cars to drive through the city, this is a good motivator for cars to go down other streets nearby</p> <p>The use of speed cushions to bring speeds down: Keep it actually enforces the speed limit in place to a point, hearing the suspension and bump noise provides an auditory warning to me if i'm on the road at the same time that a car is coming</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it forces cars to slow down, having to weave around obstacles.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? no, not really</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think this trial is an excellent step in the right direction for what our city should be, I love that we are focusing more on creating an area people want to be rather than just a matrix of roads that are used to commute between the different sides of the city. this in combination of more incentives to use public transport and cycling would help create a closer and friendly city centre in my opinion.</p>	Alex Davis
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14401	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes I like the planting and furniture but not at the expense of the two 5 min carparks near the library returns slot. We have feedback from customers regularly about the lack of parking for the library and this will not help.</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don't know/not sure</p> <p>Footpath and road painting, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down:: Keep it</p> <p>Planter boxes throughout the street: Make some changes Same as before nice to have but not at the expense of the short term car parks beside the library</p>	Fiona Allison
14402	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Humanises the space, creates zones of relative comfort and calm.</p> <p>Outdoor dining: Keep it Cultured, pleasant way to enjoy good weather and performances.</p> <p>The ability to easily close the street for events: Keep it Because it's already suitable for that use!</p> <p>Wāhi Taiao, Footpath and road painting, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Planter boxes throughout the street: Make some changes More varied and elaborate, even possibly taller planters (terraced)</p> <p>Speed limit reduction to 10km/h: Make some changes Speed limit changes aren't effective; design speeds are. Modern cars are terrible at reading low speeds, so nobody will obey on the grounds of the number anyway. To motorists, it seems less egregious to make it 15 or 20kmh.</p> <p>The use of speed cushions to bring speeds down: Make some changes Prefer bricks or cobbles, but those work.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Frank Reading

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14405	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Tūranga, the performing arts precinct and the square all mean that the kind of engagement people are already wanting to have in this area is best enabled by pedestrian friendly and pro-social infrastructure like furniture</p> <p>Outdoor dining: Keep it As above, increases pedestrian and social engagement with the area, enables greater capacity for the businesses in question, makes the area more desirable</p> <p>The ability to easily close the street for events: Keep it You've got cathedral junction, new regent street, the performing arts precinct, Tūranga, and the square all right there, which are areas which are either already pedestrian focused or should be. Having regular traffic decreases their amenity</p> <p>Wāhi Taiao: Make some changes The area is still in transition and construction- the effects of new buildings and other factors makes it difficult to determine how the area should relate to the street specifically at this point</p> <p>Footpath and road painting: Keep it If nothing else, makes the area more visually engaging and meaningful</p> <p>Planter boxes throughout the street: Keep it Plants are nice, planter boxes also narrow the road and visual perception of the road, slowing traffic. Also creates a softer street image. Can also potentially provide shade</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Road traffic should be the absolute exception in the area- why do you want lots of cars in an already pedestrian heavy area, especially with the Margaret Mahy playground and Tūranga bringing lots of children into the area. Even less traffic is desirable</p> <p>Speed limit reduction to 10km/h: Keep it This should already be created by other speed dampening infrastructure- it's just good to codify it as the goal</p> <p>The use of speed cushions to bring speeds down: Keep it Speed is a function of infrastructure- why allow people to go fast in an area of we don't want them to?</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Why do you need to go fast here? It's an incredibly short stretch of road</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The traffic from the court theatre construction site</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Overall, it's a pretty big flaw that this trial went on while the Court Theatre was under intensive construction. The noise, the traffic, and the fact that the site next to the court and the ITR being a carpark for the construction mean that nobody wants to go out and sit there. The traffic coming through past the square doesn't help- ideally, there wouldn't be general traffic going through from Colombo St and Manchester into the square.</p>	Liam Boardman
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14407	<p>Furniture on the street for relaxing, eating, socialising and watching performances, The ability to easily close the street for events, Wāhi Taiao, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Outdoor dining, Footpath and road painting, The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>Planter boxes throughout the street: Make some changes even more plants :D</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes no need for cars</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The morning people rave was amazing, please host another one!</p>	Daniel Peach
14408	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's nice to have somewhere to chill out and either meet a friend or have a coffee/lunch by yourself</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it I went to the Morning People rave and it was awesome being outside in an open area and not having any cars come through</p> <p>Wāhi Taiao: Keep it Haven't seen it in use but it's an awesome concept</p> <p>Footpath and road painting: Keep it Keep it and add more! Having graffiti style artwork like random paintings on roads/concrete walls are an awesome part of Christchurch</p> <p>Planter boxes throughout the street: Make some changes I think more plants need to be in the planters to make them look better</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it I love the planter boxes but with slow speed limits and speed cushions I don't think these are needed to narrow the street - instead, just as decorations</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Hannah Perry-Purchas
14409	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Some cars couldn't understand the parking there, so I've seen the occasional erratic tourist coming through</p>	Mo Nicholson

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14411	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's so cool to have more space for people in this part of the city. This will become even more important when the theatre opens</p> <p>Outdoor dining: Keep it Feels like I'm in Europe!</p> <p>The ability to easily close the street for events: Keep it This should be more of a "people" area, as there are so many restaurants/bars, venues, the library, hotels etc in the area. Fewer cars please!</p> <p>Wāhi Taiao: Keep it This really livens up the area, it also fits with the "creative" vibe from the theatres/venues and library. A real asset to the central city.</p> <p>Footpath and road painting: Keep it Nice change from regular road surfaces!</p> <p>Planter boxes throughout the street: Keep it Nice to see some greenery, more trees please!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it This should be a people-focused area, as said above. Cars/vans etc might be needed for delivery, but if you need to travel by car it's only a few minutes walking from other streets. Cars don't own the whole city!</p> <p>Speed limit reduction to 10km/h: Keep it Makes it safe with so many people around</p> <p>The use of speed cushions to bring speeds down: Keep it Good for safety</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Safety is important</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? There were quite a few cars trying to get through, who maybe didn't realise what had changed. I suppose this will drop away if it becomes permanent.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? We live near to the central city, and this sort of project is exactly what we need to see more of. This is an area with so many "people focussed" venues and facilities, so it is far more pleasant and safe to relegate cars to other areas. It would be such a waste to see Gloucester revert to just another car-dominated street.</p>	Matthew Tolan
14412	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Aric

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14413	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Relaxing</p> <p>Outdoor dining: Keep it Socializing</p> <p>The ability to easily close the street for events: Keep it People friendly</p> <p>Wāhi Taiao: Keep it Provides a destination</p> <p>Footpath and road painting: Keep it Enhancers the vibe</p> <p>Planter boxes throughout the street: Keep it Slows the traffic</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it People friendly</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Looks good Necessary for the performing arts sector</p>	Stephen Anderson
14414	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's so inviting and fun.</p> <p>Outdoor dining: Keep it We should be supporting great reaturant like this and creating an energetic atmosphere in the city. Less cars means nicer air, nicer environment for outdoor dining.</p> <p>The ability to easily close the street for events: Keep it Cheaper for ratepayers, less TMPs. Create social spaces in the city. Such a great idea.</p> <p>Wāhi Taiao: Keep it Great to have a space to discover new talent and take a breather.</p> <p>Footpath and road painting: Keep it Why not?! It's fun.</p> <p>Planter boxes throughout the street: Keep it Love the bright, green spaces. It makes me feel like I'm living in a modern city that nods to its past but is moving forward .</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Safer and faster for cyclists, mums with prams and people walking to get around.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No. It's epic. We'll done to the team behind it.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I hope you keep it and do more of these trials. I feel like loud, boring voices get listened to (or maybe they are the ones that bother filling these out normally). Some things just make sense. Make the changes and keep progressing Christchurch.</p>	Natalie Dixon

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14417	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Helpful to have a shelter sunny street to pause and sit in, feels more welcoming than in front of the cathedral when coming and going from the library.</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it Went to Morning People and it was really fun!</p> <p>Wāhi Taiao: Keep it I think it's cool to show we want the arts to come to Christchurch</p> <p>Footpath and road painting: Keep it I Think they're really nice, helps make it feel different and more welcoming to pedestrians</p> <p>Planter boxes throughout the street: Keep it Helps break up the area and bring nature to a place there isn't much</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I don't think there should be cars going through here at all</p> <p>Speed limit reduction to 10km/h: Make some changes 0 thoroughfare (maybe those rising/falling bollards for service vehicles)</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? That it's still predominantly a road not for pedestrians/cyclists only</p>	Ailsa
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14418	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining: Get rid of it It's a road</p> <p>The ability to easily close the street for events: Get rid of it Why it's a waste of money</p> <p>Wāhi Taiao: Get rid of it It's a waste of money</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Road with 1 Lane bike lane with no cost</p> <p>Speed limit reduction to 10km/h: Get rid of it Ridiculous</p> <p>The use of speed cushions to bring speeds down: Get rid of it Why?</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Stupid idea</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Shouldn't be encouraging multi use roads</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The cost is ridiculous for a pet project. Lower rates not wasye</p>	Emma stokes
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14421	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Encourages people to share spaces</p> <p>Outdoor dining: Keep it Encourages people to share space in the outdoors</p> <p>The ability to easily close the street for events: Keep it Wonderful for people to have a place to go to commune, this is great for mental health of the community</p> <p>Wāhi Taiao: Keep it Social investment in youths and all ages</p> <p>Footpath and road painting: Keep it This is original and beautiful!</p> <p>Planter boxes throughout the street: Keep it Makes the street a welcome place to slow down and rest a while</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down: Keep it</p> <p>Speed limit reduction to 10km/h: Keep it Safer for pedestrians and cyclists</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Discourages cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I am proud that these changes are being considered in our city, making this a better place for all.</p>	Karla Osmer
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14422	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it A street is for enabling thoroughfare, not stopping to relax. This is what we have parks for. Seating will become part of homeless people's furniture.</p> <p>Outdoor dining: Don't know/not sure Don't know how far into the street it intrudes, if it's on the street itself, or taking up the whole footpath, get rid of it.</p> <p>The ability to easily close the street for events: Make some changes I don't see why a street needs to be used for events. We have parks, inside venues, and grass squares, or concrete (Cathedral Square). No need to close a street for an event, unless it's a one off like a Santa Parade or something similar.</p> <p>Wāhi Taiao: Keep it As long as there is room for people to view it from off the street itself. Road should be clear for thoroughfare.</p> <p>Footpath and road painting: Get rid of it Should be a basic road, expensive to upkeep, confusing for road traffic.</p> <p>Planter boxes throughout the street: Get rid of it In the way of thoroughfare- awkward to walk around for people, bikes, scooters and vehicles.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Use a road as a road only. Remove obstacles such as planter boxes and seating. In the way, unnecessary, put them in a park or Square instead.</p> <p>Speed limit reduction to 10km/h: Make some changes Should be 30 or 59 km/ hr.</p> <p>The use of speed cushions to bring speeds down: Get rid of it Awkward for delivery vehicles who need to access businesses on the street.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Causes more distractions for drivers, which means they are more likely to be watching out for boxes in the road instead of normal hazards such as pedestrians or vehicles.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Planter boxes, seating in the way all over the place. Road paint distracting and confusing for road users.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Stupid trial. An expensive waste of money. Should never have been done. No need to turn a road into an 'event' area. Roads are for travelling from A to B. Not for sitting around on, and putting plants into traffic lanes, and causing disruption to traffic. We have plenty of indoor and outdoor spaces suitable for crowds to congregate. Absolutely no need to use a road for this purpose. Should be returned to its original purpose.</p>	Miranda Vee
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14423	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It slows people down and makes the street inviting - to linger - so grab a coffee - support local business</p> <p>Outdoor dining: Keep it Street dining is very cool, a great opportunity to interact with the life around you</p> <p>The ability to easily close the street for events: Keep it Why should community groups have to pay huge \$\$ to use an asset they, as ratepayers, have already funded, Streets are not traffic sewers.</p> <p>Wāhi Taiao: Keep it The additional life in the street for those who are moving through it - slowly - is awesome. There are arterials if you want a quick transit of the city. Closing Gloucester off (i.e Te Pae) means it is no longer a through route, so reimagine it</p> <p>Footpath and road painting: Keep it Keeps it grounded in local motifs</p> <p>Planter boxes throughout the street: Keep it We like the social possibilities the seats/planters create</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it It makes it safer as a pedestrian and bike rider</p> <p>Speed limit reduction to 10km/h: Keep it At 10km/hr, even if drivers are doing 20, at least they are not doing 40/50 which completely wrecks social interactions. Cars/buses as guests are okay - but not as the primary users of the street.</p> <p>The use of speed cushions to bring speeds down: Keep it At the designated speed, what is the problem. Folks who complain need re-education on why we have appropriate speed limits in these areas.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Wide streets encourage driving at high speeds and vice versa</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Really liking the new possibilities this has opened up. Finding that walking/biking through during the day is more relaxed. Also find on the odd occasion we go to a show (ITR) the entry/egress is easier as people can cross the street without worrying about traffic. Well done team.</p>	David Moorhouse
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14424	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it Awesome initiative in the heart of the city, not an essential road that needs to be open and helps businesses around there</p> <p>Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Probably don't need car access</p> <p>The use of speed cushions to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Lucy Goodwin
14426	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down. The use of lane narrowing (using bollards and planter boxes) to bring speeds down:: Keep it</p> <p>The ability to easily close the street for events: Keep it Such a cool space. I attended morning people</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Simone Dunn

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14427	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Traffic calming as well as allows people how need breaks to rest. My dad recently visited and needs often stops, these were really helpful</p> <p>Outdoor dining: Keep it Allows Covid/illness cautious people to go out to eat without being inside</p> <p>The ability to easily close the street for events: Keep it Streets are for people, it's in the performance/art district and should be an extension. Dead end street so appropriate use, in particular once at grade parking lots are built on (I.e vacant lots)</p> <p>Wāhi Taiao: Don't know/not sure Haven't seen in use but think the concept is good but wonder if the structure would be vandalised</p> <p>Footpath and road painting, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>Planter boxes throughout the street: Keep it Plantings do many things including improving air quality and as it's not reasonable to have other plantings this is welcome</p> <p>The use of speed cushions to bring speeds down: Make some changes The set up allows for cars to avoid bump while cyclist need to use them, seems like keeping outside edges clear of bump and continuous bump across would be more effective/safer. As there is planter boxes cyclist should still slow their speed</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it If keeping low speed need to reduce lane</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Bumps, it is also non-intuitive and very busy. Would be good if things could be a bit more unified so attention isn't pulled wverywhere</p> <p>Are there any aspects of the trial or implications that you would like to comment on? In principal love this and got to use the space as morning dance party which was a great start to day.</p>	Carissa Ptacek
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14428	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It gives a lot of life and vibe. Like oohhh something is happening here.</p> <p>Outdoor dining, Wāhi Taiao, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it There are other ways to drive there not really adding any extra time to commute. It’s a great idea to be able to take over a street and have the buildings surrounding that area.</p> <p>Footpath and road painting: Keep it They look cool.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Morning People was a great idea. A great way to build a happy society. Even my friends (30y.o.) who live in CHCH but never engage with the city thought this was a cool initiative.</p> <p>However I think you can charge for it. I’ve been going to many other Morning People and people gladly pay for it.</p> <p>If it means charging so you can add more furniture to the street then great!!</p>	Kane Stewart
14429	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Wāhi Taiao: Keep it Love it</p> <p>Footpath and road painting: Keep it Looks fabulous, fun, welcoming</p> <p>Planter boxes throughout the street: Keep it You can never have too many plants</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Safe for all</p> <p>Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don’t know/not sure</p> <p>The use of speed cushions to bring speeds down: Keep it Keep the area safe, more people will go there</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Better advertising if there’s another early morning rave! I’m disappointed I missed it yesterday.</p>	Mel

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14433	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it street events are cool, vibrant and different</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Speed limit reduction to 10km/h: Make some changes 15km</p>	Pieter van den berg
14434	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Stop spending rate payer money on events and 'entertainment'</p> <p>Outdoor dining: Get rid of it This should not be a focus for the council during such tough economic times! Stop wasting our money!</p> <p>The ability to easily close the street for events: Get rid of it We dont want it!</p> <p>Wāhi Taiao: Get rid of it Waste of tax payer money - if we want to see a concert we will go and pay to see a concert. This should not be a council initiative.</p> <p>Footpath and road painting: Get rid of it No one wants this, it does not take long for this to look like total trash</p> <p>Planter boxes throughout the street: Get rid of it Just keep the streets clean and tidy, forget the rest!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Put it back to a ROAD that is usable for motorists!</p> <p>Speed limit reduction to 10km/h: Get rid of it 10km/h - is this a freaking joke?</p> <p>The use of speed cushions to bring speeds down: Get rid of it 50km/h should be the norm for all streets</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Looks like utter bollocks, and yet another waste of our money</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Just quit all the 'fluffy and cute' stuff and go back to basics - clean and well maintained spaces</p>	Elle

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14437	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Great to be able to sit down outside now in this part of town.</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Planter boxes throughout the street: Keep it Having seating is great. More planter boxes please. Street trees would be good too for shade in summer and windbreaks in winter.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Peter Smith
14439	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Don't know/not sure</p> <p>Planter boxes throughout the street: Keep it Gives structure to different spaces and introduces greenery into a setting that's otherwise difficult to have green elements</p> <p>Speed limit reduction to 10km/h: Keep it Critical in a shared space if cars are included</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Justin Morgenroth
14440	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Not really comfortable</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it I live 2 blocks away, so advanced advertising should be enough</p> <p>Wāhi Taiao: Make some changes I haven't seen any performance during my daily evening walking</p> <p>Footpath and road painting, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Planter boxes throughout the street: Make some changes Seating is not comfortable for a man in his 50s</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Still cars driving in both directions</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I would, but I'm not a novelist writer</p>	Sergey

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14444	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It is in the wrong place, Gloucester St is cold and catches the easterly</p> <p>Outdoor dining: Get rid of it Too cold to sit outside most days, plus Hagley park, or the Arts centre are much more attractive venues to sit out and eat.</p> <p>The ability to easily close the street for events: Get rid of it</p> <p>Wāhi Taiao: Get rid of it Would be better in Hagley Park</p> <p>Footpath and road painting: Get rid of it How much will it cost for its upkeep, and how can we afford this when we have water pipes that need fixing.</p> <p>Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Expensive to upkeep when we need money spending on infrastructure.</p> <p>Speed limit reduction to 10km/h: Get rid of it It's too cold for sitting out, why isn't the money being spent on infrastructure.</p> <p>When using the street during the trial, was there anything that made you feel unsafe? I didn't enjoy the experience, there was the usual Easterly blowing, it was cold and rubbish blowing around, so not unsafe, but uncomfortable.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? We need to focus on infrastructure, we do not need nice to haves when we have aging water pipes.</p> <p>This isn't even in the right place, Gloucester St catches the Easterly, there are very, very few days when it is nice enough to sit out.</p> <p>I resent council rates being spent on such projects, when there are plenty of already developed areas that are not maintained.</p> <p>Plus as I have kept saying, we need to focus on infrastructure, it's not exciting or popular, but essential: water, footpaths, libraries etc etc..</p>	Susan S
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14445	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It is very nice to be able to use the outdoor furniture and enjoy the outdoors if you are not eating at a restaurant. Lots of people use it for lunches.</p> <p>Outdoor dining, Footpath and road painting, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it More events with a bigger variety would be nice. Outdoor events are always fun to attend that are free or cheap.</p> <p>Wāhi Taiao: Don’t know/not sure Have never experienced it being used.</p> <p>Planter boxes throughout the street: Keep it Increases the appeal and look.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it I feel much safer as a cyclist or pedestrian when it is meant to be shared.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Caitlin
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14446	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's really nice to be able to relax on the street while with friends</p> <p>Outdoor dining: Keep it Convenient and helps expand occupancy numbers</p> <p>The ability to easily close the street for events: Keep it The flexibility of the street is the biggest advantage of the changes</p> <p>Wāhi Taiao: Make some changes There needs to be electricity available for amps or other stage equipment, otherwise artists won't be interested in performing on stage. It would also be cool if there was outdoor equipment available to use for the public, like a public piano.</p> <p>Footpath and road painting, Planter boxes throughout the street: Keep it No strong reasoning</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Makes the street far more accessible and friendly</p> <p>Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Needs to be in place for the shared space to work</p> <p>The use of speed cushions to bring speeds down: Keep it Better than nothing</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I loved the morning rave on Gloucester Street. Please do it again.</p>	Kiran Skelton
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14449	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Compared to before, the street feels a lot more welcoming and safe especially considering it's right by high foot traffic areas- so it makes sense that we make it more friendly to pedestrians than cars. It's a nice spot to have lunch and a study break.</p> <p>Outdoor dining: Keep it Nice to have the option for a sunny day or warm night:)</p> <p>The ability to easily close the street for events: Keep it Heard about the early morning street party, saw how many people attended and it looked really cool. Would love to see more events like that (that maybe aren't so early):)</p> <p>Wāhi Taiao: Keep it We need more outdoor areas for building community and shared spaces, art performances are a great way to do that and create more opportunities for local artists</p> <p>Footpath and road painting: Keep it Looks cool and love the colours, much better than a boring street</p> <p>Planter boxes throughout the street: Keep it Green areas good for mental health and are refreshing to look at, once again makes the street look a lot more vibrant than before</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Feels so much safer, welcoming and easier to cross now especially considering that children use this crossing a lot. Really love that this is a shared zone now</p> <p>Speed limit reduction to 10km/h: Keep it For the same reasons as above (mainly around improved safety in an area with lots of children)</p> <p>The use of speed cushions to bring speeds down: Keep it Seems to be working considering the cars I see going down there now go through very slowly.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Also seems to be working considering the cars I see going down there now go through very slowly; good that it's making people be a lot more wary of how they drive in this pedestrian-heavy area. Would love to see this more</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Really feel so much safer than before. Not just that, but I actually want to spend time in that area now; it's looking really lovely.</p> <p>Please keep it; I understand that people might see the lowered speed and shared space as "annoying" or "anti-car" but for an area that heavily revolves around pedestrian usage, we should be prioritising our safety. I really have noticed a difference in speed, and notice a lot more pedestrians hanging around the area. I hope to see other spaces like this around town in the future.</p>	Portia Bishop
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14457	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Nice place to sit and people watch, or to eat food from local establishments. Also a great place to read something from Tūranga on a nice day!</p> <p>Outdoor dining: Keep it</p> <p>The ability to easily close the street for events: Keep it It'd be awesome to have more space in the city for performances, and where better than an arts precinct?</p> <p>Wāhi Taiao: Keep it It's awesome, and gives performers and the audience alike a beautiful outdoor space to experience live arts.</p> <p>Footpath and road painting: Keep it Looks neat!</p> <p>Planter boxes throughout the street: Keep it Looks great, provides extra seating, and with the right places can help attract bees and butterflies</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Make some changes Honestly just make it another beautiful pedestrian street like Cashel</p> <p>The use of speed cushions to bring speeds down: Keep it Slows down traffic and encourages people who need a quicker route through to take a different road, further quieting the space.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it It's pretty clear that it encourages people who need to drive up Gloucester to slow down and be more aware of their surroundings</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	August Fairweather
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14460	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes integrate it more to the urbanism and more comfortable</p> <p>Outdoor dining: Keep it Love outdoor dining options</p> <p>The ability to easily close the street for events: Keep it Love free outdoor events in Summer, make me feel part of the City. City I take pride in.</p> <p>Wāhi Taiao: Keep it We don't have enough of these. could be part of a crafty Sunday market.</p> <p>Footpath and road painting: Make some changes Love street art but don't want to be confused with driver signs.</p> <p>Planter boxes throughout the street: Keep it more green in the city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Keep it safe! user friendly for drop off to turanga and theatre and for pedestrians.</p> <p>Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down: Get rid of it hate it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it more integrated in urbanism</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? nop but unsure if I could use the road as a pedestrian. Shared street is a bit confusing</p>	Robyn Smith
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14461	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Dont take road space but use footpaths</p> <p>Outdoor dining: Make some changes Use footpath only with planters</p> <p>The ability to easily close the street for events: Get rid of it Access limits imposed prevent people even trying to attend some businesses</p> <p>Wāhi Taiao: Get rid of it Already plenty options</p> <p>Footpath and road painting: Get rid of it Confusion</p> <p>Planter boxes throughout the street: Make some changes Position them on footpaths or use less road space</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Confusion and reduced accessibility</p> <p>Speed limit reduction to 10km/h: Make some changes 30kph</p> <p>The use of speed cushions to bring speeds down: Get rid of it Unnecessary, takes away focus on people/cars/scooters</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Unnecessary</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Confusion</p> <p>Are there any aspects of the trial or implications that you would like to comment on? ideology of a populous city when its not will bankrupt business</p>	Bruce Fisher
14463	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down. The use of lane narrowing (using bollards and planter boxes) to bring speeds down:: Keep it</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think the design is great. Cars can still get in to drop off or pick up people who need it but the slow speeds and calming measures makes walking through the space feel much safer and more inviting. The outdoor dinging bringing people into the space is also fab. It is great that the street can be fully closed for events, as it can be really hectic out there when a show finishes for example.</p>	Kelly Scammell

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14485	<p>Outdoor dining, Footpath and road painting, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Not necessary</p> <p>The ability to easily close the street for events: Get rid of it Not essential</p> <p>Wāhi Taiao: Don't know/not sure Not sure if it is good value for money or has high usage</p> <p>Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Improve access to public facilities</p> <p>Do you feel safer using the street now compared to before the trial? No</p>	Aurelia Arona
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14493	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it never used from what I have seen on my regular visits and impacts on road corridor</p> <p>Outdoor dining: Get rid of it has minimal intrusion on road corridor</p> <p>The ability to easily close the street for events: Get rid of it Plenty of other places within the CBD for this to happen that are already used and well supported.</p> <p>Wāhi Taiao: Get rid of it never sued - plenty of other spaces within the CBD for this to happen</p> <p>Footpath and road painting: Get rid of it needs to be a smooth uniform surface much like the existing area outside of Te pae - which alos allows vehicles to travel through with minimal "disturbance</p> <p>Planter boxes throughout the street: Get rid of it incorporate permanent plants into new road layout</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Doesn't need any "bells and whistles" just clean urban design</p> <p>Speed limit reduction to 10km/h: Keep it why not</p> <p>The use of speed cushions to bring speeds down: Get rid of it annoying</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it should be able to achieve this without - again - as per poutside te pae</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Seemed like an unwise time to trial, as the entire area is going to become significantly different when the Court Theatre, 2 new hotels and live nation open within the next 2 years.</p>	Darren Moses
14495	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Wāhi Taiao, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Outdoor dining, The use of speed cushions to bring speeds down: Make some changes</p> <p>The ability to easily close the street for events, Footpath and road painting: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? No</p>	Geoff cranko

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14499	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Fabulous idea. We need more of these great ideas to boost visitor numbers to Chch - which will boost the economy, and great for us local too</p> <p>Outdoor dining: Keep it Every great city has outdoor dining - it is definitely something that should be be part of the plan</p> <p>The ability to easily close the street for events: Keep it Definitely leads to a safer area</p> <p>Wāhi Taiao: Keep it Great opportunity - well done</p> <p>Footpath and road painting: Keep it Looks attractive</p> <p>Planter boxes throughout the street: Keep it So nice to sit on with friends. Please keep them</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it It is so good to feel safe when one is walking or cycling around this kind of area..</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? NO- you have done a really good job.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Well done- great to have people with vision!</p>	Ruth Spearing
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14500	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's good for the elderly to use</p> <p>Outdoor dining: Keep it It makes the street look more people oriented</p> <p>The ability to easily close the street for events: Keep it Loved the morning rave last week, great fun</p> <p>Wāhi Taiao: Keep it It looks great</p> <p>Footpath and road painting: Keep it Very artistic</p> <p>Planter boxes throughout the street: Make some changes They're kind of in the way</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p>	Tracey klatt
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14504	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I like it</p> <p>Outdoor dining: Keep it out door is great</p> <p>The ability to easily close the street for events: Keep it people are the top priority> Cars can go by numerous other roads</p> <p>Wāhi Taiao: Keep it great place for people to entertain others</p> <p>Footpath and road painting: Keep it think it is great</p> <p>Planter boxes throughout the street: Keep it really love the plants and being able to sit there is very restful</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it it is a good scheme</p> <p>Speed limit reduction to 10km/h: Keep it the reduced speed means most of the mad drivers will speed elsewhere</p> <p>The use of speed cushions to bring speeds down: Keep it do anything that works to reduce the speed</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it I think it is working</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? just the odd idiot driver going too fast</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think it is great and should continue longer to really evaluate it</p>	margaret crean
14505	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I love it. It has a positive effect on my wairua and mood.</p>	Tracey Fowler

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14506	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Good to have some outdoor seating and also send a signal that streets can be for pedestrians as a priority. It doesn't have to always be "motorists first"</p> <p>Outdoor dining: Keep it Opportunity for additional revenue for rental when this is made permanent</p> <p>The ability to easily close the street for events: Keep it I think this event has proven that.</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting: Keep it When motorists are driving through at 10 kmh, it just reinforces that the street is for all users.</p> <p>Planter boxes throughout the street: Keep it Provides an additional visual cue for cyclists and drivers to slow down</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it This part of Gloucester St will provide a good test case to extend this type of shared zone to other suitable parts of the central city.</p> <p>Speed limit reduction to 10km/h: Keep it Much safer for all road users and at no cost to any road user</p> <p>The use of speed cushions to bring speeds down: Keep it Much safer for all road users and at no cost to any road user, and this will force the speed limit on to those who may wish to travel faster</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it A visual cue to reduce speed and deter vehicles from using this part of Gloucester St</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? If the trial is successful, it should be extended to other suitable parts of the central city.</p>	Laurie Renwick
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14511	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it</p> <p>Outdoor dining: Make some changes Just perhaps - given the predominant cool easterly winds, might it be an improvement to try to provide some wind shelter for outside dining or locate such places in the shelter of buildings - or both</p> <p>The ability to easily close the street for events: Keep it To encourage more non- vehicular activities in the street</p> <p>Wāhi Taiao: Keep it Why not?</p> <p>Footpath and road painting: Keep it Reinforces that it is no longer a predominantly vehicular space</p> <p>Planter boxes throughout the street: Keep it As above. Also encourages people to stop/pause and not simply pass straight through the space</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it It’s a street of the future</p> <p>Speed limit reduction to 10km/h: Keep it Safety first</p> <p>The use of speed cushions to bring speeds down: Keep it Reinforces the limit</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Reinforces the changes and intent of the changes</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? You still need to be aware of others around you</p>	James Baines
14513	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p>	John Malcolm Hayman

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14524	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes It looks cheap, temporary and ugly.</p> <p>Outdoor dining: Get rid of it I have not witnessed outdoor diners at these establishments.</p> <p>The ability to easily close the street for events: Get rid of it Inappropriate use of the area.</p> <p>Wāhi Taiao: Get rid of it Noisy and unnecessary.</p> <p>Footpath and road painting: Make some changes Ugly. Cheap. Inappropriate.</p> <p>Planter boxes throughout the street: Get rid of it They look half- hearted and out of place.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it It's a thoroughfare for traffic. Pedestrians and cyclists have dedicated zones. Dangerous to have shared zones.</p> <p>Speed limit reduction to 10km/h: Get rid of it Too slow. Cyclists don't observe the limit so why should drivers? Symptomatic of CCC's anti car policies.</p> <p>The use of speed cushions to bring speeds down: Keep it They are effective.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Ugly and cheap- looking.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cyclists who don't observe road rules and are laws unto themselves.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? There was no need to spend money on this experiment in the first place. It is an ugly incoherent eyesore.</p>	Peter Hind
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14529	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's very inviting and relates well to the theatre and bars close by.</p> <p>Outdoor dining: Keep it It's just such a lovely atmosphere and something Christchurch really misses!</p> <p>The ability to easily close the street for events: Keep it Increase the safe feeling for pedestrians and other road users during events</p> <p>Wāhi Taiao: Keep it Lovely space for local artists</p> <p>Footpath and road painting: Keep it Nice connection to NZ culture and nature</p> <p>Planter boxes throughout the street: Keep it Green is needed for a lively and healthy city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it It's said in the question - share the space!</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it Increased safety for all road users, not necessary to speed through the central city</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Good design</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Great to include art, nature, and social elements, very well done!</p>	Heide Lukosch
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14530	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's beautiful</p> <p>Outdoor dining: Keep it</p> <p>The ability to easily close the street for events: Keep it Community!!!</p> <p>Wāhi Taiao: Keep it Community and vibrancy</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It's beautiful</p>	Sophia
14534	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Homeless people sleeping on or around them</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it</p> <p>Speed limit reduction to 10km/h: Make some changes</p> <p>The use of speed cushions to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p>	Justin mcallister

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14540	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes would prefer the street to be narrowed so benches etc could be on a wider footpath area</p> <p>Outdoor dining: Keep it can't go wrong with this</p> <p>The ability to easily close the street for events: Keep it makes sense in the performing arts precinct</p> <p>Wāhi Taiao: Keep it think this is a nice unique space for the city</p> <p>Footpath and road painting: Keep it adds a cool vibe to the area, makes it special. no negative impact on vehicle traffic</p> <p>Planter boxes throughout the street: Make some changes Much prefer permanent option like trees planted in ground so they can grow large. temporary planter boxes are ok in the mean time though, better than nothing</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it it's not a main road and it is very central so I believe the street should be welcoming for all users, not designed like a main road.</p> <p>Speed limit reduction to 10km/h: Keep it similar to last answer, this is not a main road, it's just an access street and very central. 20km/h would be ok compromise. so need for cars to go faster down this short section of street.</p> <p>The use of speed cushions to bring speeds down: Get rid of it prefer using a narrow street to do the street calming. one at each end would be ok.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes prefer more permanent lane narrowing, ok for these to stay in the mean time but try to reduce clutter</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Was not ideal timing with the construction going on but I think it was positive overall. Supportive of doing more trials like this, especially if they can be done cheaply.</p>	Jono de Wit
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14589	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's great to have more outdoor spaces not associated with paid venues.</p> <p>Outdoor dining: Keep it It's nice to have cities where people can enjoy being outside</p> <p>The ability to easily close the street for events: Keep it It makes the city vibrant</p> <p>Wāhi Taiao, Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Keep it Plants beautify the space and seating options are accessible and provide space for people to enjoy the CBD</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Makes me feel safer on my bike and more likely to walk/cycle to commute</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It's great! Do more of them :)</p>	GD
14622	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Creates more social space, seating, calms traffic</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it Looks nice and reinforces that this is not a "normal" road for cars</p> <p>Planter boxes throughout the street: Keep it Increases greenery and calms traffic</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I travel into town to visit the library with my 2 year old, calming traffic makes it safer and more pleasant to walk around the cbd</p>	Bradley Moorfield

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14624	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's great to have somewhere to sit outside near a series of recreational destinations (Turanga, theatres, New Regent St)</p> <p>Outdoor dining: Keep it We need more outdoor dining spaces in Christchurch. Dinign outdoors is greart. Even in winter. We have relatively little rain and many sunny days, let's take advantage of them.</p> <p>The ability to easily close the street for events: Keep it Streets shouldn't just be for transport, and usually prioritised cars. They can, and should be, for activities, recreation, shows etc</p> <p>Wāhi Taiao Keep it Of course. Its great to have places for outdoor perfomance. We need to support the Arts. This is a great addition.</p> <p>Footpath and road painting: Keep it So cool. Slows traffic and brightens the place up</p> <p>Planter boxes throughout the street: Keep it Plants, seats and slwo traffic. Why would you not want more.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it We have to make out city more pleasant for active modes.</p> <p>Speed limit reduction to 10km/h: Keep it Absolutely. We have to make out city more pleasant for active modes. Totally fits with the evidnce from salvador Rueda's recent talk about 10kmh speed limits creating calm spaces.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Some vehciles going too fast still. But hopefully the more streets we do this on it will become more normalised.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The whole thing is great. We need more. Maybe make it one way</p>	Simon Kingham
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14635	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Even though i drive around the city, as well as walk, i support changes to slow & calm traffic, especially in designated areas. This section of Gloucester St is not part of a main thoroughfare, and taking a few seconds longer to drive it is nothing</p> <p>Outdoor dining: Keep it Having outdoor dining areas immediately says 'this is a people friendly space; stop and rest a while, chat, eat, drink, be social'. i love that</p> <p>The ability to easily close the street for events: Keep it This is a great idea; it is only used when necessary, and provides a safe space for outdoor social and entertainment activities</p> <p>Wāhi Taiao: Keep it The more ways there are to use the spaces, the more they will be used.</p> <p>Footpath and road painting: Keep it It's colourful and cheerful, and makes the different use of the space obvious</p> <p>Planter boxes throughout the street: Keep it Street seating and gardens, what's not to like??</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it It is such a brilliant use of this small section of Gloucester St; with all the theatres, Tā«ranga, trams, hospo, New Regent St etc slowing vehicles is great. You can still drive if you want to; you just have to slow down</p> <p>Speed limit reduction to 10km/h: Keep it It's a tiny section of one road; it makes almost no difference to driving it; and makes a huge difference to everyone else using the space</p> <p>The use of speed cushions to bring speeds down: Keep it It's a good reminder to a driver to slow down and be careful; i drove this area last weekend, it was fine</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it As above. People have to get used to the fact that the city streetscape is NOT just for vehicles and drivers; it is a shared space. This section is a tiny part of the city road network; drivers will adapt.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Not really. as always, having to keep an eye out for vehicles emerging from driveways, parking spaces etc</p>	Linda Keall
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14638	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I fully support the changes that have been made. Reducing the number of cars and the speed they travel at makes the central city much more appealing to spend time in. I feel safer, more at ease and can enjoy myself without the noise and "busyness" of cars.</p>	Helen Reddecliffe
14651	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Cos people socialize</p> <p>Outdoor dining: Keep it It's nice when a bit of sun comes up</p> <p>The ability to easily close the street for events: Keep it Why not, if it helps for more activities in town , all good</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Not wide enough to be shared.</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Nope</p>	Admira

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14676	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Make the space more intentionally closed off and cyclist/ pedestrian friendly. Perhaps furniture could be moveable in order to facilitate heavier traffic but also be well suited when the street is closed off?</p> <p>Outdoor dining, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don’t know/not sure</p> <p>The ability to easily close the street for events: Keep it This is what makes a city fun to exist in.</p> <p>Wāhi Taiao, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>Footpath and road painting: Keep it It's fun. All these things help make this place nicer to exist in.</p> <p>Planter boxes throughout the street: Keep it Plants add beauty</p> <p>The use of speed cushions to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Ben Keimpe Rinnaert hofmans
14679	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Inviting</p> <p>Outdoor dining, Wāhi Taiao: Don’t know/not sure</p> <p>The ability to easily close the street for events: Keep it Great for connecting people</p> <p>Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Don’t know/not sure</p>	Jo Glendinning

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14693	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Wāhi Taiao, The use of speed cushions to bring speeds down: Keep it</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it This is *really* good and makes the city feel more lively/active.</p> <p>Footpath and road painting: Keep it I can't explain it, but for some reason it makes it feel much nicer to walk around there. It's visually appealing.</p> <p>Planter boxes throughout the street: Keep it Above all else, please keep these. The traffic calming they do works *really* well. It's felt more accessible to walk around this area with my family since they've been added. As a bonus, they're also visually appealing.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Close this off to drivers similar to Cashel and New Regent streets.</p> <p>Speed limit reduction to 10km/h: Make some changes Close off to drivers as answered previously. The limit is not nearly as effective as the traffic calming measures like lane narrowing, planters, concrete benches, and speed cushions.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Please, please, please keep this. Again, it makes it so much nicer to walk around this area with my family.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Drivers</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please consider making this street closed to drivers like New Regent and Cashel. It connects directly to New Regent and has an entrance to the library on it, so there is a lot of foot traffic in this area. My family and I live in the CBD and frequent Tākara. We generally avoided using Gloucester because it felt like a street that was designed to be against walking, but the street has felt much more open during this trial. Not only do we feel safe walking around there, but we also actively enjoy using the area now. Ironically, "closing" a street makes it feel much more open and lively. I hope you trial this with more streets in the CBD.</p>	Derek Perrin
14706	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Stephanie Koviessen

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14707	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it With the library, event centre, theatre and food outlets this area is great for creating a fantastic pedestrian zone.</p> <p>Outdoor dining: Keep it Helps generate the vibrant atmosphere the city needs</p> <p>The ability to easily close the street for events: Keep it With the library, event centre and theatres pedestrian only would be great</p> <p>Wāhi Taiao, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>Footpath and road painting: Make some changes Do the whole street</p> <p>Planter boxes throughout the street: Make some changes Use a more attractive and permanent design</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes No vehicles access unless delivery would be best</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Don't need because you should ban vehicles</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? If you going to do it, do it right. Make it pedestrian only and ban vehicles.</p>	Mark Scully
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14708	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Don’t know/not sure It'll take more than furniture for strangers to socialize with each other.</p> <p>Outdoor dining, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it More events = more cultural development</p> <p>Wāhi Taiao: Keep it Cultural development</p> <p>Footpath and road painting: Keep it Aesthetics = Happy, activated minds</p> <p>Planter boxes throughout the street: Keep it Aesthetics & Nature benefits</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Incentivise public transport/cycling/walking.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	David Cooper
14709	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Wāhi Taiao, Footpath and road painting, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it The area around New Regent St / Tūranga is already a pedestrian hub. Once the Court Theatre is complete, there will be even more foot traffic in that area, and more opportunities for outdoor events like Morning People, or shows presented by the Court</p> <p>Planter boxes throughout the street: Keep it If the street is going to be pedestrianised, it needs features that discourage vehicles from going too fast (ie narrowing the road). Planter boxes are a no brainer that achieve this while looking good. Add more even!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Just make it a zone like Cashel - primarily pedestrian / cycling, but with ability for vehicles to enter for deliveries / maintenance etc. If it's going to be pedestrianised to the level it is now, it's already useless as a thoroughfare. So go all the way</p> <p>The use of speed cushions to bring speeds down: Make some changes As per previous answer, pedestrianise it even more like Cashel st, then the speed cushions won't be necessary. If it is to remain as is then I agree with keeping them</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No - it felt great to be able to walk on the road between New Regent and the Library without worrying about traffic</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please keep it!</p>	Rosie Muir

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14710	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's awesome</p> <p>Outdoor dining: Keep it Street events are great</p> <p>The ability to easily close the street for events: Keep it Good to champion the arts</p> <p>Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Keep pedestrianing as much of the cbd as you can. It's brilliant.</p>	James Brooks
14711	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Nice to see people using it to enjoy their lunch breaks when working in the city</p> <p>Outdoor dining, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it Safer for pedestrians, could look to host future outdoor events like markets or bigger events for the buskers festival</p> <p>Wāhi Taiao, The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>Footpath and road painting: Make some changes The orangey colour has been ruined by car/tyre marks and looks dirty</p> <p>Planter boxes throughout the street: Make some changes Harder for pedestrians to be able to look down the street and check for cars</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Needs to be some access for cars/taxi etc for picking up and dropping off patrons to Gloucester and New Regent St, accessing car parks however the ability to use the street as a thoroughfare for cars should be limited</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Drivers were unpredictable if they weren't sure about the obstacles</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I wish it had gone ahead with the original pedestrian plan</p>	Anna-Marie Rohs

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14713	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Don't know/not sure Are they comfy?</p> <p>Outdoor dining: Keep it Great in warmer months, kinda like Bruges</p> <p>The ability to easily close the street for events: Keep it So that it's easy to do</p> <p>Wāhi Taiao: Make some changes Just call it the outdoor stage, or give it a cool name</p> <p>Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Make some changes As long as they don't look tacky and temporary</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes No cars</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Irrelevant if no cars</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Just make that section full no-cars, don't half ass it. Make everything look permanent and intentional Really everything inside of the square created by the one way street system could be no-cars, plus the zone around the arts centre expanding to Hagley park</p>	Phillip Anderson
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14714	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It creates an ambiance that encourages people to linger in the city.</p> <p>Outdoor dining: Keep it Love outdoor dining when the easterly isn't going off!</p> <p>The ability to easily close the street for events: Keep it Events are so important to get people into the central city who wouldn't usually venture out of the suburbs.</p> <p>Wāhi Taiao: Keep it Some things are valuable that aren't financially quantifiable. This is one of them.</p> <p>Footpath and road painting: Keep it It's pretty and why not?</p> <p>Planter boxes throughout the street: Keep it Plants and places to sit make for good vibes.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please make this as special a place as possible by keeping the current changes and making it more pedestrian/cyclist friendly. I visited Amsterdam last year and I wish Christchurch would look to them for ideas of liveable city spaces.</p>	Eleanor Rice
14715	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes No cars are necessary. Breathe life into this area.</p> <p>Speed limit reduction to 10km/h: Make some changes No cars</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it No cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Sam McStay

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14717	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Leave the streets alone and stop wasting money. Maintain the infrastructure, that is your only job. Stop trying to shape society.</p> <p>Outdoor dining: Get rid of it It doesn't work in chch. Weather doesn't suit.</p> <p>The ability to easily close the street for events: Get rid of it Streets need to be reliable for transportation. Want to walk, go to the park.</p> <p>Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Stop spending our money on this garbage.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Are there any aspects of the trial or implications that you would like to comment on? Stop spending our money on this garbage.</p>	Brad Rush
14719	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The use of speed cushions to bring speeds down: Keep it Required or people ignore slower speed zones</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? This is an awesome initiative that brings more energy and joy to the central city and particularly this part of the city. Ideally these would be expanded across more of the central city!</p>	Jeremy Ditzel
14720	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Cameron Miller

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14721	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I think the more social and encouraging the more diversity will thrive.</p> <p>Outdoor dining, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h: Keep it</p> <p>The ability to easily close the street for events: Keep it I think the street should be closed to cars permanently. Allow a way for people with disabilities to be dropped off or picked up, but besides that closed to 2 wheel vehicles. Speed limit staying at 10KM</p> <p>Wāhi Taiao: Keep it More music and opportunities to show off local talents.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Change it to no access for cars.</p> <p>The use of speed cushions to bring speeds down: Make some changes With no cars or cars that are just giving access to people with disabilities, you wouldn't need them anymore.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don't know/not sue</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Just when cars were around, they felt out of place when there and that is a good thing.</p>	Tyler Gaisford
14722	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Brendan Evans

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14723	<p>Furniture on the street for relaxing, eating, socialising and watching performances, The ability to easily close the street for events, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Outdoor dining: Keep it It’s an extension of New Regent and creates a great atmosphere for people traveling through these spaces. Also being able to eat outside with out the noise or pollution of traffic is excellent and would encourage me to visit these places more.</p> <p>Wāhi Taiao: Keep it I have seen it being used and looked like the kids were enjoying it. We want third spaces where people can come together and share experiences safely . These spaces are positive for Christchurch</p> <p>Footpath and road painting: Keep it Gives texture and colour to the street making it more vibrant and visually interesting. Again these kinds of changes will bring people and tourist into the city</p> <p>Planter boxes throughout the street: Keep it More greenery is helpful for many different reasons but aesthetically and environmentally is positive.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? See previous comments.</p>	kari Prendergast
14724	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Slows cars and creates a good people centred environment</p> <p>Outdoor dining: Keep it Because it’s not 1970’s. Adds to street vibrancy and safety</p> <p>The ability to easily close the street for events, Wāhi Taiao, Speed limit reduction to 10km/h: Keep it</p> <p>Footpath and road painting: Keep it Why not?</p> <p>Planter boxes throughout the street: Keep it Slows cars and creates a people centred place in an area where there is often a lot of people. Seems common sense</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Remove cars. The road serves no purpose for cars</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it If vehicle traffic is staying. Needed to keep speeds slow</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Vehicle speeds. Especially given the road doesn’t go anywhere</p>	Jonathan Gregg

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14725	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it nicer space than it used to be</p> <p>Outdoor dining: Keep it activates the street more for people</p> <p>The ability to easily close the street for events: Keep it street events bring life to the city</p> <p>Wāhi Taiao: Keep it more venues are good for people visiting the city</p> <p>Footpath and road painting: Keep it honestly why would you get rid of them? There are no downsides and they look nice.</p> <p>Planter boxes throughout the street: Keep it good signal to people to say you are welcome in this space</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes less cars, more people. Should only be service vehicles and public transport.</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? cars not respecting pedestrians or the speed limit</p> <p>Are there any aspects of the trial or implications that you would like to comment on? We need a focus on people over cars.</p>	William Stewart
14726	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Make it fully pedestrian except for delivery/service vehicles</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Make it fully pedestrian except for delivery/service vehiclesa</p>	Roman Shmakov

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14727	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it it's nice being able to just sit down, relax, enjoy</p> <p>Outdoor dining: Keep it it's safer in terms of living in a pandemic but also just a nicer way to enjoy food when the weather is good</p> <p>The ability to easily close the street for events: Keep it it is so much nicer and safer not having to worry about being hit and killed by someone when I'm just trying to have a good time</p> <p>Wāhi Taiao: Keep it we need more creative spaces!! it's beautiful when the weather is good</p> <p>Footpath and road painting: Keep it it looks nice!! it always improves my mood being able to enjoy spaces that aren't just grey and sad</p> <p>Planter boxes throughout the street: Keep it greenery is good!! it makes me happy being able to sit and relax and enjoy living things</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes get rid of cars!! you don't need to be driving a private car in the city centre like this</p> <p>Speed limit reduction to 10km/h: Keep it it's so much safer and quieter for all the other people around</p> <p>The use of speed cushions to bring speeds down: Keep it drivers don't actually obey slower speed limits, you need to force them</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it drivers need things to force them to slow down</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? We need more pedestrian and cycle friendly roads. We need to create spaces for people, not for cars. Our cities should be made for people, not cars. It makes it so much more pleasant to be in, and so much safer.</p>	Jackson Wright
14728	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Get rid of cars unless they are service vehicles.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars still using the space.</p>	Krystal Boland

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14729	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's nice to have a spot to socialise with friends.</p> <p>Outdoor dining: Keep it I love eating outdoors!</p> <p>The ability to easily close the street for events: Make some changes This street should be permanently closed to cars.</p> <p>Wāhi Taiao, Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Keep it Greenery improves everything</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Cars should be fully banned.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Cars should be fully banned.</p>	Connor Reich
14730	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Make it pedestrian only. Streets like this thrive as pedestrian only spaces. Cities need to be for people, not cars.</p> <p>Speed limit reduction to 10km/h: Make some changes Get rid of the cars. Make it pedestrian only. Streets like this thrive as pedestrian only spaces. Cities need to be for people, not cars.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please get rid of cars. There is no need for cars within the city centre. The city would thrive on a pedestrian-based inner city experience</p>	Jack Mackenzie

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14731	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>Outdoor dining, Wāhi Taiao:: Don’t know/not sure</p> <p>The ability to easily close the street for events: Keep it Actually no cars would be best</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes No cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Erratic driving, trying to cross near Parked cars</p>	Jessica Rodda
14732	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>The ability to easily close the street for events: Make some changes Make it permanently closed to cars. 100% pedestrian traffic</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes No cars. Pedestrians and cyclists only</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes No cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Mike Fulcher

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14735	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Fine if you get rid of all motorised traffic</p> <p>Outdoor dining: Don’t know/not sure</p> <p>The ability to easily close the street for events, Wāhi Taiao: Keep it Makes perfect sense, you have court theatre, library, Isaac royal theatre etc</p> <p>Footpath and road painting: Keep it Looks great</p> <p>Planter boxes throughout the street: Get rid of it Gets in the way of cycling</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Get rid of cars</p> <p>Speed limit reduction to 10km/h: Make some changes Too slow . 15 k is better</p> <p>The use of speed cushions to bring speeds down: Keep it Obvious</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Get rid of planter boxes. Or make them smaller</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes the planter bixes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Keep it apart from cars. Maybe cars from Manchester st as far as the press building. Not from Colombo</p>	Tom Atkins
14736	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It creates a beautiful environment</p> <p>Outdoor dining: Keep it It's a lovely place to spend time</p> <p>The ability to easily close the street for events: Keep it There are plenty of other streets to drive down</p> <p>Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Drivers not respecting other users of the area</p>	Simon Fitchett

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14737	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Thomas Miller
14738	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It creates interest</p> <p>Outdoor dining: Keep it It's nice to sit outside</p> <p>The ability to easily close the street for events: Keep it Safer</p> <p>Wāhi Taiao: Keep it It's inclusive</p> <p>Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Keep it Creates green space</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes More pedestrian friendly over car</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Even more could be done - especially with planter boxes of appropriate native species</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? If drivers didn't appear to care or are just not interested in abiding to the testeictions</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Make it more pedestrianised</p>	Patrick Lees
14739	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting: Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Remove unnecessary cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Daniel Tredinnick

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14740	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it This makes the area more welcoming to people out and about, eating and socialising</p> <p>Outdoor dining: Keep it I am very keen on outdoor dining, especially as COVID-19 is still around in the community</p> <p>The ability to easily close the street for events: Keep it Events are a big positive for the vibe of the city</p> <p>Wāhi Taiao: Keep it Spaces for peromances add to the vibrancy of the area</p> <p>Footpath and road painting: Keep it Looks good</p> <p>Planter boxes throughout the street: Keep it Adds to the attractiveness, and deters motorists from treating the area like a highway</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I would favour making the area for pedestrians, cyclists and scooters etc only, without motor vehicle access. This would improve safety and make the area more comfortable for pedestrians.</p> <p>Speed limit reduction to 10km/h: Make some changes I would favour removing access for motor vehicles altogether</p> <p>The use of speed cushions to bring speeds down: Make some changes If there were to be motor vehicle access, then keep it. But I would favour removing access for motor vehicles altogether</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes If there were to be motor vehicle access, then keep it. But I would favour removing access for motor vehicles altogether</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I would favour removing access for motor vehicles altogether</p>	Andrew David Martin
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14741	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Places to sit and rest, maybe eat lunch make for a much nicer city. I remember living in Auckland and thinking it was pretty shit you could only sit inside or around Aotea square</p> <p>Outdoor dining: Keep it Makes the area feel lively and open, draws people in to eat at these places if the foods looks / smells good. Seeing people enjoy themselves brings more joy and sense of community over not seeing people unless you commit to entering a building.</p> <p>The ability to easily close the street for events: Keep it Really cool having little events in an open space like this, makes the city feel alive</p> <p>Wāhi Taiao: Keep it Awesome to have a lively city with performances to enjoy - especially when you had no knowledge it was going to be happening and stumbled in to a great show</p> <p>Footpath and road painting: Don't know/not sure I like it, but it could be more colourful / have more design that a flat colour in the shade of dry dirt</p> <p>Planter boxes throughout the street: Make some changes I love more greenery, I'd suggest going further - in areas where planter boxes wouldn't be moved for events, make permanent strips of greenery to add some shade, taller trees, more greenery etc. Seems a bit sad if they're all temporary small and isolated</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Remove drivers, the space doesn't need cars - there are plenty of other roads through the city and the traffic here is already pretty minimal. I don't see why this space would need to be open for cars beyond event set up / unloading / deliveries</p> <p>Speed limit reduction to 10km/h: Make some changes As above, remove cars. Just pedestrians, bikes, scooters, skateboards etc. but maybe keep or reduce the limit as electric bikes / scooters / skateboards can go slower in this area</p> <p>The use of speed cushions to bring speeds down: Get rid of it removes cars, no need for speed bumps, otherwise keep it to ensure speeds are reduced</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Remove cars, no need for bollards, opens the space up more. they're more of a nuisance to pedestrians anyway</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? not really, but knowing cars sometimes appear feels a little unsafe</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please remove car usage, I usually drive to the city, but city centres are made to walk around when you're in them. We need more pedestrian areas and this is a great start. For the last few years my favourite areas have always been the ones cars do not have access to (beyond loading / deliveries). More of this, and make them pedestrian exclusive like riverside etc. Also it increases businesses and interactivity by a lot. If people drive, they aren't stopping to explore. If people walk, people are far more likely to explore, enter businesses, and feel like they're in a city rather than that area where driving is slower.</p>	Rory Evans Fee
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14743	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Planter boxes throughout the street: Make some changes Add more</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes No cars</p> <p>Speed limit reduction to 10km/h: Make some changes</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure</p>	Reuben
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14744	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Encourages use of space, gets people outdoors, makes the area vibrant, and will eventually feel like a continuation of the new regent street vibe. Could even call it the New Regent St Precinct, or the theatre precinct, arts and literature precinct (A&L).</p> <p>Outdoor dining: Don’t know/not sure I’ve not actually dined there so I can’t speak as a user of it.</p> <p>The ability to easily close the street for events: Make some changes Just pedestrianise it from Manchester to Colombo. It doesn’t need traffic, there was hardly any before anyway.</p> <p>Wāhi Taiao: Make some changes Keep it, make it look more permanent though.</p> <p>Footpath and road painting: Keep it It just looks cool.</p> <p>Planter boxes throughout the street: Keep it Plant more - definitely needs way more greenery esp with Te Pae there. Pre quake the view up Gloucester was to the river, trees, now itâ€™s just a wall. It is desperate for decent planting to be done, to soften the view & to provide shelter on hot days.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Pedestrians & cyclists only.</p> <p>Speed limit reduction to 10km/h: Don’t know/not sure Remove cars altogether</p> <p>The use of speed cushions to bring speeds down: Don’t know/not sure Not needed if no cars</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Keep them but still lose the cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars. It’s a part of town that lends itself to being pedestrianised, it FEELS like it is.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Great trial, early morning raves should be a regular thing. Gloucester street has always been a special part of town, the theatre Royal, Library, New Regent st - I feel like it could be a really neat wee area again.</p>	Alaana George
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14745	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Beneficial for pedestrians to relax as well as local workers wishing to eat their lunch outside of their place of work.</p> <p>Outdoor dining, Footpath and road painting: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it The street is not an essential thoroughfare for vehicles.</p> <p>Wāhi Taiao: Keep it Perfect low-cost space for small scale performances.</p> <p>Planter boxes throughout the street: Keep it More!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Why should vehicles need to use it? Completely pedestrianise it.</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it The street should be completely pedestrianised.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Great endeavour by CCC. Completely pedestrianise it for the sake of theatre goers.</p>	Vito Strati
14746	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Makes for an interesting streetscape</p> <p>Outdoor dining, The ability to easily close the street for events, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Robert Fletcher
14747	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Jacob

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14748	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It gives the street a purpose for pedestrians, other than just a throughfare.</p> <p>Outdoor dining, Wāhi Taiao, Footpath and road painting: Keep it</p> <p>The ability to easily close the street for events: Keep it It provides another space for performances, which works well with it being outside the new court theatre</p> <p>Planter boxes throughout the street: Keep it We need more greenery in the city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes It should be pedestrianised like parts of Oxford Terrace, only allowing service vehicles if needed.</p> <p>Speed limit reduction to 10km/h: Keep it It makes it safer for pedestrians and cyclists.</p> <p>The use of speed cushions to bring speeds down: Make some changes Maybe replace them with raised pedestrian crossings, so that it looks better and is more permanent</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Lane narrowing is a crucial way of having drivers slow down and stick to the speed limit</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Jarred Bowden
14749	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down: Make some changes</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Only if one way, so go one way only</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Joseph Shaw

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14750	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it More inviting to pedestrians</p> <p>Outdoor dining: Keep it adds a nice feel to the area</p> <p>The ability to easily close the street for events: Keep it more events in the city are good</p> <p>Wāhi Taiao: Keep it more events are good</p> <p>Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes why not make it pedestrian/cyclist only?</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Tom Varley
14752	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Jeremy Lynn
14755	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Caralyza Edwin

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14757	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Good vibes, that city needs more spaces for sitting/taking a break outdoors</p> <p>Outdoor dining: Keep it Good vibes, this is very inviting and is especially evident when travelling abroad to see how it is implemented overseas</p> <p>The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Should be pedestrian/cylists only. Cars can drive along other roads. Should only be available for use for utility/emergency vehicles</p> <p>Speed limit reduction to 10km/h: Make some changes Should be 10km/h for now, but eventually remove access to cars entirely</p> <p>The use of speed cushions to bring speeds down: Make some changes Keep for now, but eventually remove access to cars entirely</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Keep for now, but eventually remove access to cars entirely</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Nope</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Amazing work! Christchurch is really coming alive, and I'm proud to say that I live here. Pedestrianising the city centre and broadening public transport options seems like the future. These aspects are what make other cities abroad so appealing, and I'm glad we are making steps towards making it a reality here as well.</p>	Jonathon Lai
14758	<p>Furniture on the street for relaxing, eating, socialising and watching performances, The ability to easily close the street for events: Keep it</p> <p>Outdoor dining: Keep it Makes the city more interesting & brings people into the city. Improves safety by having more people around</p> <p>Wāhi Taiao: Keep it Cool feature - something different for the city</p> <p>Footpath and road painting, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don't know/not sure</p> <p>Planter boxes throughout the street: Keep it More greenery in the city makes it more inviting to visit</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it a good area to have more of an outdoor mall feel</p> <p>Speed limit reduction to 10km/h: Keep it Needed for pedestrian safety in this shared space</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Eric Ackroyd

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14761	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Wāhi Taiao, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it</p> <p>The ability to easily close the street for events: Keep it All of this is in keeping with the vibe of arts precinct and encourages people to interact</p> <p>Footpath and road painting, Planter boxes throughout the street: Keep it Makes it a more welcoming people space</p> <p>Speed limit reduction to 10km/h: Keep it Cars should be lowest priority and slow speeds help drivers look out for others</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure Don't think they're necessary</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Think this works better than speeds bumps. More visually calming for all.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No but still have to watch our for drivers. I think it's fine to have them for necessary access but should be discouraged as there are other roads to use instead.</p>	Katherine Pedley
14762	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it Start by closing it and nearby street severy weekend</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting: Make some changes</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Don't allow cars at all</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars going faster than the limit, it felt narrower than before</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The street should be closed to cars and used for walking, extend it through to the square and library</p> <p>One temporary solution could be to close it and nearby streets and make an event of it . Take inspiration from https://e.vnexpress.net/news/places/hanoi-old-quarter-pedestrian-space-to-open-throughout-new-year-holiday-4693574.html</p>	Matt Jones

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14764	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it after walking along Glouster st today they gave me the impression that they were just plonked just anywhere. In fact looking down Glouster St from both ends the whole now looks like an eyesore</p> <p>Outdoor dining: Get rid of it the only time that it would be used is when something is on at Lady Issac theater</p> <p>The ability to easily close the street for events: Get rid of it Do you really think by closing the road and having events will revitalize Glouster St</p> <p>Wāhi Taiao: Get rid of it It looks like something that you would have in your backyard. It is small and looks really cheap</p> <p>Footpath and road painting: Get rid of it It does nothing to enhance the area. Put it simply it an eyesore. What about the cost in having to repaint when it fades</p> <p>Planter boxes throughout the street: Get rid of it They look as though they have been placed wherever</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Because it is access road that services business</p> <p>Speed limit reduction to 10km/h: Get rid of it Because it is a pile of bull shit that we have all these roads that have reduced speed limits. Because we must make these streets safer for pedestrians how about these people take responsible for themselves.</p> <p>The use of speed cushions to bring speeds down: Get rid of it What it the point of having these when the speed limit is 10 km/h</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it As you turn Into Glouster St the first thing that you see is planter box stuck in the middle of the road. Yet the council goes on about safety. It nothing but a joke</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? speed bumps, planter boxes placed in the middle of the road, narrowing the street by placing objects on the road</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think that I have made it quite clear that it not safe and that it's an embracement to this city when you have visitors staying at the hotel and they are able to look down and view the street from above and see the mess that this council has created. The problem is that the council will tell us that is it a success and it will stay. When in fact a lot of people that I have spoken to have said that it a complete waste of money. Unfortunately, they don't voice their concerns as they know that it is waste of time. Unfortunately I have to agree with them. Why? Recently we have heard that the main concern that people have is speedbumps and the cost, yet the community boards have given us the two fingered salute by stating that these projects are going ahead because we have to make it safe for children. They are playing on peoples emotions nobody wants children being hurt. My observation is that most people uses Armagh St as that is were the parking is and walk down to New Regent St. The number of times that I have travelled along Glouster St I would have seen a few people. The most that I have seen was outside the hotel despite Lady Issac theater was open</p>	Kyle Haskell
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14765	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it There are not enough nice places to stop by, rest and have a snack and a chat with friends while in that area</p> <p>Outdoor dining: Keep it Chch needs more outdoor dining spaces. It boosts the atmosphere on the evenings</p> <p>The ability to easily close the street for events: Don't know/not sure Close it to traffic only</p> <p>Wāhi Taiao, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Don't know/not sure Cool idea, but only if the area does not get converted back to allow traffic through. Otherwise extra \$ and time will be required to get rid of everything so as not to confuse traffic</p> <p>Planter boxes throughout the street: Make some changes Plant more trees</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Pedestrians & cyclists only</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars driving around. There isn't enough space to accommodate both cars AND pedestrians.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It should be a pedestrians only area</p>	Denisa
14766	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Looks more relaxed. But leave a space for people to be able to walk comfortably both ways.</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Have a cycle area. Cyclists are annoying as a pedestrian</p> <p>Speed limit reduction to 10km/h: Get rid of it No cars allowed</p> <p>The use of speed cushions to bring speeds down: Keep it If having cars, yes. And lots</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The amount of people that walk here. Especially in a Saturday etc</p>	Evie Sefton

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14767	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Don’t know/not sure</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Liam Fitzpatrick
14768	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Add more! It's good stuff.</p> <p>Outdoor dining: Keep it Vitalizes the street!</p> <p>The ability to easily close the street for events: Keep it Events are fun!</p> <p>Wāhi Taiao, Planter boxes throughout the street: Keep it It's good</p> <p>Footpath and road painting: Make some changes Make it clearer that cars need to slow.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Just turf the cars?</p> <p>Speed limit reduction to 10km/h: Keep it This area can't work without this.</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Also needed.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Do more of these</p>	Joel Porgand
14769	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Ezekiel Haggart

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14770	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Make some changes Solidify with more texture (built in to the street) not painted o</p> <p>Planter boxes throughout the street: Make some changes</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Bike first, cars second (during the day only). Extend the bike path to connect through the city and the cath square</p> <p>The use of speed cushions to bring speeds down: Make some changes Hazard for road bikes, if delivery or drop of only shouldn't be a problem</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The layout was confusing. The contrustuction on the street didn't help.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? More accessible for bikes</p>	Felix Carroll
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14771	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Makes it inviting and friendly</p> <p>Outdoor dining: Keep it Makes it feel European</p> <p>The ability to easily close the street for events: Keep it This is great for people wanting to hang around</p> <p>Wāhi Taiao: Keep it Invites creativity</p> <p>Footpath and road painting: Keep it Has a kiwi feel</p> <p>Planter boxes throughout the street: Keep it Grow food for sharing</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Although would like it to be cut off to traffic</p> <p>Speed limit reduction to 10km/h: Keep it Encourage more foot traffic</p> <p>The use of speed cushions to bring speeds down: Keep it Again for foot traffic</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it We want people walking</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars being aggressive because they didn’t like it</p> <p>Are there any aspects of the trial or implications that you would like to comment on? The more people friendly the better, like the cashew mall “strip”™</p>	U
14773	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Good place for people to relax, and creates a more social atmosphere in the city</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	William Ayrey

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14774	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it it had a nice vibe. something diffrent and made for a good loctaion to meet</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Make some changes</p> <p>Planter boxes throughout the street: Keep it more plants!! they look pretty</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes maybe try and get a bit of a bike zone?</p> <p>Speed limit reduction to 10km/h: Make some changes needs more bumps due to people speeding</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? the cyclists got close to me when walking to avoid cars</p>	Em
14776	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Having seats encourages people to stay, cities for people not car</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Delivery vehicles only</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Love the murals</p>	Rachel Haselden

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14777	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's a short street that basically goes nowhere important for general public use, and there's almost no onstreet parks. New Regent St is also pedestrianized and that's great! It would also create a pedestrian corridor from the Terrace to New Regent Street</p> <p>Outdoor dining: Keep it Because it's nice to eat outside in the summer and makes the city feel more like a space for people as opposed to a place for cars to drive around.</p> <p>The ability to easily close the street for events: Keep it Yes because events are good and they bring money in that supports surrounding businesses</p> <p>Wāhi Taiao: Keep it What harm does it do to keep it? Oh god we have to move these 2x4s and some corrugated steel to set it up somewhere else. Don't get rid of it just for the sake of it.</p> <p>Footpath and road painting: Keep it Would be cool to add some (appropriate) Maori equivalents (not Maori so can't suggest any). The NIMBYs who are mad about 50 meters of road being pedestrianised will complain though.</p> <p>Planter boxes throughout the street: Keep it Look at the picture above. Does it look like that road goes anywhere? Is there any parking on it? Stop giving in to car owners who are moaning even though I guarantee 75% of them will never use that part of G street in their life.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Car focused people absolutely hate sharing the world with pedestrians, and there is always a few that will not drive safely down any road that is a "Shared Zone".</p> <p>Speed limit reduction to 10km/h: Make some changes Won't need a speed limit if you don't allow vehicles (aside from commercial between certain hours) down the road ;)</p> <p>The use of speed cushions to bring speeds down: Make some changes Make them a couple feet high, out of concrete, add some retractable bollards, and arrange them in a way that means cars can't drive down the street.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it No need to bring speeds down if you don't allow cars on that tiny section of Gloucester street</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No. Removing cars I actually felt safer in that part of town, knowing that the likelihood I could be run over crossing the street is greatly diminished due to not allowing cars down Gloucester Street</p> <p>Are there any aspects of the trial or implications that you would like to comment on? If you're going to pedestrianize that you may as well do it to Worcester Boulevard as well (I know it's basically pedestrians, taxis, and the tram at the moment, but just blocking it off from general public cars would be great I'm not a clever man, or particularly knowledgeable about roads and stuff, but there don't appear to be any substantial downsides to pedestrianizing 250M of road in the city centre, surrounded by public venues.</p>	Alex Palfrey
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	<p>Let commercial vehicles go down there of course, but I don't think many people are going to be put out by having to drive up to Armagh street and go round, and the ones that are, are probably the same ones that complain about there being Maori language in official signs and that sort of thing.</p> <p>Please don't give in to the Car Centric majority that refuse to use any alternative transport or walk places. It's really frustrating as someone that doesn't drive to see measures taken to keep me safe rescinded and repealed. They've got all these other lovely roads to drive on, we can carve out a few small parts of the city for the people that don't/can't drive.</p> <p>Imagine having a market on Gloucester and New Regent Street every sunday or something, how cool would that be?</p> <p>Overall the trial is a cool thing and it would be good if say, Colombo St from Armagh to Tuam was pedestrianised</p> <p>There's basically 0 reason for it to be a main artery through the city.</p>	
14778	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes</p> <p>Currently feels too temporary, needs more thought to layout</p> <p>Outdoor dining: Make some changes</p> <p>The outdoor dining is a good idea but needs to be expanded. Would like to see food trucks invited.</p> <p>The ability to easily close the street for events: Keep it</p> <p>It's nice, makes new regent street feel more connected to rest of city.</p> <p>Wāhi Taiao: Make some changes</p> <p>Frankly, you need to attract more performers.</p> <p>Footpath and road painting, The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>Planter boxes throughout the street: Keep it</p> <p>Provides good traffic calming</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>It's a central city street, it should be shared.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Keeps drivers alert.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think Gloucester needs to have more going on there to make it a truly vibrant space. Currently it feels super empty and the pedestrianisation feels pointless. The needs to be an actual reason to go there which, aside from a few notable events, I think has been the biggest failure of this trial. If you pedestrianise an area, invite food trucks etc. to help make the area an actual destination.</p>	Callum Davidson
14779	<p>Furniture on the street for relaxing, eating, socialising and watching performances, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Outdoor dining: Don't know/not sure</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it</p> <p>Make it pedestrian only</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	John T

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14781	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it A great place to hang out before/ after events, if taking a break from conferences or library visit. People bring the place to life.</p> <p>Outdoor dining: Keep it People bring the place to life - creates a great atmosphere overseas and in New Reagent Street.</p> <p>The ability to easily close the street for events: Keep it Street events are a great buzz eg Lyttelton Market.</p> <p>Wāhi Taiao: Keep it Outdoor performances bring people together at no cost - brings life and culture to those who may not have the opportunity. Gives amateurs or community groups an opportunity.</p> <p>Footpath and road painting: Keep it Looks great and references nature.</p> <p>Planter boxes throughout the street: Keep it We need nature not concrete - softens the area to attract people, makes it pleasant to stay and play.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Reduce dominance of cars in this area is safer given the venues.</p> <p>Speed limit reduction to 10km/h: Keep it Safer for the increase in people around.</p> <p>The use of speed cushions to bring speeds down: Keep it Reduce speed for safety for pedestrians.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Highlights this is a shared space and slows traffic plus more pleasant environment.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No, just unsure of cars.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Beautiful art work!!!!!!</p>	Sharon Moreham
14787	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p>	Harry Mannering
14789	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Matt Coleman

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14791	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Having street furniture for people to relax in the sun and soak in the whatâ€™s happening is a great addiiton</p> <p>Outdoor dining, Footpath and road painting, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it Having the option for local artists and musicians to be able to perform and create, gives vibrancy back to the community - likewise to central business</p> <p>Wāhi Taiao: Make some changes Having power outlet would make it easier for people to use</p> <p>Planter boxes throughout the street: Keep it Provides atmosphere and gives greenery- some rubbish bins would be great so people stop dropping their trash/ciggie butts</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Helps keep people safe whilst they are exploring the area especially if there will be more events</p> <p>When using the street during the trial, was there anything that made you feel unsafe? A car drove on the pedestrian access between the car park and the grassed area. It would be great to have some pedestrian bars or rubbish bins installed I. The centre to stop them from doing it</p> <p>Are there any aspects of the trial or implications that you would like to comment on? We need more spaces like this in central city! Chch had such a vibrant culture pre quakes and itâ€™s brilliant that events like Morning people and the pop up music afternoon can happen. Being able to have something different to bring the kids to thatâ€™s warm and inviting really makes the community feel more connected. Particularly that we could walk over for an ice cream at rollicking or grab a drink at gin gin after.</p> <p>It would be great to have the grassed area as smoke free. There were several people smoking durries and using the rocks as an ashtray. They seem to be using it as a smoko space from the library. Although the people running the event did a good job of kindly asking them to leave.</p> <p>Also some rubbish bins would be fantastic</p>	Letitia Percy
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14792	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Nice to have an accessible outdoor space during lunch breaks</p> <p>Outdoor dining, Footpath and road painting, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it Keeps the city vibrant</p> <p>Wāhi Taiao: Don't know/not sure Full use of space will become clear once Court Theatre complete</p> <p>Planter boxes throughout the street: Keep it More plants in the garden city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Will be nice when theatres done</p> <p>Speed limit reduction to 10km/h: Keep it Lots of pedestrians and trams around</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please put something on the big grey wall of Te Pae at the end. Such a good spot for a mural</p>	Colin
14794	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes I love what has been done - please add more street furniture and make it more permanent. The street should be closed to traffic.</p> <p>Outdoor dining, The ability to easily close the street for events, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Wāhi Taiao: Keep it More outdoor performance spaces are great for the city! Please make this more permanent, covered, and with the ability to have amplification.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Make this a shared zone that is not a through road, similar to Oxford Terrace or Cashel Street. There is no reason for drivers of private vehicles to be on this street.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The treatments are not strong enough to discourage people driving cars to not do so unsafely.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please continue to make centre city and central suburb spaces like this one. The more pedestrianised spaces in the city, the better!</p>	Christopher Seay

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14795	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it There are plenty of public realm spaces for people to sit and enjoy. It doesn't make sense for people to be sitting on a road way on public furniture</p> <p>Outdoor dining, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>The ability to easily close the street for events: Get rid of it Roads are for the passage of vehicles. It is disruptive to traffic flow and travel times to have street closures. There are plenty of public realm spaces for public events - for instance, events can be held in Cathedral Square and Victoria Square</p> <p>Wāhi Taiao: Get rid of it This is on the street - there are spaces throughout the public realm in central Christchurch (for instance, Victoria Square and Cathedral Square) for people to perform. It is not necessary for performances to be on a road way</p> <p>Footpath and road painting: Get rid of it there are footpaths on each side of the road for the people to walk along. It is not necessary to make the road pedestrian. Additionally, the photo looks staged.</p> <p>Planter boxes throughout the street: Get rid of it These are dangerous and obstruct traffic flows. The will also obstruct emergency vehicles - it has been reported that a fire doubles in size every 30 seconds. To slow traffic in this way is dangerous and could cost lives due to slower response times</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it The proposal ignores travel times and traffic flows throughout the city. The traffic in the city and on Manchester St is congested at many times of the day. This will only add to travel times and discourage people from coming into the city</p> <p>Speed limit reduction to 10km/h: Get rid of it The proposal ignores travel times and traffic flows throughout the city. This will only add to travel times and discourage people from coming into the city</p> <p>The use of speed cushions to bring speeds down: Get rid of it The proposal ignores travel times and traffic flows throughout the city. This will only add to travel times and discourage people from coming into the city</p> <p>When using the street during the trial, was there anything that made you feel unsafe? es, people walking on the road without looking & having a complete lack of regard for traffic - its scary to be a driver on Gloucester St.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? These changes are contrary to the Central City Strategic Guidance “ Streets and Spaces Design Guide agreed between CERA, Christchurch Central Development Unit, Christchurch City Council and Te Runanga o Ngai Tahu after the earthquakes. Businesses and landowners made decisions based on that agreed document to invest following the earthquakes. To completely disregard the document in the manner proposed by the Gloucester St changes, creates uncertainty and erodes the confidence of businesses, landowners and investors in the Council and to invest further in the central city.</p> <p>This questionnaire has been designed to get a biased pre-determined answer. For instance, by using the word “Get rid of it” is negative and is designed to subconsciously choose that option. Additionally, there are no questions about travel times or impacts on surrounding streets. Also, there is no option at the outset for a Christchurch ratepayer/citizen. These decisions affect not only people who live, work or visit Gloucester St. They have a wider impact and affect the survey has been designed to disregard those impacts and it has been designed to get a pre-determined outcome. It is a clayton’s consultation.</p>	Tim Carter
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

	<p>All responses from staff at the Library should be disregarded – they are Council employees and should not be responding to a Council consultation process.</p> <p>This whole process has been a waste of ratepayer and taxpayer money. When ratepayers are facing a 13.5% increase in rates, projects like this should not be progressed. It shows a complete lack of respect for the ratepayers of Christchurch</p>	
14796	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I like it</p> <p>Outdoor dining, Wāhi Taiao: Keep it</p> <p>The ability to easily close the street for events: Make some changes Close the street to traffic permanently. There's no need for cars there</p> <p>Footpath and road painting: Keep it It adds some colour</p> <p>Planter boxes throughout the street: Make some changes add more</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes remove drivers and pedestrianise/cycle path only</p> <p>Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Remove the cars</p> <p>The use of speed cushions to bring speeds down: Make some changes Remove the cars and you won't need them</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Not really</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think we could successfully remove traffic from this street and keep it pedestrian/human powered transport only and it won't be impacting the</p>	Scott Daley

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14797	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>Outdoor dining: Keep it It works overseas on pedestrianised streets, nice in the summer</p> <p>The ability to easily close the street for events: Keep it Why not? It can be a unique street for the city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Keep it fully pedestrianised</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please pedestrianise this street, it helps give the city life. Cities are for people not cars!</p>	Shelby Moulin
14799	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? People walking on the road using their phone and not looking, it was dangerous. I could easily hit someone and it wouldnt be my fault because they just step out.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I dont believe this survey is a fair process. I believe the Council have already made up their minds and this is just ticking the box of 'consultation'. I believe this is a biased process</p>	Heidi Ireland

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14800	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes Make the whole thing more pedestrianised</p> <p>Outdoor dining: Keep it I love the overseas euro experience</p> <p>The ability to easily close the street for events: Keep it It's less of an impact when it does happen.</p> <p>Wāhi Taiao, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Make some changes Get ride of the road and pave it completely.</p> <p>Planter boxes throughout the street: Make some changes Have permanent plants, not just boxes.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Get rid of drivers completely.</p> <p>The use of speed cushions to bring speeds down: Make some changes Close it to cars and they won't be needed.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Cars</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Please pedestrianize more of the city.</p>	Thomas
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14806	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It makes the street look friendly. We need more friendly streets in the CBD. This is a good place to start.</p> <p>Outdoor dining: Keep it Outdoor dining is popular around the corner in New Regent Street and in most cities in the world. Why not here ?</p> <p>The ability to easily close the street for events: Keep it Some types of events lend themselves to being more successful if held on a street rather than inside, at a park, or at a large venue. Christchurch needs a street space that is very low in traffic counts, and looks casual. Good choice.</p> <p>Wāhi Taiao: Keep it Public space in our city needs to be more fun and spontaneous.</p> <p>Footpath and road painting: Keep it Looks good.</p> <p>Planter boxes throughout the street: Keep it Funky places to sit bring people together.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Perfect for a central area. If we are able to have balanced priority for all transport choices centrally, then there is hope for the rest of the city.</p> <p>Speed limit reduction to 10km/h: Keep it The concept won’t work otherwise. No point in even trying.</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Useful as a reminder to expect others will using the road too - it is not as though that block for Gloucester St is an essential thoroughfare. There are other choices.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Nothing that stands out, easy to slow down and take care until you get used to it.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Great initiative - thank you. You don’t hear people say they enjoy Christchurch because there is a lot of of moving traffic in the central city, but you do hear them (visitors in particular) say how interesting, pleasant and easy to walk , scooter and bike around the central city is.</p>	Robert Fleming
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14807	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it There are plenty of public realm spaces for people to sit and enjoy. It doesn't make sense for people to be sitting on a road way on public furniture</p> <p>Outdoor dining, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it</p> <p>The ability to easily close the street for events: Get rid of it Roads are for the passage of vehicles. It is disruptive to traffic flow and travel times to have street closures. There are plenty of public realm spaces for public events - for instance, events can be held in Cathedral Square and Victoria Square</p> <p>Wāhi Taiao: Get rid of it This is on the street - there are spaces throughout the public realm in central Christchurch (for instance, Victoria Square and Cathedral Square) for people to perform. It is not necessary for performances to be on a road way</p> <p>Footpath and road painting: Get rid of it There are footpaths on each side of the road for the people to walk along. It is not necessary to make the road pedestrian. Additionally, the photo looks staged.</p> <p>Planter boxes throughout the street: Get rid of it These are dangerous and obstruct traffic flows. The will also obstruct emergency vehicles - it has been reported that a fire doubles in size every 30 seconds. To slow traffic in this way is dangerous and could cost lives due to slower response times.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it The proposal ignores travel times and traffic flows throughout the city. The traffic in the city and on Manchester St is congested at many times of the day. This will only add to travel times and discourage people from coming into the city</p> <p>Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Get rid of it The proposal ignores travel times and traffic flows throughout the city. This will only add to travel times and discourage people from coming into the city.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? It is unsafe</p> <p>Are there any aspects of the trial or implications that you would like to comment on? These changes are contrary to the Central City Strategic Guidance “ Streets and Spaces Design Guide agreed between CERA, Christchurch Central Development Unit, Christchurch City Council and Te Runanga o Ngai Tahu after the earthquakes. Businesses and landowners made decisions based on that agreed document to invest following the earthquakes. To completely disregard the document in the manner proposed by the Gloucester St changes, creates uncertainty and erodes the confidence of businesses, landowners and investors in the Council and to invest further in the central city.</p> <p>This questionnaire has been designed to get a biased pre-determined answer. For instance, by using the word “Get rid of it” is negative and is designed to subconsciously choose that option. Additionally, there are no questions about travel times or impacts on surrounding streets. Also, there is no option at the outset for a Christchurch ratepayer/citizen. These decisions affect not only people who live, work or visit Gloucester St. They have a wider impact and affect and the survey has been designed to disregard those impacts and it has been designed to get a pre-determined outcome. It is a clayton’s consultation.</p> <p>All responses from staff at the Library should be disregarded as they are Council employees and should not be responding to a Council consultation process.</p>	Andrew Carter
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	<p>This whole process has been a waste of ratepayer and taxpayer money. When ratepayers are facing a 13.5% increase in rates, projects like this should not be progressed. It shows a complete lack of respect for the ratepayers of Christchurch</p>	
14815	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I love the way it makes the city feel. I would love to see more around the city.</p> <p>Outdoor dining, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it I went to the morning rave outside, and it was so much fun. I felt a great sense of community. It was a wonderful way to start the day, and it wouldn't have felt exactly the same in any other setting - connecting to the city and the citizens through dance</p> <p>Wāhi Taiao: Keep it I love the growing arts community in Christchurch. In my vision for the future, arts is omnipresent in the city!</p> <p>Footpath and road painting: Keep it It adds to the holistic feeling of the street! In my mind, it increases my desire to walk there more than its individual value -- it's effect is multiplicative!</p> <p>Planter boxes throughout the street: Keep it This is my favourite part of the street! Love love love it!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I like the idea of completely pedestrianizing Gloucester Street. Obviously there still needs to be access to necessary vehicles, but I think it should be inaccessible to private, personal vehicles.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I love the feeling of this environment. It makes me hopeful and excited for the future of the city. As a potential future home and business owner, this is the kind of city design that I want my rates to go towards! Personally, I would love to see surrounding areas become fully pedestrianized, similar to how Cashel St is presently.</p>	Liam Gibson

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14818	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it There is plenty seating and spaced around nicely</p> <p>Outdoor dining: Don't know/not sure</p> <p>The ability to easily close the street for events: Keep it This is amazing, as it allows more people and stalls to attend these events safely</p> <p>Wāhi Taiao: Make some changes A little shade may benefit the performers but otherwise a really awesome space</p> <p>Footpath and road painting: Keep it This is a nice design and identification</p> <p>Planter boxes throughout the street: Keep it Having plants in any space is a good idea, it can allow for edible plants which is great for the community</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Speed limit reduction to 10km/h: Keep it This may deter heavy road traffic and keep it safe for all people especially with the library and other structures</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I loved the recent Gloucester street party! A wonderful event and was amazing to be a part of! That area has become an area for smokers which is totally fine but there was no where to dispose of the butts making a far amount of mess. All of the artwork around the area is absolutely beautiful! I would love love love more events like this in the future!</p>	Anouska Dewe
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14819	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it There are plenty of other places to sit/eat</p> <p>Outdoor dining: Don’t know/not sure Probably fine unless it hinders people on the footpaths</p> <p>The ability to easily close the street for events: Get rid of it Let the road stay as a road.</p> <p>Wāhi Taiao: Get rid of it Let people perform at other, more established places.</p> <p>Footpath and road painting: Get rid of it Waste of money and leave the road as a road.</p> <p>Planter boxes throughout the street: Get rid of it They are dangerous and should not be there.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it This will just cause more accidents and is not needed.</p> <p>Speed limit reduction to 10km/h: Get rid of it Leave it as 30 km/hr like the rest of the city.</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Leave it as a normal road.</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Yes, the interaction between people and cars. Keep them separate, cars on roads and people on footpaths.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Put it back to the way it was. This was a waste of money.</p>	Bruce Van Duyn
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14820	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It’s great to have space so close to New Regent Street to sit and catch up with people, or even just to stop and adjust your bag or tie your shoes</p> <p>Outdoor dining: Keep it Emphasises the pedestrian-friendly nature of the street that you’re going for</p> <p>The ability to easily close the street for events: Keep it As long as there’s ability for service vehicles and maybe some accessible parking, pedestrian safety is pretty key here</p> <p>Wāhi Taiao: Keep it Cool space for pop-ups or small groups</p> <p>Footpath and road painting: Keep it Great way to tie together a cool area</p> <p>Planter boxes throughout the street: Keep it Great way to bring traffic calming and aesthetics together!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I think we can swing even further towards pedestrians, maybe make the street one way</p> <p>Speed limit reduction to 10km/h: Keep it Streets for People is the goal, I think the low speed limit is great here</p> <p>The use of speed cushions to bring speeds down: Keep it Keep the traffic slow, they’re nice to remind all users that this is a pedestrian friendly area</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Leaving a show was always a bit tricky with the high volume of traffic using Gloucester. Now I feel better about leaving to get to my car or Uber, or even just wandering through on a lunch break</p>	Nic Catto
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14821	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Excellent for tourists</p> <p>Outdoor dining: Keep it Need more of it</p> <p>The ability to easily close the street for events: Keep it Make it pedestrian and cyclists only permanently</p> <p>Wāhi Taiao, Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Keep it More of them in Garden city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Keep cars/delivery to before 9am and after 5:30pm</p> <p>Speed limit reduction to 10km/h: Keep it Safer</p> <p>The use of speed cushions to bring speeds down: Keep it Keep it to pedestrians</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Still has cars. Make it pedestrian only</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Great trial. Keep it going</p>	David Kennett
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14823	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's a cycle, having it there encourages people to use it, and seeing other people using it encourages others to as well. You need to set up the foundations for the space to be used and therefore develop over time.</p> <p>Outdoor dining: Keep it It attracts people to those restaurants and makes the space feel more vibrant and pedestrian friendly.</p> <p>The ability to easily close the street for events: Keep it With the combination of new Regent street, it's the perfect space to hold events, especially with the new theatre. Street festivals are family friendly, vibrant additions to the city. E.g., the outdoor food and fire festival held on high street last year.</p> <p>Wāhi Taiao, The use of speed cushions to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it It's great, adds interest to the road and would be a shame to remove it</p> <p>Planter boxes throughout the street: Keep it These will only get better as the plants grow</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I would encourage you to make it even more pedestrian and bike friendly. Private vehicles don't need to access the street so having vehicle access restricted to service or delivery vehicles where necessary would be fantastic (much like Oxford tce)</p> <p>Speed limit reduction to 10km/h: Keep it If it is made inconvenient to drive down then less cars will opt to use it and thus it will become more pedestrian friendly</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes Go even further, this street should absolutely be prioritised for cyclists and pedestrians</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No, I thought it was a fantastic start towards the whole area being pedestrian friendly and it would be an absolute shame to either reverse any of the changes or not move further forward to making the street pedestrian friendly</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I have said in my comments that you should move further forward towards prioritising pedestrians and cyclists. That section of glouster street doesn't give private vehicles access to anything they can't get through any of the other roads in the area and so limiting private vehicles access altogether should be a no-brainer. Pedestrianising this area makes perfect sense in terms of its proximity to new Regent street as well as the buildings in the area (library, theatre, events centre etc) and is much more forward thinking than going back to the way it was before. I will be very disappointed in the council if they cave to car-centric voices and reverse the changes made during the trial. Quite apart from wasted money and resource it would be a step backwards in terms of the live ability of the city. In all likelihood another consultation process would occur in the future once the theatre is built and people push for pedestrianisation so it makes sense to just continue with the plan now.</p>	Jessica
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14824	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Enjoy the greater amount of useable outdoor spaces</p> <p>Outdoor dining: Keep it gives more options when dining there and makes the street feel more occupied and vibrant</p> <p>The ability to easily close the street for events: Keep it allows for a greater variety of events in the center city</p> <p>Wāhi Taiao: Keep it multi-purpose, can be used for buskers and/or events</p> <p>Footpath and road painting: Don’t know/not sure concerned about how quickly they will get dirty/fade and then potentially make the street look tired</p> <p>Planter boxes throughout the street: Make some changes Would prefer more permanent planter/garden options that were more integrated rather than the removable ones</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down: Get rid of it seem somewhat superfluous and are pretty ugly</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes add in more permanent garden beds/planters to narrow the street instead of removeable ones</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Taylor Fairey
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14825	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it It's great to have places to relax but we already have plenty of areas in the CBD where this can happen.</p> <p>Outdoor dining: Make some changes It is frustrating to navigate around these.</p> <p>The ability to easily close the street for events: Get rid of it Navigating the CBD by car can be quite frustrating already. Why close off another road and add to the traffic congestions?</p> <p>Wāhi Taiao: Make some changes Street performers are all over the center of the city - we regularly enjoy performances in and around the Arts Center and Cathedral Square. Don't believe we need to affect road access to create yet another outdoor stage.</p> <p>Footpath and road painting: Keep it Colourful street art is fun</p> <p>Planter boxes throughout the street: Make some changes Keep on one side of the road, remove the other</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Shared zone is great but room is too restricted for vehicles.</p> <p>Speed limit reduction to 10km/h: Make some changes Increase speed limit as 10 kms/h is difficult to maintain.</p> <p>The use of speed cushions to bring speeds down: Get rid of it Surely everyone finds these 'cushions' frustrating...</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Why give access to vehicles if you then make it near impossible to navigate through this part of Gloucester Street?</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? For drivers there are a multitude of obstacles to look out for - pedestrians, bikes are normal but now also speed 'cushions', planter boxes, narrow lanes-not safer at all. Pedestrians will be tempted to treat this as a car free zone and cross without looking.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I love the look of the street but it needs to be practical too. The design has gone too far towards a pedestrian only use and needs to be scaled down to make access for cars and bikes easier.</p>	Barbara Harry
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14826	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Makes it safer when walking with my toddlers and preschooler</p> <p>Outdoor dining: Don't know I didn't take notice of these so no comment</p> <p>The ability to easily close the street for events: Keep it Great idea</p> <p>Wāhi Taiao: Make some changes Needs to be a bit more visually appealing</p> <p>Footpath and road painting: Keep it Better than roading, not as good as pavement tiles</p> <p>Planter boxes throughout the street: Make some changes Look better when made of a more permanent structure</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Would like to encourage more cyclists and pedestrians in the space and less vehicles. There should be some accessible parking for the library though.</p> <p>Speed limit reduction to 10km/h: Keep it I have young children and it's just safer for us</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Just the change when first driving into town</p> <p>Are there any aspects of the trial or implications that you would like to comment on? While the planter boxes are nice, it looks a little temporary. Should the idea come to fruition, it would be nice to see permanent structures and plantings</p>	Gemma Box
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14828	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it The furniture looks awkward and I don't feel it enhances the street</p> <p>Outdoor dining: Keep it It is great if a business is able to extend their tradable area and it adds visual vibrancy</p> <p>The ability to easily close the street for events: Keep it It is good to have the ability for one street that doesn't have the tram running all the way through it available for event space</p> <p>Wāhi Taiao: Get rid of it There is a distinct lack of foot traffic and not likely to change anytime soon due to the lack of retail/ hospo rental space. The Library, Press Building, Isaac Theatre Royal are not outwardly facing and buskers will only go where the people are.</p> <p>Footpath and road painting: Keep it It is a bit of fun</p> <p>Planter boxes throughout the street: Make some changes Keep them all to the side of the road</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I walk and scoot through here everyday and never saw one person walking down the middle of the street. Due to the slowing of all city centre streets to 30km p/h most street have a shared zone feel anyway</p> <p>Speed limit reduction to 10km/h: Get rid of it 30km p/h is fairly slow even for some cyclists and scooters</p> <p>The use of speed cushions to bring speeds down: Make some changes I am not a fan of these cushions due to some of their placements in particular scooting down Rolleston Ave coming in and out of Hereford Street.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it 30km p/h is slow enough</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I liked the idea of the street party but understand that it drew a lot of noise complaints.</p>	Paul Lonsdale
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14829	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It serves a purpose</p> <p>Outdoor dining: Keep it Good apart from in winter where it will be cold</p> <p>The ability to easily close the street for events: Keep it Events are important in the CBD</p> <p>Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Make it more in favour of pedestrians</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Aaron Anderson
14831	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it They make the area much more inviting and provide it a broader use while construction occurs.</p> <p>Outdoor dining, Wāhi Taiao, Footpath and road painting, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>The ability to easily close the street for events: Keep it This isn't an important street for vehicles and is a great space for events being close to other amenities.</p> <p>Planter boxes throughout the street: Keep it Add some much needed greenery and act as traffic calming. Add more!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes I think that it needs to be pedestrianised further. Instead of it feeling like a pedestrian space where cars feel like guests, it still feels like car space. Converting it to one way, or just somehow signalling to cars that they are guests would be good.</p> <p>Speed limit reduction to 10km/h: Keep it Makes sense. Pedestrian space for a very short stretch, it wouldn't make much sense to have it any higher.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? As mentioned, it still feels like car space, so it doesn't feel too comfortable whilst being on the street.</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think adding a pedestrian crossing from Cathedral Junction to New Regent Street would help a lot. Potentially making it one-way would also make it feel more like a pedestrian space.</p>	Jack Halliday

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14834	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Most of it is cheap rubbish like the last street furniture installed after the earthquakes that soon soild and rotted - gorillas I think</p> <p>Outdoor dining: Keep it Ratepayers/tax payers have already paid for it so may as well keep it until it falls apart. It does provide some amenity value unlike rest of street changes</p> <p>The ability to easily close the street for events: Get rid of it What events? Any events would be tarnished as the "upgrade" is spoiled by the shocking state of the footpaths which the changes cannot hide</p> <p>Wāhi Taiao: Get rid of it Like the rest of the upgrades it is not going to last long as it is cheap. Use one end of New Regent St instead at least there are people around there to enjoy the music etc</p> <p>Footpath and road painting: Get rid of it Like the footpaths the road is in a poor state and the designs on the road can't camouflage that</p> <p>Planter boxes throughout the street: Get rid of it They are just cheap distraction from the poor state of the road and footpaths</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it I have walked up the street from my work many times over the years and there has never been much traffic on it - I can usually cross the street with out waiting for a car at all</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Trying to avoid the largely unused and unneeded street furniture</p> <p>Are there any aspects of the trial or implications that you would like to comment on? You need to fix the footpaths and road first before you waste more money on this lipstick on a pig. Lets be honest it only went ahead because 90% of the exhorbitant costs were paid for by taxpayers around NZ. How it cost \$1.5m I will never know but I think you should release the award contract details so people can see how much each of the cheap furniture and other design items cost.</p> <p>A pedestrian crossing near New Regent Street would be one useful thing you could add before fixing the footpaths</p>	Paul Crooks
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14838	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Don’t know/not sure Haven't tried, weather dependent</p> <p>Outdoor dining: Don’t know/not sure Haven't tried; like the idea but how pleasant depends on how much motor traffic passes nearby</p> <p>The ability to easily close the street for events: Keep it Creates a great hub for community gathering</p> <p>Wāhi Taiao: Don’t know/not sure Haven't experienced/viewed any performances</p> <p>Footpath and road painting: Keep it Adds vibrancy</p> <p>Planter boxes throughout the street: Keep it Feels more welcoming</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Don’t know/not sure Would be better without motor traffic</p> <p>Speed limit reduction to 10km/h: Keep it To create a more pleasant environment for people to spend time in the area</p> <p>The use of speed cushions to bring speeds down: Don’t know/not sure If slow speeds are possible without using these, the street would look more attractive</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it More aesthetic way to slow speeds</p> <p>Do you feel safer using the street now compared to before the trial? Don’t know/not sure</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It would be great to see more treatments like this throughout our City. I really hope Gloucester Street doesn't revert to how it was previously and that we'll see more people friendly environments continue to develop</p>	Natalie Brodie
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14841	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's good to have spaces to stop and rest or eat when out in town.</p> <p>Outdoor dining: Keep it It's good to have the space in the city being available for use by people.</p> <p>The ability to easily close the street for events: Keep it It's good to increase the flexibility of use of city spaces.</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting: Keep it</p> <p>Planter boxes throughout the street: Keep it We need increased greenery in the city</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Keep it Keep it, or remove access for drivers other than service vehicles. Pedestrian safety and comfort should be the main priority.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Pedestrian safety and comfort should be the main priority.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? We need more pedestrianised areas in the central city. Almost all of the time I'm there I'm on foot, on a scooter, or on a bike. The streets with lots of cars are very loud, aren't as safe, and are much less pleasant to spend time on.</p>	Richard Abey-Nesbit
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14845	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it In the numerous times that I have walked through this area I have only twice seen the furniture used - once by one person sitting and the other by a group of teenagers using furniture to skateboard off. Plus it looks tacky</p> <p>Outdoor dining, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>The ability to easily close the street for events, Planter boxes throughout the street: Get rid of it</p> <p>Wāhi Taiao: Get rid of it I've never seen it used, plenty of better venues nearby and its not needed</p> <p>Footpath and road painting: Get rid of it Look tacky</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it Has taken out 5 minute two carparks outside library that are useful for dropping off books</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it As earlier has taken out two carparks handy for bookdrop off at library</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>Are there any aspects of the trial or implications that you would like to comment on? Pointless and un needed to make the changes and should not stay</p>	Claire Stewart
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14846	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It helps slow the street down, making me comfortable to drive slowly while looking for a carpark. It adds to the ambiance of the street and makes Christchurch feel more like a vibing, happening city.</p> <p>Outdoor dining: Keep it I think it's an awesome idea! It looks really pleasant.</p> <p>The ability to easily close the street for events: Keep it I live in the city centre and I'm strongly in favour of pedestrian-friendly streets that can be closed for events. That's what will draw more people into the city and make this a desirable place to live.</p> <p>Wāhi Taiao: Keep it The Performing Arts Precinct needs to be accessible to a diverse range of artists, including local, independent artists who wouldn't otherwise be able to perform here. It enlivens the space and makes it feel like it belongs to the whole community.</p> <p>Footpath and road painting: Make some changes It needs to be permanent, using a road surface that encourages cars to slow down and be mindful of sharing the space with other users.</p> <p>Planter boxes throughout the street: Make some changes Some permanent gardens and trees would be great.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it This street needs to serve as an extension of the already pedestrianised retail precinct. The area north of the CBD needs to stop feeling like a dead post-quake area and start feeling like a core part of a vibrant CBD.</p> <p>Speed limit reduction to 10km/h: Keep it When I'm walking to and from shows and hospitality, this street can be very hectic. The lower speed limit makes me feel safe crossing the road. It also makes it safe at peak times when there's lots of cars picking up and dropping off people for shows.</p> <p>The use of speed cushions to bring speeds down: Keep it I don't find them obstructive when driving, and they're needed to keep safe speeds in the area.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Absolutely needed to keep the area at a safe, comfortable speed.</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Not that I recall</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I think it's brilliant and I would love to see something that feels more permanent. The current road surface still doesn't feel very pedestrian-friendly.</p>	Mark Darbyshire
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14850	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Planter boxes throughout the street: Keep it</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Make some changes no cars here</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Sascha Campbell
14851	<p>Furniture on the street for relaxing, eating, socialising and watching performances, Outdoor dining, The ability to easily close the street for events: Keep it It's not a very long road, pedestrian only is better for it</p> <p>Wāhi Taiao: Keep it cause its cool</p> <p>Footpath and road painting: Keep it Keep it, but add more</p> <p>Planter boxes throughout the street: Keep it More more!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Make some changes No cars</p> <p>The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it because no cars</p> <p>Do you feel safer using the street now compared to before the trial? Don't know/not sure</p>	Zoe Walker

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14852	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it The more free and open third spaces, the better</p> <p>Outdoor dining: Keep it Livens things up</p> <p>The ability to easily close the street for events: Keep it This section of Gloucester is already low-value for transport. I wouldn't mind if it was closed permanently except to goods and disability vehicles.</p> <p>Wāhi Taiao: Make some changes Put a roof over it</p> <p>Footpath and road painting: Keep it It's a nice touch, why get rid of it?</p> <p>Planter boxes throughout the street: Keep it I like plants, I like seats, who doesn't?</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Deprioritise drivers. One way or closed except for goods and disability vehicles</p> <p>Speed limit reduction to 10km/h: Make some changes Add a speed camera ;)</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>Are there any aspects of the trial or implications that you would like to comment on? I do not care what Philip Carter thinks. There is a very loud minority of business owners who are afraid of any change, despite the overwhelming evidence that pedestrianising city streets is good for everyone. It would be a shame to regress on the positive things the council has been trying to do.</p>	Tim Smaill
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14864	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Great place to hang out and have lunch, great for traffic calming</p> <p>Outdoor dining: Keep it Makes the street more people friendly</p> <p>The ability to easily close the street for events, Wāhi Taiao, Footpath and road painting, Speed limit reduction to 10km/h, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Planter boxes throughout the street: Keep it Great traffic calming effect</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Keep it Keep, and I'd like to see more of these around the CBD</p> <p>The use of speed cushions to bring speeds down: Keep it Probably necessary</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Mona
14866	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it It's great to have spaces to pause and meet people, that are public and not part of a local business</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, Planter boxes throughout the street, The use of speed cushions to bring speeds down, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it I love the colour it brings to the space</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes Make it a one way space for cars and trucks, there doesn't need to be two-way vehicle traffic in this short block.</p> <p>Speed limit reduction to 10km/h: Keep it Much safer for pedestrians</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? Two way vehicle traffic. It would be great to only need to look out for traffic from one direction</p>	Ana Connor

Submissions received on Gloucester street “Streets for People” Trial, July 2024

14878	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Make some changes More shade, but otherwise good.</p> <p>Outdoor dining, The ability to easily close the street for events, Wāhi Taiao, The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it</p> <p>Footpath and road painting: Keep it Cool, but not super necessary.</p> <p>Planter boxes throughout the street: Keep it City needs greenery.</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Make some changes It's nice, but honestly the cars ruin the good.</p> <p>The use of speed cushions to bring speeds down: Keep it Preferably no cars</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? The cars</p> <p>Are there any aspects of the trial or implications that you would like to comment on? It was good, but having cars going though basically negated the point.</p>	Abigail Cairns
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14879	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it Vibes have been improved infinitely, brings people into the area</p> <p>Outdoor dining: Keep it Gives an atmosphere to the area</p> <p>The ability to easily close the street for events: Keep it It's like a real city</p> <p>Wāhi Taiao: Keep it Brings people in, we need people in the city</p> <p>Footpath and road painting, Planter boxes throughout the street, Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Keep it</p> <p>The use of speed cushions to bring speeds down: Don't know/not sure Doesn't matter if the speed limit is 10km/h</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Don't know/not sure</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p> <p>When using the street during the trial, was there anything that made you feel unsafe? No actually</p> <p>Are there any aspects of the trial or implications that you would like to comment on? If you keep doing this, you need to keep other streets accessible to cars (and keep speed limits at 50km/h) while improving public transport to allow people into the city to use these great areas. Public transport is still nowhere near good enough to stop cars entering the city, and this is coming from a cyclist. So many people don't go to the city because you can't get there/park easily. I love this though.</p>	Nathan
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14884	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Keep it I love it, we need more places for people to meet and spend time together in the city.</p> <p>Outdoor dining: Keep it Again, more and more places for people to sit and meet and hang out with one another</p> <p>The ability to easily close the street for events: Keep it The more events in Christchurch and in the city the better!</p> <p>Wāhi Taiao: Keep it It gives a place for people to perform and for people to hear music if they want to</p> <p>Footpath and road painting: Keep it I love any kind of street art and colour in the city, more please!</p> <p>Planter boxes throughout the street: Keep it For an area where it’s already paved, having options for greenery is always a good thing!</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users: Get rid of it I’d have it just pedestrian, the street doesn’t really work well for drivers.</p> <p>Speed limit reduction to 10km/h: Keep it If we do keep driving down the street, it needs to be slow. But you also need to ensure people are adhering to the speed limit. A speed limit without tickets doesn’t matter.</p> <p>The use of speed cushions to bring speeds down: Keep it I’ve just had speed bumps put in on my street and it works so well to slow people down.</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Keep it Anything to keep speeding in the city down to in high pedestrian areas</p> <p>Do you feel safer using the street now compared to before the trial? Yes</p>	Maeve Deacon
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Submissions received on Gloucester street “Streets for People” Trial, July 2024

14893	<p>Furniture on the street for relaxing, eating, socialising and watching performances: Get rid of it Waste of money</p> <p>Outdoor dining: Get rid of it Doesn't get used</p> <p>The ability to easily close the street for events: Get rid of it Waste of time</p> <p>Wāhi Taiao: Don't know/not sure</p> <p>Footpath and road painting: Get rid of it Looks dumb</p> <p>Planter boxes throughout the street: Keep it Take off the skate stops</p> <p>Gloucester Street as a shared zone, suitable for drivers, cyclists, pedestrians and other road users, Speed limit reduction to 10km/h: Get rid of it</p> <p>The use of speed cushions to bring speeds down: Get rid of it Doesn't do much for motorcycles</p> <p>The use of lane narrowing (using bollards and planter boxes) to bring speeds down: Get rid of it Dangerous</p> <p>Do you feel safer using the street now compared to before the trial? No</p> <p>When using the street during the trial, was there anything that made you feel unsafe? People on electric scooters or motobikes bypassing the speed bumps</p>	James Ferguson
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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 Gloucester Street “Streets for people” Trial to the Council.